

ITEM 7(h)

Title: Adoption of the North Tyneside Local Plan

Appendices

Appendix 1: Inspector's Report on the Examination of the North Tyneside Local Plan (pages 1-58)

Appendix 2: Appendix to the Inspector's Report containing the Main Modifications (pages 59-137)

Appendix 3: Schedule of Minor Modifications (pages 138-203)

Appendix 4: The North Tyneside Local Plan 2017 adoption version (pages 204-437)

Appendix 5: The North Tyneside Local Plan Policies Map adoption version (page 438)

Appendix 6: Sustainability Appraisal Adoption Statement (pages 439-453)

Appendix 7: North Tyneside Local Plan Adoption Statement (page 454)

Appendix 8: Policies Map Modifications Schedule (pages 455-471)



The Planning Inspectorate

Report to North Tyneside Council

by David Spencer BA(Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Date 09 May 2017

Planning and Compulsory Purchase Act 2004

(as amended)

Section 20

Report on the Examination of the North Tyneside Local Plan

The Plan was submitted for examination on 30 June 2016

The examination hearings were held between 8 November 2016 and 7 December 2016

File Ref: PINS/W4515/429/7

Abbreviations used in this report

ATLAS	Homes and Communities Agency's Advisory Team for Large Applications
CIL	Community Infrastructure Levy
CS	Core Strategy ¹
DCLG	Department for Communities and Local Government
DtC	Duty to Co-operate
Dpa	Dwellings per annum
ECML	East Coast Main Line
ELR	Employment Land Review
EZ	Enterprise Zone
GTAA	Gypsy and Traveller Accommodation Assessment
HMA	Housing Market Area
HRA	Habitats Regulations Assessment
IMF	Implementation and Monitoring Framework
JCS	Joint Core Strategy ²
KCA	Killingworth Conservation Area
LDS	Local Development Scheme
LEP	Local Enterprise Partnership
LP	Local Plan
MM	Main Modification
MoAG	Monkseaton Action Group
MuAG	Murton Action Group
NDSS	Nationally Described Space Standard
NECA	North East Combined Authority
NeCC	Newcastle City Council
NPPF	National Planning Policy Framework
NoCC	Northumberland County Council
NTLP	North Tyneside Local Plan
OAN	Objectively assessed need
ONS	Office for National Statistics
PPG	Planning Practice Guidance
PPTS	Planning Policy for Traveller Sites
PSA	Primary Shopping Area
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SANGS	Suitable Alternative Natural Green Spaces
SCI	Statement of Community Involvement
SEA	Strategic Environmental Assessment
SEP	Strategic Economic Plan
SFRA	Strategic Flood Risk Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SPA	Special Protection Area

¹ Proposed Core Strategy for North Tyneside consulted on between 2008 & 2011

² Core Strategy and Urban Core Plan for Gateshead and Newcastle 2010-2030

UDP
UCG
WMS

North Tyneside Unitary Development Plan (2002)
Underground Coal Gasification
Written Ministerial Statement

Non-Technical Summary

This report concludes that the North Tyneside Local Plan provides an appropriate basis for the planning of the Borough provided that a number of main modifications [MMs] are made to it. North Tyneside Council has specifically requested me to recommend any MMs necessary to enable the Plan to be adopted.

The majority of the MMs were presented on submission of the Plan for examination and an additional number were discussed at the examination hearings. Following the hearings, the Council prepared schedules of the proposed modifications and, where necessary, carried out sustainability appraisal of them. The MMs were subject to public consultation over a six-week period. In some cases I have amended their detailed wording where necessary. I have recommended their inclusion in the Plan after considering all the representations made in response to consultation on them.

The Main Modifications can be summarised as follows:

- Revised housing requirement based on the full objective assessment of need comprising the latest 2014 based projections with upwards adjustments for migration and market signals/affordability;
- Revised housing trajectory to provide a stepped delivery profile that would significantly boost housing supply whilst ensuring a realistic five year housing land supply position on adoption;
- Amendments to enable clarity on future calculations of housing land supply including a residual approach to shortfall and allowances for persistent under-delivery and non-implementation;
- Additional clarification in policy as to what actions would be triggered in the event that a deliverable five year supply cannot be demonstrated;
- Modifications to various policies to provide for necessary clarity or flexibility to ensure they would be justified and effective; and
- Modifications to various policies to ensure consistency with national policy, including recent Written Ministerial Statements and the Government's Planning Practice Guidance.

Introduction

1. This report contains my assessment of the North Tyneside Local Plan (NTLP) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (paragraph 182) makes it clear that in order to be sound a Local Plan should be positively prepared, justified, effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The NTLP submitted in June 2016 is the basis for my examination. It is the same document as was published for consultation in November 2015. In the intervening period, the Council has augmented the evidence base of the plan in respect of appropriate assessment³, strategic site delivery and plan viability but this has not fundamentally changed the content of the Plan.
3. The NTLP is a full Local Plan in that it provides a strategy, detailed policies and specific sites for delivering objectively assessed development needs over the plan period to 2032. The Plan considers these needs against the environmental capacity of the Borough including Green Belt and international and national designated sites for biodiversity. The Plan seeks to provide a comprehensive planning framework without the need for any additional Development Plan Documents although the LDS identifies that further supporting guidance and a CIL are programmed. It is on this basis that the document has been examined.

Main Modifications

4. In accordance with section 20(7C) of the 2004 Act the Council requested that I should recommend any main modifications [MMs] necessary to rectify matters that make the Plan unsound and thus incapable of being adopted. My report explains why the recommended MMs, all of which relate to matters that were discussed at the examination hearings, are necessary. The MMs are referenced in bold in the report in the form **MM1, MM2, MM3** etc, and are set out in full in the Appendix.
5. The main modifications are taken from an earlier composite schedule of "further modifications"⁴ prepared by the Council on submission of the Plan. This total list of 447 proposed changes were subsequently disaggregated into main modifications (MM) and additional modifications (AM) for the hearing sessions. Accordingly, and for consistency, the numbering of MMs reflects the originally submitted schedule and so the numbers do not run sequentially.
6. Following the examination hearings, the Council prepared a refined schedule of proposed MMs and carried out sustainability appraisal of them. The MM schedule was subject to public consultation for six weeks. I have taken

³ In accordance with the Habitats Regulations

⁴ Examination Document reference EX/NTC/2

account of the consultation responses in coming to my conclusions in this report and I have made some amendments to the detailed wording of the main modifications. None of the amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and sustainability appraisal that has been undertaken. Where necessary I have highlighted these amendments in the report.

Policies Map

7. The Council must maintain an adopted policies map which illustrates geographically the application of the policies in the adopted development plan. When submitting a local plan for examination, the Council is required to provide a submission policies map showing the changes to the adopted policies map that would result from the proposals in the submitted local plan. In this case, the submission policies map comprises the set of plans identified as North Tyneside Local Plan Pre-Submission Consultation Draft Policies Map as set out in core document NT01/2.
8. The policies map is not defined in statute as a development plan document and so I do not have the power to recommend main modifications to it. However, a number of the published MMs to the Plan's policies require further corresponding changes to be made to the policies map. In addition, there are some instances where the geographic illustration of policies on the submission policies map is not justified and changes to the policies map are needed to ensure that the relevant policies are effective.
9. These further changes to the policies map were published for consultation alongside the MMs in the 'Policies Map Modifications Schedule' (January 2017). When the Plan is adopted, in order to comply with the legislation and give effect to the Plan's policies, the Council will need to update the adopted policies map to include all the changes proposed in this Schedule and the further changes published alongside the MMs.

Consultation

10. The Statement of Community Involvement⁵ was adopted by the Council in 2013. The preparation of the NTLP has followed the consultation principles established in the SCI. In addition, the submitted Statement of Consultation⁶ brings together and summarises the consultation process undertaken by the Council, including from the intervening work on the then emerging CS and associated AAPs between 2006 and 2011 through to the publication of the final draft of the Plan in November 2015.
11. Concern has been expressed about the adequacy of the consultation methods used by the Council. It is clear to me that the Council has adhered to the requirements as set out in the Regulations⁷ and the additional consultation prescribed in the SCI including formal events, summary material and the Council's free magazine to every home as well as on-line and social media.

⁵ Core Document NT02/5/1

⁶ Core Document NT03/3

⁷ The Town and Country Planning (Local Planning) (England) Regulations 2012

Accordingly, the Council has taken a thorough but proportionate approach to consultation on this important document.

12. A specific issue is whether consultation leaflets, containing summary material, were actually delivered to every household as paid for by the Council. I have very little documented evidence that there has been any significant failure of this one consultation technique. The scale of response to the various consultations confirms that methods alongside leafleting have ensured that residents and organisations with a stake in the plan have been able to respond to the consultations.
13. Other representors expressed concern about the timing and adequacy of public meetings. The Council has held a notable number of public events at the consultation draft (2013) and pre-submission (2015) stages in accordance with the SCI including at locations relative to the Plan's main proposals. The late timing of the 2015 public meeting for Murton was far from ideal but again I have little persuasive evidence that it has undermined the effectiveness of the consultation or precluded those who wished to express their opposition from doing so during the requisite 6 week consultation period. Overall, I am satisfied that those who considered the plan to be unsound had the necessary opportunity to make their submissions.

Assessment of Duty to Co-operate

14. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council has complied with any duty imposed on it by section 33A in relation to the Plan's preparation.
15. The Council has prepared a comprehensive 'Duty to Cooperate Statement'⁸ which sets out the on-going dialogue regarding joint working and cross boundary co-operation during the preparation of the Plan. This has included engagement with all seven Councils forming part of the wider North East Local Enterprise Partnership under the auspices of the North East Combined Authority (NECA). On this wider footing there is alignment on economic growth strategies (including designated EZs) as well as a memorandum of understanding (June 2014) between the seven Councils, including a commitment to work together on strategic planning matters. Dialogue has also been maintained with the additional bodies as prescribed in Regulation 4 of the 2012 Regulations.
16. In addition, there are particular synergies between the three authorities 'north of the Tyne' in respect of the environment, housing, employment and infrastructure. On-going dialogue with both Newcastle City Council and Northumberland County Council is evidenced, including through regular meetings of the North of Tyne Working Group (held under the umbrella of the wider collaborative NECA working arrangements for strategic planning in the North East). Additionally, specific workshops have been held, principally on a North of Tyne basis, with Councils and relevant organisations to consider growth options for the Borough. Consequently, a genuinely co-ordinated approach is being pursued to secure sustainable spatial outcomes across a

⁸ Core Documents NT03/4/1 & NT03/4/2

wider area. Compliance with the Duty to Co-operate across the North of Tyne was recently confirmed through the recent examination of the Gateshead & Newcastle Joint Core Strategy. There is no persuasive evidence to conclude differently in respect of the NTLP.

17. The National Planning Policy Framework at paragraphs 178-181 sets out those strategic priorities which have a local cross-boundary dimension. From the submitted evidence it is clear that the Council has cooperatively considered these factors through on-going engagement with relevant bodies and local authorities, including various evidence base studies. Consequently, there is negligible comment on submission of the Plan that substantive cross-boundary issues remain unresolved or in conflict. A small number of strategic highway network and transport accessibility issues these have now been satisfactorily resolved, as evidenced in the Joint Position Statements with Highways England and Nexus.
18. The application of the latest 2014-based household projections generates particular DtC issues. With this in mind a Joint Position Statement⁹ with NeCC and NoCC was submitted during the examination which provides confidence that the Council has not considered changes to the full OAN in isolation.
19. Taking all of this into consideration I am satisfied that that the legal duty to cooperate in the Act has been complied with.

Assessment of Soundness

Background

20. The North Tyneside Local Plan represents the culmination of nine years of plan-making to replace the 2002 UDP. Whilst the plan is largely underpinned by up-to-date evidence and consultation amassed since the publication of the NPPF in 2012 it nonetheless draws from various longstanding principles and policy directions considered as part interim Core Strategy and Area Action Plan work. It is generally the more recent Plan content reflecting higher growth levels and in particular the two strategic greenfield sites at Killingworth and Murton which have generated the vast majority of comment on the Plan.
21. Central to informing a sustainable approach to planned growth has been Sustainability Appraisal (SA) with the final version on submission extending to more than 2,500 pages. The Council's evidence base demonstrates that different options and alternatives have been addressed at the relevant stages. Emerging policy options were assessed against the SA objectives and thought was given as to how the policies would further the objectives. The SA was subject to consultation in the same way as the NTLP and has involved specific engagement with the Strategic Environmental Assessment bodies as required. There is nothing to suggest the SA was undertaken other than in accordance with the Regulations. Taking all of the above into consideration, the NTLP has been subject to an adequate sustainability appraisal, incorporating the requirements of SEA.

⁹ Examination Document EX/NTC/36

22. The presence of internationally designated sites of biodiversity importance within and adjoining the plan area has necessitated a precautionary approach to ensure that the growth proposals of the Plan would not result in an adverse effect on the integrity of these sites. An Appropriate Assessment of the Plan¹⁰ was updated prior to submission, in consultation with Natural England. Taking into account the advice from relevant environmental bodies I consider that the plan has been subject to an adequate HRA process.

Main Issues

23. Taking account of all the representations, the written evidence and the discussions that took place at the examination hearings I have identified 11 main issues upon which the soundness of the Plan depends. Under these headings my report deals with the main matters of soundness rather than responding to every point raised by representors.

Issue 1 – Whether the overall vision, objectives and spatial strategy are soundly based?

Spatial Vision

24. The spatial vision is for the period to 2032 during which sustainable development in North Tyneside will comprise economic and housing growth and infrastructure investment that enhances the prosperity and vibrancy of the Borough in terms of the quality of life for residents. The vision omits reference for the need to be resilient to climate change, which is a key strand to achieving sustainable development. **MM30** would ensure that those objectives of the Plan relating to climate change are embedded as an integral part of the overarching Vision. It is therefore necessary to ensure the Plan would be effective.

Objectives

25. The vision is underpinned by twelve objectives which are generally sound and collectively provide a strong starting point for a sustainable spatial strategy for the Borough. An element of refinement is needed to the objectives to ensure they would be justified and effective. With this in mind, **MM34** is necessary to avoid conflation between the full OAN and the subsequent housing requirement, consistent with national policy.
26. Additionally, objectives 6 and 7 contain a degree of overlap and could be reasonably amalgamated into a single objective recognising that regeneration is a Borough-wide priority. In terms of the modified Objective 6 and newly numbered Objective 11 it would be justified to introduce references to safeguarding the Borough's historic environment. Consequently, **MM36**, **MM37** and **MM42** are necessary to ensure the objectives of the Plan are sound.

¹⁰ NTLP HRA – Appropriate Assessment 19 January 2016

Spatial Strategy

27. The spatial strategy of the Plan seeks to secure sustainable development through a combination of growth, investment and regeneration to meet the identified development needs whilst simultaneously protecting Green Belt and significant areas of identified green infrastructure. Given the character and relatively small size of the Borough, balancing these factors is not without challenges but it also means that there are few, if any, reasonable alternative spatial strategies.
28. The majority of the Borough through a central belt extending from the east of Newcastle to the Coast and along the River Tyne is what the plan describes as the "main urban area". This area comprises the principal communities of Killingworth, Longbenton, Wallsend, Whitley Bay and North Shields which over time have effectively merged into one conurbation. It is into this area that strategy directs the vast majority of the growth, investment and regeneration. This appropriately reflects that it contains three of the four area specific strategies identified in the Plan and a notable number of opportunities to maximise the use of previously-developed and under-utilised land. The submitted spatial strategy also aligns with the economic potential associated with the A19 economic corridor and River Tyne North Bank Enterprise Zone. This main urban area also includes two sizeable areas of greenfield land (previously safeguarded in the UDP) which the spatial strategy identifies as strategic development sites at Killingworth Moor and Murton.
29. Aligning the majority of growth to the existing main urban area would secure the Plan's vision and objectives in terms of delivering the necessary growth and investment. It also would secure significant benefits in terms of the potential to reduce the need to travel, protecting Green Belt and maintaining significant areas of green infrastructure.
30. There are essentially two alternative spatial strategies presented in the various representations. The first would be to boost housing delivery on previously-developed (brownfield) sites, particularly along the Tyne corridor and at West Chirton. The Council has undertaken a thorough SHLAA exercise which has considered a vast array of brownfield sites including those suggested in representations. Where suitable and achievable for housing they are already accounted for in the Plan. There is no compelling evidence that a significant brownfield site has been overlooked. The finite capacity of brownfield sites in North Tyneside would not meet all housing, employment and service needs over the period to 2032. Consequently, this would not be a reasonable alternative spatial strategy. Greenfield land is therefore required.
31. The second alternative strategy would involve alternative land release made from Green Belt to either stimulate early housing delivery or in-lieu of the strategic sites. The submitted Plan maintains Green Belt from the 2002 UDP on the basis of a recent Green Belt Review. The two strategic sites were identified as safeguarded land as part of the 2002 UDP, signalling their future potential for, not indefinite protection from, development. The scale of growth identified through this plan justifies consideration of these sites, given their relationship to the main urban area, as part of a sustainable spatial strategy.
32. I am not persuaded that any alternative sizeable Green Belt options are available that would not harmfully result in unrestricted urban sprawl,

coalescence of settlements or encroachment into countryside. Accordingly, there is not a reasonable alternative spatial strategy that would involve Green Belt land releases.

33. Allied to the second alternative strategy are those representations seeking a greater proportion of the Plan's growth in the North West villages. These former mining communities are appropriately identified in the spatial strategy for area specific strategies however they are surrounded and separated by existing Green Belt. There is little persuasive evidence that these two designations are spatially incompatible or that additional Green Belt land releases in this part of the Borough would provide for a more sustainable distribution of growth. The Plan positively identifies moderate areas of non-Green Belt land within the settlements for both housing and employment development. Accordingly, the North West villages will not stagnate and a proportionate level of growth would occur whilst maintaining Green Belt. Accordingly, no amendment to the spatial strategy is necessary.
34. The allocated Murton site is proximate to the Durham Coast SAC and Northumbria Coast SPA (and Ramsar) and has been 'screened in' through the HRA process as having a likely significant effect on qualifying features of these habitats from recreational pressure¹¹. The HRA process has considered mitigation but I am mindful that this is the option after initial avoidance. In terms of alternatives to avoid these habitats much of the Green Belt land to the north would also be similarly proximate to the SPA. Other options on Green Belt land further inland may reduce the effect on the SPA but not without their own significant environmental harm including the loss of open Green Belt land. Accordingly, the proximity of Murton to the SAC and SPA does not render the submitted spatial strategy unsound and mitigation is addressed later in this report.
35. Overall, the submitted spatial strategy and its identified strategic policy areas provide a sound basis for sustainable development including the two proposed strategic sites and specific strategies for appropriate priority investment areas. In terms of the strategic policy areas of the Plan, paragraph 4.5 needs to be amended to more accurately describe priority investment areas as "Area Specific Strategies" and to provide clearer reference to the significance of the A19 Economic Corridor and the River Tyne North Bank. Accordingly, **MM44** is necessary for soundness.
36. As submitted, Map 2 in the Plan accompanies the spatial strategy but is not described as the key diagram contrary to national advice on plan-making. **MM45** is necessary to clarify that Map 2, with amendments to reflect MM44, should be clearly identified as the Key Diagram.
37. A small number of updates are required to introductory parts of the Plan which provide the context to the spatial strategy. These would ensure the plan is up-to-date and consistent with national policy. These updates include referencing the role and relationship with the Marine Management

¹¹ Appendix C of the HRA has applied the 6km buffer zone (vulnerable to recreational disturbance from local population) to the Durham Coast SAC as applied in HRA to the Sunderland and County Durham Plans.

Organisation and the overlap between Marine Plans and the Plan itself. Consequently **MM9** is necessary for soundness.

38. The Plan explains that it replaces the 2002 UDP. It is necessary to clarify that all of the remaining saved policies of the UDP would be replaced by the adopted NTLP. Accordingly **MM10** is necessary for the Plan to be effective. Similarly, it is important that the context of the Plan explains more fully the evidence base underpinning the plan, particularly around the assessment of the submitted development sites. **MM15** would provide a helpful summary of the work done and it should be included for soundness.
39. The introduction to the vision for 2032 should be more strategic and clarify that the priorities for the plan are for its entire plan period. Accordingly, the amendments in **MM29** are needed to ensure that the Plan would be effective.

General Principles

40. The Plan appropriately reflects the presumption in favour of sustainable development consistent with national policy in the NPPF. As submitted Policy S1.4 sets out a number of broad over-arching principles which will be taken into account when considering development in the Borough. The reference in the policy to minimise the impact and mitigate the likely effects of climate change is ambiguous and may be disproportionately interpreted, thus reducing the flexibility of the plan. Additionally, the NPPF refers to the effective and efficient use of available land. This particularly applies to previously-developed land where the supporting text on this point requires clarification on the viability of such sites.
41. Consequently, a small number of amendments to the wording of criteria (a) and (c) of Policy S1.4 and the supporting text at paragraph 4.21 are needed to ensure effectiveness and consistency with national policy. **MM53** and **MM54** are therefore necessary for soundness.

Issue 2 – Whether the approach to the provision of housing is positively prepared, justified, effective and consistent with national policy

Objectively Assessed Need (OAN) for Housing

42. On 26 May 2016 the ONS published 2014 based Sub National Population Projections for each local authority to 2039. Subsequently DCLG published 2014 based household projections on 12 July 2016. This updated evidence forms the starting point for determining the OAN. **MM148** and **MM149** ensure that the Plan better reflects the starting point for OAN in national policy and an appropriate summary of the Council's approach to housing forecasts. They are therefore necessary for effectiveness.
43. Notwithstanding that the latest 2014-based projections provide for a lower starting point in terms of the demographic need of approximately 100dpa less compared to the 2012-based data, the methodology applied to deriving the OAN has remained constant. A total of 8 scenarios including either the 2012 or 2014 benchmark have been considered, with an additional 6 sensitivity analyses. In total 14 permutations have been considered which include all reasonable scenarios.

44. The principle issues on OAN are as follows: (1) whether the 2014 based projections involve a meaningful change from the previous 2012 based projections?; (2) the extent to which net in-migration from Newcastle requires an adjustment to the demographic OAN; (3) whether any uplift is required for market signals; and (4) whether the assumptions in the Council's preferred sensitivity Jobs-Led scenario (SENS3) are reasonable?

Housing Market Area

45. Whilst containment rates are marginally below the typical 70% threshold advised in the PPG¹², dialogue under the DtC reveals that an HMA on the administrative boundary for North Tyneside would be justified. Whilst there are clearly synergies and evidence pointing to a wider HMA, on a practical level, the recent adoption of the Gateshead & Newcastle JCS and the advancing work on Northumberland's Local Plan means that North Tyneside's HMA forms part of a well-advanced jigsaw of up-to-date Local Plan coverage. Accordingly, I find the defined HMA provides an appropriate basis for this Plan on which to establish housing need.

The Demographic Starting Point

46. The PPG¹³ advises that latest CLG projections should form the starting point for establishing housing need with the proviso that previous assessments should not be automatically rendered outdated every time new projections are issued. A number of representations submit that the 2012-based projections, which identified a higher demographic starting point of 802dpa should continue to be applied.
47. The 2014-based projections reveal a notable reduction in the annual number of additional households in North Tyneside, primarily reflecting population change such that the latest CLG projection is 707dpa. This is a meaningful change.
48. There is no sound reason why the 2014-based projections should not be applied to North Tyneside in isolation of what the projections may mean for the wider area north of the Tyne, particularly for Newcastle. I recognise the point that consequential effects on migration (were housing supply to be constrained in Newcastle) may highlight some strategic frailties with the approach of separate HMAs. This does not, however, provide a persuasive reason for not applying the 2014-based projections to North Tyneside. The Council's progression to applying the 2014-based projections has been specifically considered as part of the DtC resulting in a further signed agreement between the North of Tyne authorities¹⁴. This affirms that applying the latest 2014 projections to the Borough would have no material impact upon the strategic approach for population and employment growth north of the Tyne. I have no persuasive reason to disagree.
49. Taking all of the above into consideration, the continued application of the 2012-based projections would not be a justified starting point for assessing

¹² PPG reference ID: Paragraph 2a-011-20140306

¹³ PPG para 2a-015-20150227

¹⁴ EX/NTC/36

the full OAN in the HMA. Consequently, the Plan as submitted would be not be sound. Accordingly, the 2014-based projections at 707dpa provide a justified and effective demographic starting point to quantify future housing need.

Demographic Adjustments (including migration)

50. It is submitted that the 2014-based projections, being based on relatively short term trends, may underestimate household formation, particularly in the young adult 24-35 age cohort. In support of these submissions reference has been made to the adjustments advocated in the LPEG report and the availability of new housing products (starter homes, help-to-buy etc.).
51. National guidance advises that CLG projections are to be considered as statistically robust¹⁵. There is little specific evidence in a North Tyneside context that past trends have not captured suppression in household formation rates. I also accept the Council's submission that there are also factors pointing to wider societal shifts influencing household formation amongst young adults. The matter is finely balanced but given the significant uplift in demographic OAN compared to past housing requirements and the potential for other uplifts I consider no separate adjustment is required for household formation rates.
52. In line with the PPG¹⁶ the Council has considered whether local demographic trends, including alternative migration assumptions, indicate the need to adjust the demographic OAN. From the scenarios considered, the Council prefers the PG-10yr scenario which picks up the economic cycles before, during and after the 2008 recession, and indicates that historic migration patterns would point to a moderately higher OAN. Given North Tyneside's position within the wider Tyne and Wear conurbation, with its environmental attributes and range of housing, it seems logical that the Borough's housing market would continue to serve an appreciable trend of households wishing to relocate to the Borough. Applying the PG-10yr scenario against the 2014-based benchmark would increase the OAN to 750dpa.
53. There is, however, an issue as to whether sensitivities about the effects of adopted and emerging planning strategies in Newcastle and Northumberland on migration patterns should be considered at this point in the consideration of OAN. This issue also becomes inherently intertwined with assumptions around commuting. These intricate aspects of OAN have been conflated as a consequence of the involved approach to forecasting need. That is not a criticism of the approach but it does require me to consider the effects of future jobs on migration and strategies for greater self-containment.
54. The Council has considered specific sensitivity testing focused on the strategies for Newcastle and Northumberland (SENS1 and SENS2) and the consequences in terms of potential and significant net downward changes to migration patterns. These are reasonably discounted in their own right for deriving a lower OAN unlikely to support the economic potential of North Tyneside. They would also be below the CLG projections. That said, the

¹⁵ PPG Reference ID: 2a-017-20140306

¹⁶ PPG Reference ID: 2a-017-20140306

implications of an adjoining recently adopted development plan strategy to reduce out-migration amongst working-age households should not be disregarded entirely. It adds a sense-check to a position that past migration trends may well not endure and as such any uplift may need to be tempered.

55. The Council's forecasting of housing need also considers a Jobs-led scenario to support medium economic growth levels. A further sensitivity assumption has been applied (SENS3). Without any adjustment the medium scenario would on past in-migration trends point to an OAN of 1,074dpa. Whilst improving economic activity rates and a modest decrease in unemployment may marginally reduce any in-migration to support future jobs, the principal adjustment under SENS3 has been to significantly reduce the commuting ratio. It is this assumption that has drawn one of the sharpest criticisms of the Council's approach to OAN.
56. The assumption that the out-commuting ratio will reduce from 1.15 to 1.05 in the plan period is neither implausible nor unrealistic. It is reflective of the trend since the 2001 Census and is consistent with the significant boost in the workforce of North Tyneside. The declining out-commuting ratio in North Tyneside has occurred when there has been a simultaneous higher rate of economic growth in Newcastle. Therefore, despite projected strong jobs growth in Newcastle, it is reasonable that the projected future jobs growth in North Tyneside would justify the commuting ratio reducing further.
57. The Council's forecasting is not predicated on a commuting balance. A residual level of out-commuting is still anticipated, most likely to Newcastle. The reduced level of commuting accords with the sound JCS for Newcastle which seeks to limit out migration through its scale of housing allocation. The JCS is in the very early stages of its implementation and as such it is too early to comment on its effectiveness. The evidence presented at the hearings is not persuasive that the plan for Newcastle would result in higher levels of in-commuting from North Tyneside such that a corresponding upwards adjustment for increased in-migration would be required.
58. It is significant that the SENS3 approach is endorsed by adjoining authorities under the DtC. North Tyneside's approach for increased self-containment across the north of Tyne is reflective of, but not derivative of, adjoining plan strategies. The Council's preferred approach of blending the 3 scenarios of the 2014 benchmark, the PG-10yr and the Jobs-led medium SENS3 results in a figure of 727dpa. This figure would represent a sound adjustment.

Past Delivery and Market Signals

59. I accept that the matter of any uplift for market signals is not straightforward given some fluctuations in the data for 2010-2015¹⁷. The longer term picture, which coincides with the expiry of the UDP in 2006 and associated constraints in land supply compared to housing need, points, however, to an overall worsening picture of housing affordability.

¹⁷ Table 2.1, SHMA Addendum 2016

60. The House Price Ratio has averaged at 5.9 over the period 2005-2015 (currently 5.8) and the Rental Affordability Ratio has averaged at 29.8% (currently 26.5%) over the same period. Both of these current figures are above the regional average and the change in lower quarter house price change in North Tyneside over the period 2010-15 at 4% is the second highest in the region and contrasts with a wider -5% decrease in the North East.
61. Whilst there is a modest surplus of vacant dwellings compared to the national average and overcrowding is not significant the evidence on price/rent ratios in the Borough nonetheless points to the need for a modest upwards adjustment for affordability in the form of percentage uplift rather than a precise figure. Reference has been made to the 2016 LPEG report but I am mindful that it is neither formal policy nor guidance. As such I revert to the general principles in the PPG¹⁸ that any adjustment should be reasonable in terms of what would be consistent with the principles of sustainable development and could be expected to improve affordability.
62. The PPG¹⁹ advises that it is for "plan-makers" to set the adjustment. The Council has considered the practicalities of any uplift in light of the deliverable and developable land supply. Accordingly, the Council has proposed phasing an uplift to correspond with a stepped trajectory that reflects alignment between the population and economic growth forecasts of the Borough. Consequently, an uplift of 15% would be applied from 2021/2 equating to a total 9% increase over the plan period.
63. Whilst I accept the points made that applying the uplift from 2021 is counter-intuitive to addressing current affordability issues, I consider this remains a judicious and rational approach and there are no sustainable or reasonable alternatives. This approach reflects the profile of land supply and the Plan's proposals to significantly boost supply in the short term in any event. Applying the 9% uplift, the increased OAN would be 790dpa averaged over the plan period and accordingly **MM150** would be necessary to explain this approach.
64. In considering that an adjustment for market signals for the OAN is necessary for soundness I address separately the wider issue of affordable housing need arising from the household survey in the SHMA in the consideration of the housing requirement below.

Future Jobs

65. The Council's medium forecast is derived from a number of scenarios developed by Arup for the economic growth strategy of the Plan. There is little evidence that the medium scenario fails to strike the appropriate chord of being both aspirational and realistic. Similarly, there is little justification that a higher jobs growth over a prolonged period would be either achievable or sustainable.

¹⁸ PPG ID reference: 2a-020-20140306

¹⁹ PPG ID reference: 2a-020-20140306

66. Alternatively, a lower scenario does not appropriately reflect recent trends in jobs growth. In any event, were this scenario, including the unadjusted out commuting to materialise, it would not, taking into account adjustments elsewhere, result in a radically different OAN to the 790dpa that has so far been arrived at. Bearing in mind OAN is not an exact science or is unlikely to provide a single definitive answer it does not provide a compelling alternative.
67. Taking the evidence in the round, the Council's medium scenario appropriately reflects the economic potential of the area and provides a realistic basis for future jobs. The factors in North Tyneside which have influenced acceleration in jobs growth and reduced out-commuting since 2001 remain in place including a number of nationally and regionally important employment sites²⁰. It is reasonable to assess housing need on the basis that North Tyneside has been fundamentally shifting for some time from an area that residentially served Newcastle's jobs growth to an area with its own strong economic potential. Therefore, and having previously found that the key assumption on out commuting to be reasonable, an OAN of 790dpa would remain reasonably aligned to support the Council's preferred medium growth scenario of some 700 jobs per annum to 2032.

Are any other adjustments required in establishing the housing need?

68. The SHMA identifies a significant increase in households comprising of elderly persons over the plan period. Whilst additional housing options such as sheltered accommodation are supported by the Plan, the number of households wanting to live independently albeit with some support²¹ within the existing housing stock confirms that no specific adjustment to OAN is required.
69. Submissions have also been made that the Brexit decision in June 2016 may have either negative or positive implications on housing need depending on outcomes for net international in-migration and economic growth. It is too early to conclude what the implications of Brexit will be. There is no alternative statistical basis for arriving at a different conclusion from the evidence before the examination, including the 2014 CLG household projections which already factor in declining net international in-migration.

The Full Objectively Assessed Need

70. Whilst the evolution to establishing an OAN in North Tyneside has raised intricate issues I am nonetheless satisfied that the methodological steps set out in the PPG have generally been adhered to and overall the assumptions applied by the Council are generally reasonable. Taking all of the above into consideration, I conclude that the soundly based full OAN is 790dpa averaged over the Plan period. This is the quantity of housing needed in North Tyneside to meet the housing needs and support the planned strategy for economic growth.

²⁰ Cobalt, Quorum, Weetslade, Tyne Tunnel Trading Estate and River Tyne North Bank EZ.

²¹ As informed by the Household Survey results for the SHMA.

The Housing Requirement

71. Notwithstanding Green Belt, international and national designated biodiversity sites and issues of wider infrastructure capacity it is clear that the full OAN of 790dpa need can be delivered within the Borough. Accordingly, there is no persuasive reason to apply any downward adjustment when transposing the OAN to the housing requirement. Under the DtC, neither NeCC nor NoCC, who comprise the wider north of Tyne area, have identified a shortfall in their full OAN that should be accommodated in North Tyneside.
72. Taking into account the PPG²² advice, I have also given consideration as to whether or not a further uplift to the housing requirement to meet the need, arising from the household survey for the SHMA, for 490 affordable dwellings each year as a proportion of total housing development would be reasonable. On the basis of the whole plan viability evidence of 25% affordable housing on qualifying sites, the overall housing requirement would need to increase to some 2,000dpa to proportionally meet the need. In light of the evidence on market delivery and environmental capacity, any requirement approaching this magnitude is neither sustainable nor practical. In any event the Plan's housing requirement will significantly boost housing supply, including affordable housing. The identified requirement would also meet the full OAN for market and affordable housing. Consequently, no further adjustment is necessary to the housing requirement.
73. As currently submitted the Plan and its housing requirement does not reflect the full OAN for the HMA and therefore would not be positively prepared, justified, effective or consistent with national policy. A modified housing requirement of 790dpa averaged over the Plan period would meet these tests of soundness. As such proposed main modifications **MM153** to Policy S4.1 and **MM155** to Policy S4.2 are required to ensure the Plan reflects the up-to-date full OAN. **MM163**, **MM164** and **MM171** would provide necessary updated text on the forecasting which has informed the OAN.

Issue 3 – Whether the approach towards the supply and delivery of housing land is positively prepared, effective and consistent with national policy.

The Housing Requirement

74. Applying the full OAN the housing requirement in the Plan would be 16,593 net homes over the period of the financial years 2011 to 2032. This would be clarified in Policy S4.2 and supporting text and as such **MM155** and **MM165** would be necessary in this regard.
75. Some 2,170 net dwellings have already been completed in the plan period 2011-2016. This leaves a residual requirement of 14,423 over the remainder of the plan period. On submission the then higher housing requirement of the Plan was anticipated to come forward at a constant annual rate of delivery to which a 5% buffer for choice and competition was applied to the first five years brought forward from later in the plan period. There was no discount for

²² PPG ID reference: 2a-029-20140306

non-implementation and the shortfall was dealt with within the first five years. When applying these parameters, the Council acknowledged that a five year deliverable supply of housing land could not be demonstrated. This approach would be inconsistent with national policy, ineffective and lacking in justification as the most appropriate strategy. The submitted plan is not sound on this matter.

76. Applying the same parameters against the reduced housing requirement of 16,593 would not overcome these deficiencies. As such it is necessary to determine the most appropriate approach that would pragmatically boost supply over the whole plan period whilst ensuring the Plan has an effective shelf-life. This necessitates a profiling of the housing requirement over the plan period. As such I find the Council's approach of a phased housing requirement to mirror the economic growth strategy to be appropriate²³. This results in a stepped trajectory which stages the rates of housing growth in five year blocks from 2011. This starts at a modest 551dpa in the 2011-16 first period of the Plan and peaks at 938dpa in the second middle phase (2021-26).
77. This phased approach would ensure necessary focus on the two strategic sites which are central to the Plan's sustainable spatial strategy, accounting for some 35% of the total residual housing requirement. Given their scale they will take time to reach their full and sustained annual outputs. This is likely to coincide when the periods of highest required delivery rates are needed. The proposed stepped trajectory still provides for a significant boost to supply in the short term and sustainably meets the full OAN over the totality of the plan period.
78. On this basis a number of modifications referencing the stepped trajectory in Policy S4.2, the trajectory itself and a series of explanatory text, including a phasing table, would be necessary for soundness. Accordingly **MM155, MM456, MM457, MM483, MM198, MM199**, are all necessary to make the Plan justified, effective and positively prepared. **MM151** and **MM152** would be necessary to reflect the latest evidence in the SHLAA, including references to recent requirements such as a Brownfield Register.
79. The housing requirement at Policy S4.2 should not be regarded as a ceiling. The robust approach of the SHLAA has identified that some 2,800 dwellings could come forward on "other SHLAA sites" which will provide a likely buffer of supply above and beyond that identified in the Plan. Additionally identified housing sites may yield higher capacities than assumed in the Plan, subject to other policy compliance. Accordingly, the housing requirement should be expressed as a minimum and the words "at least" inserted into Policy S4.2. I therefore recommend **MM155** as being necessary for the Plan to be positively prepared and consistent with national policy.

Five year Housing land supply

80. Past delivery in North Tyneside has been variable since 2004. The housing requirement has not been met in any of the last 8 years. This clearly amounts to persistent under-delivery and therefore a 20% buffer would be justified.

²³ Examination Documents EX/NTC/5 and EX/NTC/54

This is presented in the plan as part of the various modifications on calculating housing land supply at MM457 and MM167.

81. It is also reasonable to make an allowance that a very modest proportion of planning consents for housing will not be implemented. The Council has submitted that a 5% non-implementation allowance should represent the maximum figure. Whilst recent monitoring trends may point to a lower figure, I find a 5% allowance at MM457 is justified.
82. As submitted the Plan lacks a five year supply of deliverable housing land. The modified phased trajectory goes a considerable way to ensuring the Plan would be effective in this regard. Against the modified stepped trajectory, a shortfall of 585 dwellings has already accrued in the early phase (2011-2016). The Council's preferred approach has been to deal with shortfall within the first five years (the *Sedgefield* method). Applying a necessary 20% buffer and a 5% non-implementation allowance the *Sedgefield* approach would require annual delivery of approximately 1,000 dwellings (2016-21). On this basis a deliverable land supply equivalent to 5.03years can be demonstrated.
83. In my view this scale of supply is too tight and with a significant risk that it would not be met given past market performance. It would not be an effective or justified approach. A residual approach of spreading the shortfall across the remainder of the plan period (the *Liverpool* method) is not precluded by national policy. It would result in a more sustainable annual target of 931dpa in the period 2016-2021. In itself, this would represent almost a doubling of recent house-building rates whilst ensuring focus remains on early delivery at the two strategic urban extensions. In this way applying a residual approach to shortfall would be consistent with national policy.
84. The SHLAA provides a robust assessment of site capacity and demonstrates that a quantitatively sufficient supply of deliverable and developable housing land exists over the plan period to meet the housing requirement. It is now estimated that delivery on the two strategic sites will begin at a more realistic point, in 2018/19. This reflects the considerable degree of technical work already undertaken on these sites, including with the engagement of ATLAS, and the ability of both sites to progress initial phases of development without insuperable infrastructure requirements. This adjustment is largely compensated by good progress being made at Station Road in Wallsend.
85. Permissions and deliverable allocations in the period 2016-21 alone could yield a deliverable supply equivalent to 5.06years under the stepped residual trajectory. This position is improved to a 5.56 year supply once other quantifiable sources of supply are incorporated. This includes a modest but reasonable allowance for windfall and small sites (<5 units), excluding the first year of the 2016-21 period to avoid double counting²⁴. An additional small allowance (some 70 units in total) is made in the Council's five year housing supply for "other" SHLAA sites. This inclusion would not be unreasonable given the likelihood of such sites coming forward within the positive policy framework in the Plan.

²⁴ Consistent with NPPF paragraph 48

86. Taking all this together, in terms of applying the stepped trajectory, a residual approach to shortfall, a 20% buffer for past under-delivery and a 5% non-implementation allowance, a 5.56 year housing land supply can be demonstrated on adoption of the Plan. **MM457, MM167, MM483, MM169, MM198, MM199** and **MM200** are all necessary to reflect this and to provide clarity for future decision-makers on calculating land supply.
87. The ability to demonstrate a deliverable five year housing land supply on an on-going basis is dependent on progress on implementing the two strategic greenfield housing sites. This is not without its risks and there are other factors which may affect the housing supply. This is recognised in the Housing Implementation Strategy which accompanies the plan along with a comprehensive Implementation and Monitoring Framework.
88. Whilst Policy S9.1 addresses monitoring and the potential for a Local Plan Review in the round, I consider an additional policy and text emphasising the spatial efforts to be made to deliver the plan strategy but also instigating a pro-active plan-led response were under-delivery to arise, would be necessary in order for the Plan to be sound. Responses to the main modifications consultation have drawn attention to the Housing Delivery Test in the Housing White Paper. This remains subject to further consultation but I do not consider the intention of the Test to conflict with the objective of the proposed new policy. No further amendment would be necessary at this stage.
89. Accordingly, the additional policy at **MM456** and supporting text at **MM457, MM204** and **MM205** are required for the Plan to be effective and positively prepared in ensuring actions are taken to ensure housing supply.

Requirements for Affordable Housing

90. The SHMA outlines the scale of affordable housing need at 490dpa. The significant uplift in overall housing delivery over the plan period will include an element of affordable housing as required by Policy DM4.7. This would contribute towards widening housing options, including affordable homes.
91. The updated area wide viability assessment demonstrates that a 25% target is largely viable in most scenarios taking into account other policy requirements including housing standards. There is little persuasive viability or need evidence to justify a lower percentage than the 25% proposed. It is important, however, that Policy DM4.7 is sufficiently clear and flexible in its implementation.
92. As submitted Policy DM4.7 refers to a contribution of at least 25%. This would result in ambiguity for developers and decision-makers as to whether or not more than 25% would be required to make the development acceptable in policy terms. It is therefore unjustified and ineffective. As such **MM219, MM222** and **MM223** would be necessary to clarify in both supporting text and the policy respectively, that 25% is the requirement on qualifying sites. **MM223** is also necessary to ensure that the Policy would be consistent with nationally applied site thresholds for affordable housing contributions²⁵.

²⁵ Secretary of State's Written Ministerial Statement 28 November 2014

MM223 would also be necessary in terms of removing the reference to "in perpetuity", again to be consistent with national policy.

93. With regard to the approach in Policy DM4.7 to off-site contributions MM222 and MM223 provide necessary clarification for effectiveness. There may well be scenarios where a greater off-site contribution could be secured and supported, however the starting point in Policy is that off-site contributions should be of broadly equivalent value. As such MM223 is also necessary for Policy DM4.7 at criteria (b) and (c) to be consistent with national policy²⁶ on this particular aspect.
94. Additionally, as part of MM223 it is also necessary to recognise in Policy that negotiation may be necessary on the sought tenure split of 75% social rent and 25% intermediate tenure as identified in the SHMA in order to secure a viable scheme. As such MM223 would ensure that the policy would be appropriately flexible and therefore effective.
95. At the time of the examination, those parts of the Housing and Planning Act 2016 relating to starter homes had not been enacted. Through proposed modifications the Council has sought to sensibly anticipate the direction of travel on starter homes and provide valuable additional text to flexibly respond to opportunities for the provision of such housing. Accordingly, I consider **MM224**, **MM225** and **MM226** would be necessary for the Plan to be effective and for it to respond to expected national policy from the 2016 Act.

Other forms of housing (Self-Build, Executive Housing & Housing for the Elderly)

96. The household survey informing the SHMA identified a very modest interest in self-build. Additional supporting text to Policy DM4.6 is proposed to update the context and Council's efforts to enable those interested in self-build to find suitable building plots in the Borough. The changes are necessary to ensure that the Plan is consistent with national policy²⁷ and therefore **MM214** and **MM215** are recommended.
97. As part of widening the choice of high quality homes in the Borough, the Plan promotes "executive housing" through Policy DM4.6. In order to make the Plan justified and effective the Policy should reflect that the defined characteristics of executive housing could be secured at higher densities of up to 22 dwellings per hectare. On this basis, **MM216** is necessary and is therefore recommended.
98. Additionally, notwithstanding some reservations about the effectiveness of criteria (d) and (e) in assessing what constitutes "executive homes" the Council has clarified how the price of these homes will be measured through updated supporting text. Consequently, **MM458** is necessary to ensure that the Plan would be justified and effective in its implementation.
99. With regards to housing accommodation for older persons the SHMA demonstrates that that Borough's population aged over 65 is forecast to grow by over 60% during the plan period, including substantial increases in the over

²⁶ NPPF Paragraph 50

²⁷ Self-Build and Custom Housebuilding Act 2015 and Planning & Housing Act 2016

90 cohort. The Plan provides an appropriate response at Policies DM4.8 and DM4.9. The Plan's approach to the housing needs of older people is consistent with national policy²⁸, and therefore sound.

Provision for Gypsies, Travellers and Travelling Showpeople

100. The Council has undertaken an up-to-date assessment of need²⁹ which covers the plan period to 2032. The methodology of the assessment is consistent with the NPPF and the Government's Planning Policy for Traveller Sites 2012. In preparing the need assessment there has been appropriate engagement with travelling communities and neighbouring authorities as well as examining baseline data through Census and caravan count returns. The assessment has appropriately considered existing provision, households living in bricks and mortar accommodation, concealed households and in-migration. The issue has also formed part of the on-going dialogue under the DtC.
101. The evidence concludes that there is very limited interest from both gypsy and traveller communities and travelling showpersons in residing in North Tyneside given the paucity of known historical ties to the area and absence of any authorised sites. Accordingly, no additional permanent pitch provision to 2032 is identified in the Plan. Similarly, there is only limited evidence that North Tyneside sporadically functions as a stopping place for those in transit. Policy DM4.12 of the Plan is positively worded to permit additional provision for gypsies, travellers and travelling showpeople subject to criteria. There is no particular evidence that would justify any additional criteria regarding locational specificity for additional provision in what is a relatively small Borough.
102. In the context of the specific needs evidence for North Tyneside, Policy DM4.12 is fair, realistic and inclusive as required by the PPTS. Some minor clarification is required in the policy text to confirm that the policy applies to both proposals for additional provision as well as expansion of existing sites and therefore **MM239** is necessary for the Plan to be effective.
103. The context of Policy DM4.12 also requires clarification. Proposed main modification **MM238** would necessarily explain the terminology used in the policy in order for implementation to be consistent with national policy and effective. Additional text is also necessary to recognise that there is a cross-boundary dimension which has been considered under the DtC. Amended text acknowledging that additional provision is being made across the wider sub-regional including in neighbouring Northumberland at **MM243** is therefore recommended.

Issue 4 – Whether the housing allocations and strategic sites set out in Policies S4.3 and S4.4(a)-(c) are justified and effective (deliverable and developable).

104. There is no persuasive evidence that the Council's assessment of the capacity of the proposed allocations based on the latest SHLAA is over-optimistic. There

²⁸ NPPF Paragraph 50

²⁹ North Tyneside GTAA July 2014 (Document Ref: NT07/18)

has been some modest amendment to the submitted capacity of these sites to reflect updated evidence on individual site capacities. **MM173, MM174, MM175, MM177, MM178, MM179, MM475** and **MM484** would appropriately clarify the overall scale of allocated housing sites, update the table in Policy S4.3 and where necessary the associated inset maps embedded within the Plan (with corresponding updates of the Policies Map). These modifications are necessary for soundness in order for the Plan to be justified and effective.

105. It is recognised through the HRA process that there are a small number of housing allocations in Policy S4.3 proximate to international sites of biodiversity importance which have been screened in as part of the appropriate assessment of the Plan. **MM448** would cross-reference Policy S4.3 to Policy DM5.6 in terms of the requirement for mitigation and is therefore necessary for soundness and legal compliance.

Strategic Sites – general

106. Policies S4.4(a) and S4.4(b) for Murton and Killingworth Moor respectively refer to “approximately” 3,000 homes for the former and 2,000 homes for the latter. In the context of this Plan I am satisfied that the word “approximately” provides moderate upward flexibility given the significant evidence demonstrating that both sites can sustainably accommodate the broad quantum of development identified in the Plan. It would be unreasonable to interpret “approximately” as a cap on development given the strategic significance of these sites over the period to 2032 and possibly beyond.

Murton Strategic Site

107. The Murton strategic site is proposed to accommodate some 3,000 homes, local retail and supporting infrastructure. The Plan contains an indicative concept plan, reflective of the notable amount of background work which supports the allocation in the Plan. As submitted the concept plan was of poor legibility but **MM186** would address this.
108. The Plan's strategic approach to the site provides for a strong green spine through the site extending from Rake Lane and connecting into Green Belt to the north of the Metro line. The principle of this sizeable green swathe across what is a relatively featureless and intensively farmed urban edge is a commendable outcome given the need for the site to make a significant contribution to development needs. It would provide for a strong sense of openness and greenness, an effective wildlife corridor and a positive setting for Murton.
109. The strategic site currently provides some public access for pedestrian, cyclists and horse riders. However, the proximity of existing surrounding development is obvious in most directions, not least towards the modern Monkseaton High School building. Consequently, there is no strong sense of seclusion from the main urban area. I recognise that the network of footpaths are well-used and have health benefits but I am satisfied similar, and very likely better, could be provided as part of the strategic site proposals.
110. Through the HRA process this strategic site has been screened in as having a likelihood of a significant effect in terms of recreational pressure on coastal habitats. This can be mitigated through a combination of suitable alternative

natural green spaces (SANGS) as part of the sizeable patchwork of green amenity space proposed and contributions to the various actions identified in Policy DM5.6. Various amendments are required to clarify this in the Plan for the purposes of HRA and consequently **MM181** and **MM182** are necessary for the Plan to be sound.

111. The site forms part of an already agreed mitigation package secured for the displacement of bird species as part of the consent for 650 dwellings at Station Road, Wallsend. I have no persuasive evidence that relocating this mitigation would be ineffective for the affected species, together with any similar mitigation required from the strategic site itself. I am satisfied that alternative habitat can be secured on proximate alternative sites under the control of one of the landowners in the Murton Consortium at a comparable location, which will endure. In looking at the site in the round I also attach significant weight to the biodiversity benefits that would arise from a variety of green amenity spaces, attenuation ponds and other features on what is presently mainly featureless farmland of limited ecological value.
112. Flood risk is a significant local concern following the storm event of "Thunder Thursday" in 2012. The frequency and intensity of such climate related incidents are projected to increase but I am satisfied that the various strategic flood risk work takes this into account. The absence of objection from the Environment Agency, Northumbrian Water and other authorities provides additional confidence that surface and foul water can be appropriately drained from this site.
113. Criterion f. of Policy S4.4(c) requires a heritage management strategy and this is an effective approach given there are no known in-principle heritage impediments to the development of this site. Various submissions have highlighted the medieval field patterns and remaining ridge and furrow features. The planned approach to the green amenity spaces would largely see the retention of these fields and features as set out in the concept plan at Map 20 of the Plan. Whilst Murton is a small, nucleated settlement on an ancient route between Lindisfarne and Jarrow the built fabric is now principally Twentieth Century. I have little persuasive evidence that there is additional archaeological significance to that already identified and protected within the proposed undeveloped Green Amenity Space.
114. Reference has also been made to the Forge at New York and the effect of accessing the site in this location given that various preliminary highway solutions would require its removal. I recognise that it has some resonance and heritage value to the local community but the building is now largely subsumed within residential development. Any harm arising from its loss would be less than substantial and clearly outweighed by the public benefits of provided much needed housing in an otherwise sustainable location.
115. The anticipated traffic generation from the proposed housing is one of the principle concerns. In considering this matter I have looked at four issues within the significant volumes of transport evidence. My assessment has taken account of the absence of objection from Highways England, Nexus and the Local Highway Authority.
116. Firstly, the site is inherently sustainably located. The substantial Cobalt and Silverlink employment areas, local schools and facilities in Monkseaton,

Shiremoor, Northumberland Park and northern parts of Tynemouth, proposed primary school and local facilities on-site and proposed secondary school at Killingworth Moor and general hospital and facilities on Rake Lane are all within reasonable walking or cycling distances.

117. Secondly, the site has the ability to readily connect into public transport networks. The feasibility of plugging the site into either existing bus routes along the periphery of the site or practical amendments to these routes to serve early phases of the development has been demonstrated. Preliminary infrastructure planning and transport planning has established options for subsidising and facilitating bus provision through permeable public transport corridors. This work has been factored into positive viability assessments.
118. The site also has the advantage of bordering the Metro line and a potential additional station is identified in addition to those at Shiremoor and West Monkseaton. The provision of a Metro station is part of the preferred transport package that both the Council and the Consortium are pursuing. I do not consider the Plan unsound in expressing such flexibility at criterion e. of Policy S4.4(c). This sagaciously reflects the evidence that whilst in-principle a station would be deliverable, further feasibility and viability work is nonetheless required, particularly around on-going revenue costs. In any event, were the Metro station not to materialise, the evidence before me satisfactorily demonstrates that the required modal shift can be secured from an enhanced package of bus provision to serve the site.
119. The third aspect is the capacity and ability of the strategic road network to accommodate traffic associated with this site. The site is detached from the A19 and would be realistically accessed from either the Holystone (A191) or Silverlink (A1058) interchanges. The A19 in North Tyneside is currently benefitting from investment being delivered by Highways England to improve junction capacity and journey times at the A19/A1058 Silverlink interchange. This work together with an identified programme for ongoing improvements at junctions along the A19 corridor will be beneficial to creating the capacity to support the planned growth in North Tyneside to 2032 and is identified at Policy S7.3 and on the Policies Map. Given the scope for modal shift and the improvements identified I share the view in Highway England's position statement that there would not be an adverse impact on the strategic highway network resulting from this strategic site.
120. The fourth and final strand is, importantly, the local highway network. This has been robustly modelled and a series of capacity improvements are identified in the Plan including a strategic transport route from the A186/A192 at Earsdon to the A191 New York Road as required in Policy S4.4(a). Additionally, various junction improvements are proposed at key pinch points on the A191 and A1058.
121. In terms of the rationale for the proposed strategic transport route there is a consensus from the highways authority, developer and local planning authority that notwithstanding the targets for modal shift, the road would be necessary to ensure that the development would not have significant impact on the local road network. It is clear it would provide an alternative northern access into the development which would necessarily avoid any severe residual impact on development solely utilising the A191 to the south. I am also persuaded that the road would deliver wider benefits to North Tyneside including a

diversionary effect for north-south traffic movements that are currently having a harmful effect through Monkseaton and Park Lane, Shiremoor. The strategic transport route is to be regarded as critical infrastructure necessary to ensure that the strategic site would be sustainable.

122. There is very little evidence that the indicative alignment of the route would be particularly complex to construct. I also find the projected bridge costs to be broadly reasonable. The strategic route is indicatively shown in the Plan as connecting into the A186 bypass at Earsdon close to the existing roundabout with the A192. The consortium promoting the strategic site have undertaken sufficient technical analysis to demonstrate that this suggested access point would provide a safe and suitable access taking account of the proximity of the roundabout and realistic traffic behaviour. The indicative access point in the Plan accords with requirements at paragraph 32 of the NPPF and I am satisfied that a deliverable and achievable access point can be secured onto the A191. Accordingly, the Plan on this detailed point is justified, effective, consistent with national policy and therefore sound.
123. In terms of other proposed indicative access points I have no persuasive evidence that they would have a demonstrably unacceptable impact on the highway network contrary to the modelling and other evidence before me. It has been suggested that an alternative access to the A191 could be secured on Rake Lane close to Murton House. There is no substantive evidence that this would be suitable in highway terms or would have a less than substantial harm on the listed buildings and structures at this location.
124. With regards to the off-site junction improvements I note that these correspond to those locations identified through the Plan consultation as being of primary local concern. From the evidence before me I am satisfied that the preliminarily modelled improvements would be effective, viable and capable of implementation. They are appropriately accounted for in the infrastructure delivery planning that underpins the demonstration that the strategic site would be deliverable.
125. Allied to transport impacts from the site concern has been expressed about related air quality. There are no air quality management areas in the vicinity of the site. Maintaining good local air quality is specifically identified in the SA objectives and picked up in the monitoring framework. There is no persuasive evidence to demonstrate that local air quality will be unacceptably affected as a result of this proposal of the Plan. Air quality would also need to be considered at a project level in accordance with Policy DM5.19. Air Quality is also an issue that would also form part of any required Environmental Statement through the planning application process.
126. Bringing these various strands together I am satisfied at a strategic plan level the transport impacts of the proposed scale of development at Murton would be acceptable. There are deliverable and viable packages of transport infrastructure both on and off-site to secure modal shift, provide quality transport choices and ensure there would be no severe residual impacts on highway safety.
127. Commensurate with its status as a strategic site, a significant amount of evidence on infrastructure and viability has already been undertaken to inform whether or not development would be acceptable in planning terms. The

essential transport, utility, community, green and blue infrastructure requirements of the site are clearly understood following engagement with the necessary bodies. The policy framework for the site requires a masterplan to logically coordinate these requirements. From the work already undertaken I see no reason why there would not be an early masterplan in 2017 from which application(s) could be progressed. Given the site has more than one frontage to the south onto the A191 it seems reasonable that the site could sustain early and simultaneous on-site delivery to accord with the SHLAA appraisal.

128. Overall, there is a good understanding of the infrastructure costs, timeframes and responsibilities for delivery, including the on-site infrastructure such as the strategic transport route, significant green amenity space and primary school. Initial phasing work is developing a practical approach to balancing revenue streams against the demanding capital investment required. In my view, this supports the assessment that the site will have a pivotal role in delivering sustained volumes of house-building, particularly during the middle and later phases of the plan period. It is clear that careful consideration has been given to viability but this remains a 'live' issue that will inform the detailed contents of the phasing and delivery strategy required by Policy S4.4(c). For the purposes of plan-making I am satisfied that the infrastructure delivery planning and viability assessment work for the site meets the requirements of the NPPF at paragraph 173.

129. Accordingly, I find that the strategic site at Murton would have no significant adverse effects. It would provide substantial benefits in the wider public interest, not least in meeting a significant proportion of the identified housing need at a sustainable, non-Green Belt location. Importantly, it would be viable in broad terms and deliverable during the plan period. The policy framework for the site at Policies S4.4(a) and S4.4(c) provide a number of important requirements to ensure that the detail of what is developed would amount to sustainable development, not least the requirement for a masterplan and various supporting strategies. Accordingly, the proposed strategic site at Murton and its policy framework are sound.

Killingworth Moor Strategic Site

130. This strategic site comprises primarily of intensive arable farmland although the character of the site is strongly influenced by man-made features such as the pylons, the A19 to the east and commercial development at Holystone. Recent housing developments adjacent to the site including the former REME depot and new housing on the edge of Palmersville have visibly encroached into this site. The site is generally surrounded by urban influences such that it has very little physical or perceptual connection to any wider countryside.

131. There is a framework of hedgerows and trees on parts of the site, particularly along the former waggonway and close to the letch towards the south-west of the site. In themselves these features do not point to a valuable wider landscape that should be preserved. The evidence behind the concept plan presented at Map 21 in the Plan identifies that appreciable green amenity corridors need to be incorporated into any masterplan. These buffers would appropriately protect the shallow valley floor of the letch, the waggonway and significant other areas of the site. Overall I find that the loss of ordinary farmland would not be harmful to the character of this part of the Borough.

132. The local biodiversity value of the site is clearly appreciated by local residents. Any development would be required by policies of the Plan to conserve biodiversity. There are no national or local biodiversity designations on the site or dependable survey results which lead me to find that development of the site would have a significantly adverse effect on wildlife. Various wildlife corridors are proposed through the site and along key features and I have no persuasive evidence that they would be ineffectual in providing networks including from Killingworth Lake and Rising Sun Country Park to countryside to the north. These corridors will need to be factored into any masterplan as required in Policies S4.4(b) and (c) and I consider this a satisfactory approach.
133. The highway impacts of Killingworth Moor have been modelled. I have very little substantive evidence that the proposed strategy for the site in terms of the indicative access points, potential bus permeability, indicative link road through the site, underpass to Northumberland Park and potential Metro station would provide for other than a proportionate package to ensure that the impact on the local highway network would not be severe. Indeed, the proposed link between the B1317 and Great Lime Road presents an opportunity to significantly reduce traffic from those parts of Killingworth Lane in and around the historic core of Killingworth village. This would be of notable benefit.
134. As with Murton, there is a consensus that an additional metro station would form part of the preferred transport infrastructure to serve the site. I draw similar findings that there would be benefits from an additional metro station in terms of modal shift but the Plan would not be unsound in providing flexibility to enable the operational feasibility and viability of an additional metro stop to be considered further. Were an additional metro station not provided I am satisfied that the evidence demonstrates that the modelled modal shift is achievable from an enhanced package of bus services.
135. Killingworth Moor is a mixed-use strategic site and as such would provide for inherent sustainability credentials arising from the proximity of housing to the proposed 17 hectares of employment land. Similarly the provision of a primary school, secondary school and local retail facilities would reduce the need to travel. The underpass to Northumberland Park and improvements to the A19 Holystone interchange further enhance the foot and cycle connectivity from the site to employment and facilities east of the A19.
136. The proposed employment location would be appropriate and suitably separated from residential development at point of prominence to the A19 corridor. The need for employment land at this location and its attractiveness to the market is clearly demonstrated in the ELR. **MM189** would clarify the indicative concept map for the site and would remove an indicative employment area adjacent to the A1056. Both are necessary for soundness.
137. The policy framework for the site requires a masterplan and various supporting strategies to guide development proposals. I see no substantive reason, given the volume of work already undertaken, that a masterplan, reflective of the phasing analysis already undertaken, could be translated into application(s) in 2017. Given the site fringes numerous road frontages and existing development areas, it inherently lends itself to a number of simultaneous opportunities to secure and sustain early and appreciable on-site

delivery that would accord with the SHLAA analysis. Some minor clarifications to Policy S4.4(b) would be necessary as presented in **MM187**.

138. A significant volume of work has informed the Concept Plan and specific policy requirements for this strategic site including infrastructure delivery plans. The Plan provides an appropriate framework for the necessary and more detailed masterplans and delivery and phasing strategies. For the purposes of plan-making I am satisfied that careful consideration has been given to the viability of this site including the impending possibility of CIL. I am therefore satisfied that this strategic site can viably meet the infrastructure demands arising from it and is deliverable within the terms expressed at paragraph 173 of the NPPF.
139. Accordingly, I find that the strategic site at Killingworth Moor would have no significant adverse effects. It would provide substantial benefits in the wider public interest, not least in meeting a significant proportion of the identified housing need as well as strategic employment land at a sustainable, non-Green Belt location. Importantly, it would be viable in broad terms and deliverable during the plan period. The policy framework for the site at Policies S4.4(b) and S4.4(c) provide a number of important requirements to ensure that the detail of what is developed would amount to sustainable development, not least the requirement for a masterplan and various supporting strategies. Accordingly, the proposal and its policy framework are sound.

Other Housing (included mixed-use) Sites

Station Road, Wallsend (Benton Rise)- Sites 17, 111 and 144.

140. The next largest housing allocation in the Borough is at Station Road, Wallsend (also described as Benton Rise), which in total would amount to approximately 615 dwellings in addition to the 650 dwellings with planning permission at the adjacent permitted development east of Station Road, Wallsend. The area comprises open land, mainly in agriculture and equestrian uses rising from the northern edge of Wallsend to the southern fringes of Longbenton. Whilst it would result in the coalescence of Wallsend and Longbenton this is already occurring in a large part with the construction of 650 dwellings east of Station Road, reflecting this area is not Green Belt or part of any wider green infrastructure despite the nearby Rising Sun Country Park. It is a logical development location.
141. Given development activity at this location there is now confidence that Site 111 should be adjusted to include its full extent³⁰. This would allow for a modest 50 additional dwellings which would help maintain supply over the plan period. There would be no significant harm to the environment, flood risk or to the living conditions of adjacent or future occupiers of housing. As such the amended capacity of Site 111 to 100 dwellings in **MM174** and the associated updated inset map 14 at **MM473** would be necessary in terms of effectiveness of meeting housing needs.
142. Indicative wildlife corridors are shown on the Policies Map and reflected as indicative buffers on inset map 14. I see no reason why these would be

³⁰ SHLAA Site 73b

ineffectual in forming part of a wider network of biodiversity connections through Wallsend and Longbenton to the Rising Sun Country Park. I note the heritage assets at East Benton Farm and the right of way separating sites 17 and 111. Undoubtedly the character of the setting of these features would change, but the harm would be less than substantial and clearly outweighed by the benefit of housing to meet identified needs.

Charlton Court, Whitley Bay – Site 45

143. The planned layout of housing in this part of Whitley Bay is arranged around a central green space such that housing on Churchill Avenue, Cedartree Gardens and Baytree Gardens faces onto it. Given the size of the open space, I am satisfied that a modest amount of additional development could be satisfactorily accommodated without any significant harm to the character of the area or the function of the open space for informal play.
144. The Plan as submitted shows the entire area of public open space allocated for housing (20 units). I accept the Council's submission that the reality of this scale of allocation would leave scope for areas of open space to be retained. However, as submitted, the Plan does not positively protect any area of the open space and in theory alternative housing proposals on all or most of the site, subject details, may not be adjudged by a future decision maker to be contrary to the development plan. As submitted, I find the Plan unsound in relation to Charlton Court in terms of its justification and effectiveness.
145. The evidence before me confirms that this is a Council owned site and a decision has been made to dispose of part of the site. From my observations, that part of the site would relate well to adjoining blocks of flats and would preserve a meaningful balance of open space. A housing allocation on this part of the site to provide a revised amount of 13 dwellings and a larger balance of open space would be justified. This is expressed in **MM474** to Policy S4.3 and associated **MM482** and **MM484** in terms of updating the Policies Map, both of which are necessary for soundness.

High Farm, Killingworth – Site 113

146. The site adjoins operations at Hillheads Farm, which is a bustling enterprise dealing in wholesale greengrocery, farm shop, pet foods, timber and firewood. The size of the car park, signage from the A1056 and standard of the access road all confirm it is a well-used site. The evidence indicates that noise from the site and general odours from the small number of livestock would need to be considered for those parts of the site closest to Hillheads Farm. I recognise the concern that adjoining housing inappropriately close to the Farm may result in complaints but I am not persuaded that the proximity of Hillheads Farm renders Site 113 undevelopable in its entirety.
147. All proposed housing sites have been systemically appraised including consultation with the Council's Environmental Health service. There has been no in-principle objection or harm identified to the site's residential allocation through this process. Overall, I am not persuaded that the allocation of Site 113, and similarly the adjoining Killingworth Moor Strategic Site, would significantly harm the activities at Hillheads Farm. The Council through part of its changes in **MM174** now seeks to reduce the capacity of this site from 31 to 28 dwellings. In my view this would enable a more flexible scheme that could

appropriately respond to the presence of Hillheads Farm and as such the modification is necessary.

Backworth Business Park – Site 29

148. Policy S4.3 allocates some 8.5ha at the former Backworth colliery employment site for mixed uses including the potential for 65 dwellings. Investment at the site has been intermittent, possibly reflecting changes in ownership, but parts of the site have benefitted from reclamation from its former use. It has been submitted that insufficient effort has been deployed to bring additional employment uses to fruition but I am not persuaded that this is the case. The poor profile of the site in combination with competitive, alternative EZ land, have been the principal factors against any successful take-up over the past 20 or so years. In my view, the Plan, having regard to national policy at paragraph 22 of the NPPF and informed by the findings of the ELR, is justified in considering a mix of uses on this site.
149. Keenan's vegetable processing plant is positioned towards the south-west of the site, it does not have restricted hours of operation, HGVs deliver and collect from the highway and the building has various openings, ancillary yard areas and a modest area of land for expansion. I have also taken account of the evidence of complaints from housing in Backworth regarding noise and burning of waste from this site.
150. The evidence³¹ points to the need to avoid housing in close proximity to these premises but I do not consider that it effectively sterilises the entire site from accommodating the relatively modest amount of housing proposed. Looking at the wider site I am not persuaded that a subservient element of housing as part of a wider mix of uses could not be satisfactorily accommodated on the large 8.5ha site. The Council suggested that intervening uses could be successfully used including landscaping and/or compatible employment uses³². Policies in the Plan, including the modification to Policy S2.2 (MM476) recognise the employment role on mixed-use sites. I was also advised that no environmental health objection has been received to the principle of a mixed-use approach on the site as part of this Local Plan.
151. The Plan provides additional indicative mapping for selected sites to guide future delivery and it is a moot point as to whether this site could also benefit from further specificity in the Plan. At a fundamental level, however, I find the Plan, when taken as a whole, would provide a sufficiently clear policy framework to test what will or will not be permitted at this opportunity site, comparable to other proposed mixed-used sites in the Plan. There are already a number of known parameters, including protected trees and existing and neighbouring land uses but I do not consider that the extent of the site should be reduced given other policies in the Plan, including DM5.9 on trees and DM6.1 on design more generally, would address these factors. The extent of the site allocated and the policy framework to enable a modest amount of residential development would provide appropriate flexibility to find a pragmatic and viable solution to this long-standing opportunity site.

³¹ Including appeal decision APP/W4515/W/15/3137995

³² See paragraphs 15.2.2-15.2.3 of EX/HS/15/2

152. I am satisfied that parts of the site have the potential to contribute to meeting the identified housing need at what is a sustainable location close to facilities in Backworth and Northumberland Park. There is also no persuasive evidence to contradict the ELR findings that there is sufficient employment land in the right locations to meet future needs. Accordingly, it would not be justified or effective to retain Site 29 for just employment uses and the proposed mixed use allocation is therefore sound.

Additional Submitted Sites

153. A number of additional housing sites have been presented and many of them are identified through the SHLAA as "other SHLAA sites". There is no need for additional housing land to be positively allocated through the Plan for a deliverable five year supply or a developable supply over the medium-long term of the plan period. That does not represent a cap on development or preclude the positive consideration of "other SHLAA sites" as part of the flexibility of Plan at Policy DM4.5 and additional Policy S4.2a (MM456) subject to relevant local and national planning policy requirements.

Issue 5 – Whether the approach to employment is positively prepared, justified, effective and consistent with national policy.

154. My consideration of OAN has considered the issue of future jobs in the context of housing need and that a medium jobs growth scenario (SENS3) would necessitate a modest adjustment to the demographic OAN. Given the alignment between the housing forecast and the Employment Land Review I am satisfied that there is no over-arching disparity between the housing requirement and the Plan's approach to employment generating uses.

Is the forecast jobs growth reasonable?

155. Employment forecasts have been modelled in the Local Enterprise Partnership's Strategic Economic Plan (SEP) applying a Cambridge Econometrics model. The SEP regional baseline is for 40,000 jobs over the period 2014-2024 with an additional 60,000 jobs through policy interventions, of which 9.5% of this regional job growth is apportioned to North Tyneside. This apportionment reflects baseline jobs growth in the Borough together with a reflection of those sectors identified for growth in the SEP and strategic regional opportunities (the EZ).

156. The ELR forecasts future jobs based on a blend of labour demand forecasts and targets adopted by the LEP within the context of evidence on historic market take-up. Five scenarios based on demand forecasts have been scrutinised. There have been significant variations in jobs growth in the Borough. Long term analysis points to a baseline growth of 380 jobs per annum. The more recent average jobs growth has been at 690 per annum from ABI/BRES data. The latest APS data indicates that jobs growth may have been around 1400 jobs per annum in the period 2012-14.³³

³³ (NT05/3/1 page 35).

157. Of the five ELR scenarios, I find the low scenario (the baseline 380 jobs per annum) to be too pessimistic. It would fail to reflect the uplift envisioned by the SEP which is being now underpinned by a variety of LEP endorsed actions. Conversely, I find the medium + and higher scenarios too aspirational and divergent from trends at a time when the effectiveness of 2014 SEP remains to be fully monitored and appraised. The recent success of business park sites such as Cobalt and Quorum may indicate that a more bullish outlook could be justified but in my opinion it lacks robustness for a short term period susceptible to one-off events.
158. It is important, however, that Local Plans are integrated with employment strategies and take full account of economic signals, including cooperating with adjoining authorities and LEPs³⁴. This evidence points to the tempered medium jobs growth forecast of approximately 700 jobs per annum. It would be an aspirational but realistic figure consistent with national policy.
159. The 700 jobs figure is measured against past trends and reflects economic cycles. It is an appropriate blend of the interventionist approach contained in the SEP to 2024 and then an assumed reversion to baseline jobs growth. Whilst the average rate of jobs of 707 per annum is almost double the baseline jobs growth of 380, it nonetheless aligns closely with available trend data of recent strong workplace job growth (690 – ABI and BRES data 2003-2013).
160. In considering the medium growth scenario figure of 700 jobs there is nothing to dissuade me that the successful business park developments in the Borough at Cobalt and Quorum will not extend to full occupation during the Plan period. It is also reasonable to factor in the proximity of Newcastle International Airport, the recent second Tyne Tunnel on the A19 and the EZ status at Swans and the Port of Tyne on the River Tyne North Bank. These all point to buoyant employment generating growth in the Borough consistent with the SEP analysis and investment to support the jobs growth.

Does the plan make sufficient land available to meet the jobs?

161. The ELR considers the period to 2032 and is consistent with NPPF and PPG requirements. It is reasonably based on the administrative boundary and has involved dialogue with stakeholders, including the LEP and adjoining authorities under the wider umbrella of the DtC.
162. There is agreement that there are number of key locations for the economic growth of the wider area located in North Tyneside. These include the business parks on the A19 economic corridor; Quorum & Balliol Business Parks; Weetslade (Indigo Park) and the River Tyne corridor. I see no substantive evidence of over-provision of employment land or over-estimation of job creation including the respective EZs at Blyth Estuary and River Tyne North Bank. The DtC evidence also demonstrates that the Plan as submitted forms part of a consistent cross-boundary approach to the North Bank of the Tyne EZ with NeCC. Taking all of this together, I am satisfied that the Plan is not making any kind of unilateral provision for jobs growth to compensate NeCC's sound spatial strategy which took the lower range on future jobs.

³⁴ NPPF, paragraphs 158 and 160

163. The ELR provides a quantitative and qualitative analysis to justify the overall employment land requirement. The quantitative assessment includes a thorough assessment of existing supply sifting 350 potential employment sites and considers 98 sites in more detail. The process has also involved consideration of market signals and engagement with the local commercial property sector. Overall, the ELR has made a sound assessment of employment land suitability and the retained sites form part of a diverse portfolio that accords with paragraph 22 of the NPPF.
164. The 150 hectares (ha) of employment land and the 30ha of reserve land would align to the SEP objectives and would provide a flexible and attractive range of employment land taking account of growth sectors identified for North Tyneside in the SEP³⁵ such as advanced manufacturing (including in the EZ) where opportunities are strong and LEP funding available. It also realistically takes account of a projected contraction in traditional manufacturing reflecting factors such as increasing automation. The supply identified from the ELR broadly accords with historical market take-up averaging at around 10ha per annum between 1999 and 2013³⁶. I note from the ELR that the amount of employment land may be moderately above the jobs growth estimate but this would represent prudent headroom that would accord with the requirement for flexibility advocated at paragraph 21 of the NPPF.
165. Within the 150 ha there are four major sites proposed (Weetslade, Balliol, Killingworth Moor and Esso (Port of Tyne)) which would provide between them 92 ha. Elsewhere, 16 moderate and smaller sites would add to the diversity of land provision. Overall, I am confident that this represents an appropriate quantum of land to sustain the forecast jobs growth. Looking at the ELR³⁷, even if jobs growth is higher than the medium scenario, the scale and diverse portfolio of the 150ha land available in the Plan would not inhibit demand. Accordingly, the plan does not present a barrier to economic growth and can flexibly respond to unanticipated needs.

Economic Growth Strategy

166. The economic growth strategy at Policy S2.1 provides an appropriate spatial response to deliver the forecast jobs growth. In order to ensure Policy S2.1 would be fully effective and justified it is necessary to clarify the value and significance of the historic environment to the town centre and tourism economies together with references to the fact that the River Tyne North Bank area and the A19 Economic Corridor are identified on the Policies Map. Accordingly, **MM77** is recommended.
167. Various factual updates are needed to Policies S2.2 and DM2.4 and supporting text to reflect the latest monitoring position and site specific details since submission. As such **MM95**, **MM97**, **MM107** and **MM453** are necessary. It is also important that the Plan recognises that there are mixed-used sites in the

³⁵ Advanced and marine engineering, business services (big data), creative industries, low carbon and renewables, tourism and logistics.

³⁶ ELR Table 10

³⁷ Paragraph 6.2.1 Page 56 Core Document NT05/3/1

Plan which may also play a positive role in providing additional employment floorspace where that would be compatible with other uses. Therefore **MM476** is necessary for the Plan to be effective.

Provision of Land for Employment Generating Uses

168. There is little evidence that the sites in Policy S2.2 would have no reasonable prospect of delivery during the plan period, as tested through the ELR. On this basis, no additional employment land is required and the exceptional circumstances for releasing Green Belt land for employment do not exist.
169. Concern has been expressed regarding the cumulative impact of employment land releases at Balliol and Gosforth Business Parks and Weetslade given their relative proximity to Gosforth Nature Reserve and Gosforth Lake SSSI, which are in the neighbouring NeCC administrative area. I am satisfied the employment sites have been appropriately appraised, including through SA. There is also clear evidence that the Council has co-operated with NeCC on cross-boundary biodiversity issues. Additionally, there is no objection from Natural England concerning the SSSI. The plan contains indicative details maps for Weetslade, Gosforth Business Park and Balliol all of which show appreciable green buffers, including those advocated in the Weetslade SPD. These would provide undeveloped connections, consistent with the Green Infrastructure Strategy, in addition to the retained, sizeable Green Belt gap between Wideopen and Weetslade. Consequently, I am satisfied that the Plan's employment proposals at these locations would not harmfully effect the biodiversity objectives for Gosforth Nature Reserve, Gosforth Lake SSSI and Weetslade Country Park.
170. Concern has been expressed about the extent of the land releases at Balliol Business Park (approximately 25ha). The site adjoins housing at Greenhaugh but the Plan proposes at Map 5 a significant green buffer reflecting the extent of the Site of Local Conservation Interest. Accordingly, the site would not result in any unacceptable harm to residential amenity or biodiversity. It has also been demonstrated that the site is developable in terms of flood risk and highways. The site is therefore justified and would make an effective and appropriate contribution to the economic growth strategy.
171. The retention of employment land and a modest allocation of 0.74 ha at the Swales Industrial Site (Site E044) is questioned given the ELR notes the site could potentially be developed for other uses. I accept that parts of the site are in a moribund condition but the majority of the site appears to still function for employment uses or offer the potential for employment land uses. I am not persuaded that there is an absence of demand for employment uses at the site such that paragraph 22 of the NPPF applies. Accordingly, the Plan would be justified and effective in seeking employment uses at the Swales site. Any alternative proposal on all or part of the site would need to be considered in the context of Policy DM2.3.
172. The Port of Tyne has an important employment role in the Borough, directly as an employer and land-holder of significant areas of employment land along the Tyne Corridor and indirectly from the port supporting other jobs in logistics, services and tourism sectors. The economic growth strategy at Policy S2.1 appropriately recognises this and this is drawn out further in supporting text.

Policies S2.2 and AS2.5 identify land within the Port of Tyne's holdings for employment generating uses including the North Bank of the Tyne EZ.

173. A statement of common ground between the Council and the Port of Tyne was submitted during the examination³⁸ recognising the degree to which the Plan supports the role and prominence of the Port to the regional economy. In my view, the Plan is sufficient on this aspect and does not warrant any further specific policy content relating to the Port. Map 7 needs to be corrected to show that a potential second point of access to employment site E050 would be available off Hayhole Road. **MM101** is therefore necessary.
174. In addition to the 150 ha of allocated employment land, Policy S2.2 also reserves a further 30 ha of land with the curtilages of existing businesses to enable expansion. As submitted the Plan policy specifically earmarks reserve land for the expansion of the host business. This is not justified, given some employers have signalled that through consolidation they no longer need the land. Accordingly, I recommend the specific amendment to criterion b in Policy S2.2 in **MM97** for soundness which would introduce the flexibility of accommodating other business uses on surplus reserve land.
175. It has been suggested that the identified reserve land could, in some instances, be re-allocated for alternative uses where businesses no longer need the land to expand. From my observations the reserve land is well-related to the host business and more often than not to other adjoining businesses. On the whole I am not persuaded, based on the evidence before me, that such sites can be developed for uses other than employment. In any event the principle of alternative uses is not discounted on these employment sites subject to criteria in Policy DM2.3.
176. Policy DM2.3 as submitted lacks clarity and potential flexibility in that the loss of employment land and premises would invariably result in some degree of harm to economic development. Accordingly, there is concern that the policy could be applied in a draconian manner to inhibit alternative uses. **MM105** to the policy and **MM106** to supporting text make the policy and its interpretation effective and consistent with national policy and I recommend them both. More broadly, I am satisfied that Policy DM2.3 provides sufficient flexibility for appropriate ancillary uses on employment sites and no further specificity in this regard would be needed.

Issue 6 – Whether the approach to Green Belt is soundly-based, including whether or not exceptional circumstances exist to justify revisions to Green Belt boundary.

Green Belt - overview

177. As described elsewhere, the character of the Borough is essentially twofold comprising of a band of open countryside to the north and elsewhere the main urban area. Aside from country parks and public open spaces within the main urban area, there is only a very minimal quantum of open countryside in North Tyneside which is not Green Belt. This reinforces the long held purpose of

³⁸ EX/NTC/38

Green Belt in North Tyneside, in particular safeguarding the countryside from encroachment and checking the sprawl of Tyneside, including preventing the merging of settlement in North Tyneside with that in Cramlington and Blyth.

178. I have been referred to salient sections of the 2002 UDP Inspector's report³⁹ which established the current Green Belt boundaries. From my various site visits I have found that the UDP Inspector's site specific conclusions on the Green Belt still hold, although I have re-examined a number of specific boundary issues which have been raised through the examination.
179. The Council has undertaken a review of Green Belt boundaries to consider whether or not there is potential for change, including additional safeguarded land. The Green Belt Review, which accompanied the pre-submission consultation, provides a robust local application of relevant policy content in the NPPF, notably at paragraph 85, and more generally at paragraphs 79 and 80. Overall, I endorse the Stage 1 findings of the Green Belt Review⁴⁰, which reaffirm that development needs and land supply are such that there would not be the exceptional circumstances that would require a change to the boundaries of the existing Green Belt.
180. I am also satisfied that the outputs of the Green Belt Review are consistent with processes and findings from adjoining Green Belt reviews. As set out elsewhere in this report, there may well be advantages in contemplating whether future development plan preparation should be underpinned by a strategic review of Green Belt across the north of the Tyne. As it stands, however, I see no soundness deficiency in the Green Belt Review informing the preparation of this plan.
181. The role and purpose of the Green Belt in North Tyneside is articulated at Policy S1.5. It is a clear continuation of saved Policy E20 from the UDP, consistent with the long held approach to Green Belt through previous plans including the rescinded RSS. Policy S1.5 is consistent with national policy and would be justified and effective.
182. Policy DM1.6 applies paragraph 81 of the NPPF by providing a development management policy for positive uses in the Green Belt, particularly in terms as a resource for public access and biodiversity. As submitted the policy is inconsistent with national policy in terms of referencing "appropriate development". **MM59** would address this as well as provide additional clarification to the wording and as such is necessary for soundness. Similarly the supporting text to Green Belt policy in the Plan at paragraphs 4.27-4.29 requires clarification in the interests of effectiveness and amendments to conform to the NPPF, notably with paragraph 89. Accordingly, **MM60**, **MM61** and **MM62** are necessary. Following consultation on the proposed main modifications I have amended MM61 to expand Paragraph 4.28 to reflect that to deliver a sustainable development strategy in North Tyneside will require a strategic transport route, partly in Green Belt. The justification for the route is evidenced and in principle it would be the local transport infrastructure envisaged at paragraph 90 of the NPPF.

³⁹ Examination Document EX/NTC/41

⁴⁰ Especially paragraphs 5.17-5.20

183. The Green Belt Review work has also examined whether or not there are site specific matters which would equate to exceptional circumstances to justify amending Green Belt boundaries. Some 57 parcels of land which comprise the Green Belt have been subjected to a methodology which is consistent with the NPPF. The outcome is that some 16 parcels are identified as having the potential for change and subject to further analysis. I agree that there are not any exceptional circumstances to justify changing Green Belt boundaries. As such, even where the Council's assessment identifies there is a potential for change, matters are not finely balanced. There remains, in principle, a need to clearly find that the existing Green Belt boundary should be changed because the land does not contribute to the purposes of Green Belt.

Green belt between Shiremoor and Earsdon/Wellfield

184. The Green Belt largely wraps around the settlement of Earsdon extending over the A186 and south to the Metro line and providing an open gap between the eastern edge of Shiremoor, western edge of Wellfield and the pronounced form of settlement on the knoll at Earsdon. This area of land has been thoroughly assessed as part of the Green Belt Review⁴¹ including consideration of the effects on character from the development of the strategic site south of the metro line at Murton.

185. I accept that as a consequence of this Plan, these parcels of Green Belt land will be largely surrounded by non-Green Belt uses. However, this would not undermine the function of the Green Belt at this location as a permanently open area which checks the unrestricted sprawl of the main urban area, safeguards countryside from encroachment and prevents settlements merging into one another. I note the land functions, in part, in providing a role for peri-urban activities such as car boot sales, but from my observations it remains an open, sizeable, verdant area which serves to clearly separate communities. There are no strategic exceptional circumstances to release this land, including for safeguarding, and there are no local, site specific reasons given the clear contribution it makes to the role of the Green Belt.

186. I am satisfied that the link road from the A186 and potential Metro station at Murton would be local transport infrastructure which can demonstrate a requirement for a Green Belt location in accordance with the NPPF at paragraph 90. Precise details of the route of the link road and how it will cross the Metro line remain to be determined although I have noted the preliminary assessments prefer a bridge over scenario. From the indicative alignment in the Plan that part of the road in Green Belt would pass reasonably close to the boundary with the housing and schools at South Wellfield. It would not sever the wider expanse of open fields and Green Belt land south of the A186 would remain characteristically open. The same would apply to any metro station and ancillary facilities positioned at the margins of Green Belt at this location.

187. I note that the UDP Inspector made the reference that the A186 could also be the Green Belt boundary at this location and that this observation was made

⁴¹ Document NT08/1, parcels 841, 842, 843, 844, 845 & 846.

prior to the proposed link road and potential metro station. As set out above, I find there are no strategic or site specific exceptional circumstances for what would be an extensive Green Belt land release. I am also satisfied that the Green Belt at this location would valuably correlate with the proposed green spine through the Murton Strategic Site to the south and thus provide a contiguous and meaningful open corridor from the main urban area.

Green Belt in the North West Villages – general

188. Various submissions have been made seeking amendments to the Green Belt boundary at various points around the North West villages. The local factors that have led to the identification of the North West villages as an area specific strategy do not equate to the exceptional circumstances to justify an alteration to the Green Belt as set out in paragraphs 83 to 85 of the NPPF.

189. In the North West villages Green Belt appropriately serves to prevent the former mining communities merging into one another, safeguards countryside from encroachment and importantly assists in urban regeneration by focusing efforts on the re-use of derelict and other urban land, including sites positively allocated in the Plan. I am not persuaded that Green Belt land releases in this part of the Borough would result in a more sustainable development pattern or a revitalisation of these communities above and beyond that already provided for in the Plan.

Green Belt at Dudley and Burradon

190. The settlements of Dudley and Burradon are separated by a relatively narrow wedge of Green Belt which itself is dissected by the A189 dual carriageway. Generally the separation is no more than a couple of sizeable arable fields but it nonetheless of sufficient width to provide a functional open setting between the two communities. At a strategic level the Green Belt between Burradon and Dudley and the proposed employment site at Weetslade clearly fulfils the purposes of the Green Belt. I am therefore satisfied that, in principle, the Green Belt boundary should not be altered here to facilitate development, including safeguarding.

191. I observed that the sense of open separation is narrowed where the housing at Clarke's Terrace extends south from Dudley. I note the reference in the Green Belt Review⁴² to a potential amendment here. Clarke's Terrace has a clear linear pattern following the road network. There is little depth to the development in contrast to the nucleated settlement form of Dudley to the north. It is not uncommon for Green Belt to wash over pockets of development nor is there a requirement for Green Belt boundaries to fastidiously exclude modest groupings of housing. The same applies here and it is not necessary to amend the Green Belt for plan soundness.

192. I accept that housing land supply is mixed in the North West villages such that in communities like Burradon supply is limited. Within the locality, however, the Plan provides for a range of deliverable and developable housing sites including small brownfield sites whose redevelopment would enhance the

⁴² Document NT08/1 paragraph 8.21

image of the area. There is also a sizeable permission under construction in Wideopen and a substantial residential allocation at nearby Dudley⁴³ (the joint fourth largest in the Plan). Green Belt has not inhibited suitable achievable housing land in the North West villages over the period to 2032. It therefore follows, as set out in the Council's Green Belt Review for parcel 823, that there are not the exceptional circumstances to amend the Green Belt at Burradon.

Green Belt at Seaton Burn

193. Green Belt extends around the north of Seaton Burn encompassing land between the village and the A1 to the west and the A19 to the north. Whilst this land is under-utilised it does not detract from the gateway to the Borough forming a characteristically peripheral swathe of open land, typical of Green Belt. It is not prominent from any of the adjoining roads and does not lend itself to being a high profile gateway commercial site despite the proximity of the improved A1/A19 interchange. Having considered the ELR⁴⁴ I see little compelling evidence of a pressing strategic need for commercial land releases at this Green Belt location. I also attach considerable significance to the fact that the Indigo Park site on the former Weetslade Colliery site, as the single largest employment site proposed in the Plan, is located only a short distance to the south-east of Seaton Burn. I therefore agree with the Green Belt Review findings for parcels 802 and 803 in that there is no basis to amend the Green Belt boundaries at this location as part of this Plan.

194. Elsewhere in Seaton Burn the Green Belt includes a sliver of amenity land to the west of Russell Square. A tarmac footpath separates this maintained grassland from the adjoining far-reaching patchwork of rough grazing and scrub extending to the south-east. The footpath is only a subtle feature meaning the amenity land is physically and perceptibly part of the wider openness and function of Green Belt in this part of the village and I therefore agree with the Green Belt Review assessment for Parcel 809.

Green Belt at Backworth

195. The Green Belt encompasses land to the east of the village of Backworth as part of a wider expanse of open countryside in the north-east of the Borough. There are, however, occasional pockets of development including a sizeable vehicle dismantlers' yard a short distance to the east of Backworth and land that once accommodated built development. These sporadic developments and adjoining parcels of land are separated from the identifiable nucleus of settlement by the strong physical feature of the railway line as well as intervening pockets of rough grassland and scrub. Accordingly, I find the original conclusion in the 2002 UDP did not erroneously include this area as Green Belt. The policies of the submitted Plan do not preclude development that would not be inappropriate, consistent with the NPPF, such that individual cases can be determined on their own merits. For the purposes of plan-making, however, the boundaries here are defensible and justified, as set out in the Green Belt Review's consideration of Parcel 835.

⁴³ Site 3, Annitsford Farm – 400 dwellings.

⁴⁴ Site promoter refers to Section 3.4.4 of ELR re shortfall in manu & distribution space

Safeguarded Land

196. Paragraph 85 of the NPPF refers to the possibility of identifying 'safeguarded land' between the urban areas and the Green Belt in order to meet longer-term development needs stretching well beyond the plan period. The aim of the NPPF is to ensure that Green Belt boundaries are not frequently changed which would undermine their status and essential characteristic of permanence.
197. The Plan period extends to 2032 and provides for a significant uplift in housing delivery and sustained economic growth. This can be accommodated whilst preserving existing Green Belt boundaries. As such the Plan appropriately maintains the important concept of permanence to the Green Belt. I was referred to the hiatus following the expiry of the UDP which has seen a number of recent appeals on safeguarded land. In my view, the 15 year timeframe of this plan and the increased emphasis on up-to-date Plans in national policy is tangibly different to the UDP and militates against the need to amend Green Belt boundaries in this Plan to provide more safeguarded land.
198. The SHLAA has cautiously withheld many potentially developable sites until further certainty can be established on their development timeframe. The total capacity of these "other SHLAA sites" has an indicative identified yield of approximately 2,800 homes to 2032 (Document EX/NTC/6). As such these sites could usefully serve as an additional buffer to the identified supply over the plan period as their circumstances change. Some of these sites may well have a long-term role as part of a future review of the Plan. This evidence demonstrates flexibility in housing land supply and further diminishes the need for additional safeguarded land at this time.
199. It would be for a future assessment of need and associated consideration of the most appropriate locations for development through a Local Plan review to determine whether further land should be removed from the slender Green Belt in North Tyneside. I am concerned that safeguarding land now would have an adversely premature influence on the future pattern of development. I am therefore satisfied that there are no issues of soundness because the Plan does not propose additional safeguarded land at this early point in the overall plan period.
200. The plan continues to identify a modicum of safeguarded land in three locations to which Policies S1.7 and DM1.8 apply. These have been assessed through the SHLAA process and due to various site specific issues are not considered to have sufficient certainty to be considered suitable and achievable and therefore advanced to allocation in this Plan. I observed that all of the three retained safeguarded sites have a good relationship to the settlement pattern and are clearly distinguishable in character, representing marginal sites between the main urban area and Green Belt. In applying the stepped housing trajectory the Council can demonstrate a deliverable five year supply of housing land and a longer term developable supply. Accordingly, there is no immediately pressing need to release additional safeguarded land to meet housing needs and thus make the plan sound.
201. I have, however, accepted elsewhere that the supply of land is tight and as such if monitoring demonstrates a shortfall an additional policy is proposed

(MM456) as part of a wider corrective plan-led approach to ensuring a sufficient quantity of land is deliverable to meet the housing need. The NPPF is clear at paragraph 85 that the permanent development of safeguarded land should only be granted following a Local Plan review. In instigating the measures identified in the new policy proposed at MM456 the consideration of remaining areas of safeguarded land should be prioritised as part of any partial review of the Plan.

202. The plan as submitted provides an appropriate approach to remaining safeguarded land although the introductory text to Policy S1.7 requires amendment in order to be consistent with national policy at paragraph 85 of the NPPF and as such **MM63** and **MM64** would be necessary for soundness. I have amended MM64 slightly so that the wording more accurately reflects the NPPF. Similarly **MM68** is also necessary for consistency with national policy and new policy S4.2a to clarify that the role of the safeguarded land in this Plan should be considered through a formal plan review.

Issue 7 – Whether the approach towards Town Centres and retail is positively prepared, justified, effective and consistent with national policy.

203. Section 6 of the Plan provides a strategy and policy framework which puts the Borough's four town centres first in terms of ensuring their realistic vitality and viability as competitive places to accommodate a range of uses to serve their communities. The Plan also addresses the evidence of a weakening offer in Wallsend and North Shields town centres by providing further detailed policy response through the respective Area Specific Strategies. Consequently, the Plan's over-arching approach to the Borough's town centres is justified.

204. In terms of retail and commercial leisure needs North Tyneside is clearly within the sphere of the higher order offer provided in Newcastle. Data behind the Retail and Leisure Study clearly shows the extent of the trade draw for non-food shopping and commercial leisure into the City. The JCS for Newcastle and Gateshead plans for significant additional retail sales area floorspace and would / will thus reinforce existing patterns of spend. Given this dynamic, which is recognised under the DtC, I am satisfied that the Plan applies realistic assumptions (through sensitivity testing in the Retail Study) that any claw-back through a more positive strategy would be only very modest at best.

205. The Plan's requirements for additional retail floorspace are realistic including muted forecast expenditure growth combined with growth in on-line, mail order and click-and-collect formats and increased turnover efficiencies of retail operators. They also take appropriate account of evidence of over-trading in convenience retailing and existing commitments for retail floorspace in the Borough. Taking all this together I am satisfied that the Plan's very modest net requirements for an additional 15,249sqm of comparison and 6,378sqm of convenience floorspace are fully justified.

206. Policy S3.1 sets the priority for competitive centres in the Borough and is consistent with national policy at paragraph 23 of the NPPF. The reference to "appropriate residential and mixed-used schemes" is a reasonably worded recognition of the role housing can contribute to the overall vitality and viability of centres. No amendments are required to the references to residential development forming part of the mix of uses in town centres in

Policies S3.1 and DM3.5. Policy S3.1, however, requires a slight wording change to criterion (b) to provide the necessary level of protection to the significance of heritage assets. On this basis **MM118** is necessary for soundness.

207. The Retail and Leisure Study outputs of future floorspace requirements are presented in five year tranches for the plan period in Policy S3.3. This approach potentially lacks flexibility given the projected rates are increasingly indicative over time and in any event the situation has been surpassed with the grant of planning permission for 10,160sqm net of retail floorspace at Northumberland Park⁴⁵. Accordingly, Policy S3.3 need only set out the overall floorspace requirements over the plan period. The detailed tranche breakdown should be inserted into accompanying Table 2 and various amendments should be made in supporting text to reflect the updated situation at Northumberland Park. Accordingly **MM126**, **MM131**, **MM133** and **MM134** are necessary for the Plan to be justified and effective.
208. Northumberland Park is appropriately identified as a District Centre. It is situated centrally within the Borough with good proximity to both the proposed strategic housing sites and with good connections from the Borough's town centres via the metro, A19 and A186. It remains appropriate for the Plan to continue to reflect the opportunity at Northumberland Park to sequentially provide for retail operators requiring larger formats that cannot be satisfactorily or readily be accommodated either in or on the edge of the four town centres. This particular role, however, should not be diluted by any references to allow for specific ancillary or subservient scale retailing. Overall, the approach to Northumberland Park, as submitted, comprises part of a sound network and hierarchy of centres in Policy S3.2 that would be resilient to anticipated future economic changes.
209. Consistent with the town centre first approach in the NPPF, the Plan sets out at Policy DM3.4 how main town centre uses will be assessed including the sequential test and then the requirements for impact assessments. The wording of the sequential test in the policy needs a small refinement to clarify that it would be a progressive assessment looking at each alternative location in turn. Additionally, the policy needs an amendment to explain that the lower thresholds for the impact assessment apply only to retail proposals as justified by the Retail and Leisure Study⁴⁶. Along similar lines, the supporting text at paragraph 6.34 should be amended to affirm that the default threshold for office and leisure impact assessments would be 2,500sqm. Accordingly **MM138** and **MM139** would be necessary for the Plan to be justified, effective and consistent with national policy.
210. As required the Plan sets out primary shopping areas (PSAs) for the four town centres and where appropriate identifies primary and secondary shopping frontages. The submitted approach has attracted very little comment and from my observations of each of the town centres, having regard to their respective visions⁴⁷, I am satisfied that the delineation of PSAs and frontages

⁴⁵ Permission 15/01146/OUT for 1400sqm convenience and 8760sqm comparison

⁴⁶ Core Document NT06/1, paragraph 8.21

⁴⁷ Core Document NT06/2, paragraphs 1.16-1.19

are robust and accord with the latest evidence in the Council's November 2015 assessment. **MM478** to Policy S3.5 is necessary for effectiveness to clarify that the PSAs are shown on the Policies Map.

Issue 8 – Whether the approach to the natural and historic environments and design is effective, appropriate to the area and consistent with national policy.

Natural Environment

211. The benefits of increased jobs and housing in respective economic and social terms can only be considered sustainable if there are simultaneous environmental gains. The NPPF at paragraph 9 affirms that pursuing sustainable development involves seeking positive improvements in, amongst other things, the quality of the natural environment.
212. In North Tyneside, the spatial options for accommodating the objective development needs are limited but the submitted plan avoids Green Belt and retains a number of sizeable natural green spaces within the built fabric of the main urban area. It is notable that the growth proposals in the Plan generally avoid sites of particular biodiversity value. The Plan also puts into place a number of policies and proposals which seek to protect and enhance the natural environment. This informed by a comprehensive evidence base including the Green Infrastructure Strategy 2015, the Green Space Strategy 2015 and Newcastle and North Tyneside Biodiversity Action Plan 2010.
213. The Plan seeks to protect, enhance, extend and create green infrastructure across the Borough and various site specific proposals, particularly the strategic sites, would make positive contribution to the network of green infrastructure in the Borough. In terms of development management, Policy DM5.2 requires some clarity regarding uses ancillary to green infrastructure the application of the exceptional circumstances. **MM247** provides this and is therefore recommended.
214. In terms of policy in relation to biodiversity and geodiversity in the Borough, **MM459** would be necessary to acknowledge the Marine Conservation Zone around St. Mary's Island. Policy DM5.5 as submitted needs amending for effectiveness and **MM254** amends criteria e. and f. to be consistent with national policy on SSSIs. The policy also refers to wildlife site buffer zones as identified in the Green Infrastructure Strategy. **MM253** makes the supporting text clearer in terms of the implementation of this part of the policy and is therefore necessary for soundness.
215. The Plan area encompasses parts of the Northumbria Coast SPA and Ramsar Site and is within 6km of the Durham Coast SAC. These are part of a patchwork of 15 European Sites (Natura 2000 Sites) within or around North Tyneside which have been considered through a required HRA in terms of whether the policies and proposals of the Plan are likely to have significant effects on the integrity of these sites. In summary, the appropriate assessment has identified the principal adverse effect would be disturbance of bird species and physical damage to habitats from recreational pressure from the local catchment population and other visitors.

216. The HRA advises that the adverse impact can be mitigated through ways to off-set recreational pressure through a combination of measures identified in Policy DM5.6 including the provision of Suitable Alternative Natural Green Spaces (SANGS). During the examination I was made aware of Natural England's Site Improvement Plan for the Northumberland Coast⁴⁸, the Council's draft guidelines for SANGS and the Council's warden programme. This has provided reassurance that the identified mitigation would be capable of implementation.
217. Modifications have been made elsewhere in relation to the site at Murton in terms of provision of SANGS and a cross-reference to DM5.6 (see MM181 and MM182). The Plan HRA at paragraphs 5.3.5 to 5.3.8 explains SANGS and additional detail is in the Council's draft guidelines. I see no need to modify the Plan further with detail on SANGS given the development will derive its own effective SANGS approach to accord with Policy DM5.6. At the Plan level I am satisfied that the Murton proposal, with mitigation, would have no adverse impact on the qualifying features of European sites within 6km.
218. To be effective the specific wording of Policy DM5.6 needs some tightening to reflect national policy and European legislation as presented in **MM255**. I have amended the wording slightly to reflect Natural England's comments. The submitted policy also includes a reference to wildlife site buffer zones from the Green Infrastructure Strategy which is not helpful given the HRA has identified wider buffers from the European sites within which a significant effect is likely. The reference to wildlife buffer zones should be removed as set out in **MM255**. Additionally, **MM460** necessarily clarifies the supporting text and direct users of the Plan to the Council's guidelines for SANGS. I appreciate this is an emerging document and further work will finalise the guidance to SANGS at project level in North Tyneside. That in itself does not make the Plan unsound, given the in-principle requirement at Plan level, for SANGS⁴⁹.

Local Green Space

Killingworth Open Break

219. The Plan seeks to effectively continue the UDP "Open Break" designation on open land between the historic Killingworth village and the built-up areas of West Moor, Forest Hall and Palmersville by way of a Local Green Space designation. There is local support for this approach in Policy AS1.9 countered by submissions that part of the site now better relates to the adjoining Killingworth Moor strategic site such that the benefits of a wider housing site would outweigh any harm to the open character or setting of the Killingworth Conservation Area (KCA).
220. The Council has undertaken a thorough assessment⁵⁰ of the proposed Local Green Space applying criteria at paragraphs 76 and 77 of the NPPF. It is clear from the evidence and my own observations that the accessible land to the

⁴⁸ Including the Coast SPA, as well as other International Sites.

⁴⁹ An approach endorsed by Natural England on Plan submission in correspondence dated 22 February 2016 in NT03/4/2).

⁵⁰ NT08/3

west of the B1317 Killingworth Lane with its verdant, tranquil character fulfils the Local Green Space criteria.

221. With regards to the open farmland on the east, matters are more balanced. Despite the lack of direct public access, this land comprises an open (green) space which can be readily experienced from within Killingworth Lane and the public Stephenson Trail to the east. There is no prerequisite for Local Green Space to be publicly accessible.
222. Additionally, the rising form of the land is particularly pronounced here such that the historical context of Killingworth village as a ridge settlement remains to be appreciated. It also provides an open context for the adjacent historic early colliery site. There is an overlap between part of the KCA and the Local Green Space designation. The wider open setting of the KCA from the valley of the leech is of historic significance in understanding the rural setting to a surviving form of historic settlement pattern which is scarce in the Borough. This would be harmfully eroded by encroaching development. The harm to the setting of the KCA would be less than substantial in the terms found at paragraphs 132 and 134 of the NPPF. However, I am not persuaded that there is any clear or convincing justification for development at a location that would result in harm to the KCA including its setting, the historical significance of which validates the Local Green Space designation at this location.
223. The area adjoins communities in Killingworth and Forest Hall. There is a clear level of support, as articulated at the examination hearings, which indicates that the openness of the area is valued by the local community. I do not consider the scale of the designation to be out of kilter with the NPPF's requirement to avoid extensive tracts of land. Accordingly, pulling all of this together, the Killingworth Open Break Local Green Space designation here is justified and is therefore sound.

Benton Triangle

224. This is a small area of land situated at the rear of housing on Midhurst Road and bounded by the metro line to the south and the ECML to the east. A small part of the site comprises an area of track-bed for former metro sidings. The majority of the site was formerly allotment land of which there are few remnants the site being largely colonised by scrub and trees, with rough grassland elsewhere.
225. The submitted Plan identifies all the land apart from the previously-developed former track-bed of the north-west curve as open space under Policy DM5.3. The wording of the policy refers to "accessible green space" but this is disputed at this site with any informal access being tolerated rather than permitted. At the time of my site visit there was nothing to stop access onto the site from the adjoining footpath and I find the proposed open space designation to be rational. From the evidence before me, including the 'Metro and Local Rail Strategy' (2016) there is no reasonable prospect that the north-west curve would be reinstated. It would be unsound for the Plan to protect this alignment. Local residents, however, consider the site merits Local Green Space status in accordance with paragraphs 76 and 77 of the NPPF.
226. The site can only be accessed from a discreet footpath which connects from Station Road to the unmade byway between Westcroft Road and Granville

Crescent. The site is not well-connected to surrounding communities, either perceptually or physically, contrary to the first bullet point in paragraph 77.

227. I noted there is little evidence that the site is informally used for recreation with the former allotment use having been long abandoned. The site does have some biodiversity value, consistent with its identification as part of a wildlife corridor, but looking at the evidence of local, unverified observations, I am not persuaded there is a particular richness of wildlife. Nor is there evidence of any notable historic significance. Whilst I have an appreciable number of submissions from the local community seeking to preserve the openness of the site I am of the view that the site does not meet the second bullet point in paragraph 77 of the NPPF.
228. Whilst the triangle is not an extensive tract of land and forms part of a local character of largely undeveloped areas within the railway alignments, the construct of paragraph 77 is that all 3 criteria have to be met. Accordingly, I share the Council's more in-depth analysis that the triangle does not merit a Local Green Space designation.
229. The Council's SHLAA has assessed the site as being theoretically developable as part of the "other SHLAA site" category. In my view, a balance exists that would enable some development on the site, focussed on the former track-bed, in combination with the retention of a meaningful open area for biodiversity and public access. On the evidence before me the policy designation as open space does not preclude this option given the debatable point of public access. That is not a signal that a substantial development would be acceptable. Any balanced scheme would need to be considered on its merits from the starting point that the site has a degree of biodiversity and amenity value in terms of its open character. I have little persuasive evidence that a satisfactory technical highways solution to accessing the site could not be achieved. Whilst the proximity of public open space at Benton Quarry Park, Springfield Park and Longbenton cemetery means that this triangle is not a solitary green lung in this part of Benton, the open space designation in the submitted Plan is justified. In my view, it would provide an effective starting position to formulate a detailed, sustainable way forward for the long term future of this area.

Flood Risk

230. The Plan is underpinned by a comprehensive Strategic Flood Risk Assessment (SFRA) which appropriately deals with flood risk from the coast, the tidal River Tyne and the various smaller watercourses within the interior of the Borough, including taking account of climate change over the longer term. Recent storm events have highlighted the risk from surface water flooding but this is specifically and thoroughly considered in the SFRA and Water Cycle Study. Separate SFRAs have been prepared for the two strategic sites which demonstrate that there are acceptable strategies for addressing the generally low levels of flood risk associated with these two sizeable greenfield locations. Elsewhere the SHLAA and ELR processes have all considered flood risk in terms of those sites allocated in the Plan. The SA considers both flood risk and water quality.
231. The submitted policies on flood risk in the Plan provide an effective policy framework, justified by the SFRA and Water Cycle Study evidence, such that

the Plan in general accords with Section 10 of the NPPF. In seeking contributions to flood reduction works, Policy DM5.13 needs to be amended so that the wording for contributions is consistent with the tests in the CIL legislation and national policy and **MM265** is necessary. Additionally Policy DM5.14 requires some flexibility on surface water run-off rates on previously-developed sites. Policy DM5.15 also needs to reflect Environment Agency advice that deep drainage structures would not be suitable given the area's mining heritage poses groundwater flooding issues. **MM266** and **MM267** address these points and are necessary for soundness.

Air Quality

232. Concern has been expressed that the Plan does not address air quality and that this aspect of the environment would be unacceptably harmed by traffic generation associated with the Plan's proposals. The SA accompanying the Plan has considered air quality⁵¹ including the European Air Quality Directive (2008) and other key documents. The baseline position is that air quality in North Tyneside is within national limits. The SA objectives recognise the potential effects of the Plan's policies and proposals on air quality. Air quality is also addressed in Policy DM5.19 in terms of managing pollution arising from development proposals. The performance of Policy DM5.19, including Air Quality Management Areas, is addressed in the Plan's Implementation and Monitoring Framework. I am satisfied the Plan is consistent with NPPF paragraphs 124 and 152 on this matter.

Minerals

233. I am satisfied that at a regional level and under the DtC, including dialogue with the Coal Authority, the Plan reflects the wider picture of the supply and demand for minerals in the North East. The Plan's single policy on the issue at DM5.17 is a proportionate reflection of the relatively modest mineral role of the Borough as demonstrated through joint aggregate assessments in accordance with paragraph 163 of the NPPF.

234. Submissions have been made that the Plan does not provide sufficient policy content to deal with emerging minerals related hydrocarbon extraction activities such as oil and shale gas extraction (fracking) and underground coal gasification (UCG). There is very little evidence to demonstrate that the former is likely to be a significant issue or that there is a gap in national and local planning policy to consider the impacts of such developments.

235. I accept that UCG is a more likely prospect in an area with past deep coal mining activity. The PPG⁵², however, only encourages appropriate provision in plans where available data highlights those areas where proposals for hydrocarbon extraction may come forward. The PPG⁵³ also states that there is normally no need to create mineral safeguarding areas for hydrocarbon extraction. I am satisfied that the practicalities of UCG in North Tyneside would involve the pressurised process to extract the gas occurring in the

⁵¹ Section 4.6 of the SA Scoping Report (NT01/7); Environmental SA Objectives in Section 9 of Submitted SA June 2016 (NT01/6/1) (SA Objective 11)

⁵² PPG Paragraph 105 Reference ID: 27-105-20140306

⁵³ PPG Paragraph 108 Reference ID: 27-108-20140306

former deep shafts off the coast such that in terms of landfall operations the activity would be quasi-industrial in character without the need for a specific Plan response or safeguarding. I consider the policy framework in the Plan, when taken as a whole, in conjunction with Section 13 of the NPPF and PPG, would provide a sufficient basis to consider UCG or hydrocarbon extraction proposals.

236. Policy DM5.17 as submitted on minerals is not sound in terms of consistency with national policy at paragraphs 142 and 143 of the NPPF. The policy lacks flexibility to reflect that the adverse impacts of mineral workings need to be balanced against the benefits. The Policy also requires detail on how proposals on safeguarded minerals infrastructure and locations would be assessed together with a cross reference that the Howdon Wharf facility is shown on the Policies Map. Finally, criterion f. requires a minor re-structuring for effectiveness. All of these necessary changes are embedded in **MM272** and are recommended in order for the Plan to be sound. **MM273** would also ensure necessary cross reference to the Policies Map. To support the effective implementation of DM5.17, **MM274** includes a necessary cross-reference to good practice on Minerals Assessments.

Historic Environment

237. Historic England made various suggestions to modify the proposed submitted Plan. Those modifications largely apply to various site specific policies and over-arching spatial strategy which I have considered elsewhere in this report. I am satisfied that Policies S6.5, DM6.6 and DM6.7 represent an important part of the Plan's positive strategy for the conservation and enjoyment of the historic environment of the Borough as required by the NPPF at paragraph 126. As submitted Policies DM6.6 and DM6.7 need some fine-tuning in order to be consistent with national policy as advised by Historic England. Whilst **MM288** and **MM290** do not substantively change the thrust of these policies they are nonetheless necessary for soundness.

Design – General

238. On the whole the Borough provides an attractive environment to live and work but it is evident that further regeneration and revitalisation is required in certain locations. The scale of planned development also presents a significant opportunity to secure high quality design consistent with reinforcing local distinctiveness and sense of place. Policy DM6.1 as submitted requires a cross reference to the role of design in responding to biodiversity and clarification that sufficient car parking is properly integrated into the layout. The reference to passive solar design has now been superseded by the Housing Standards Review and sustainable construction is now covered in the updated Building Regulations. **MM280** necessarily addresses these points and consequently I recommend it so that Policy DM6.1 is effective and consistent with national policy. **MM283** introduces a small but necessary modification to Policy DM6.2 to ensure that the setting of heritage assets are effectively addressed.

Issue 9 – whether the plan will support strong, vibrant and healthy communities consistent with national policy

Housing Standards

239. The SHMA reveals that there are cohorts in the local population, including elderly, disabled, frail and those with limited mobility, which are projected to increase over the plan period. Adaptations to existing stock are likely to be part of the solution but it remains appropriate that the Plan considers the potential of new housebuilding to provide accessible, adaptable and decent sized housing to provide a good and dignified standard of living.
240. Policy DM4.9 seeks to introduce the optional technical standards on accessibility and adaptability⁵⁴ on a proportion of new housing developments and the nationally described space standard⁵⁵ (NDSS) on all new housing developments. As submitted the policy seeks 100% of market housing and 90% of affordable housing to meet Regulation M4(2) and 10% of affordable housing to meet Regulation M4(3)(2)(b).
241. The Plan content on housing standards has emerged relatively late in the Plan making stage but formed part of the pre-submission document for comment and the examination. The timing of the policy reflects the publication of the WMS in early 2015. The Council has presented evidence of need and viability which has also been available for scrutiny and the policy has been subject to SA.
242. Whilst I accept the points made that the evidence base could be enhanced, I am nonetheless satisfied that the Council has, in broad terms, met the evidential threshold to justify optional standards at the local level. I consider there is, however, validity to those submissions that the standards need to be amended in terms of proportions and lead-in times to ensure wider objectives of the strategy of the plan are not put at risk and to enable the market to respond over time to a level of standards not found in the UDP or in neighbouring authorities. There are also detailed issues with the policy as submitted regarding compliance with national policy. Accordingly, the submitted policy would not be sound.
243. Following additional viability work in January 2017, Policy DM4.9 was subject to main modifications. Having considered the detailed submissions on the proposed main modifications I find that the policy requires further amendments to make it sound and address, in part, the reasonable concerns of those responsible for housing delivery. I do not consider these amendments fundamentally change the policy or introduce a distinct new option that has not been considered through SA.
244. The addendum to the Area Wide Viability Assessment affirms in broad terms the viability of the optional standards, although some caution needs to be applied to increased revenue values given the effects may be more likely on land values given current affordability issues. In respect of the NDSS, I note that 2 and 3 bedroom houses, which are identified in the SHMA as forming a significant proportion of need, are currently being built, in some cases, smaller than the NDSS. Whilst I accept there is little evidence that customers of these smaller 2 and 3 bedroom homes are unsatisfied with the product that

⁵⁴ Requirements M4(2) and M4(3) of Schedule 1 to the Building Regulations 2010

⁵⁵ Technical housing standards, nationally described space standard DCLG 2015

does not outweigh the Council's evidence⁵⁶ in support of improving the quality of the housing stock for all.

245. In my view timing on the introduction of the optional NDSS and accessibility standards is critical. The proposed main modification suggested 1 October 2018 (some 18 months post adoption of the Plan). I have considered whether this should be extended further in light of the lengthy submissions on this matter. I am satisfied, however, that the date of 1 October 2018 would be sufficient given the assertions at the examination about the strength of the housing market in North Tyneside. I accept some additional clarity is needed regarding implementation and I have inserted additional text at MM463 to ensure the standard is not to be applied retrospectively. This is important given a number of critical sites are advancing now on established land values and viabilities that pre-date the standards. I was assured at the examination that these sites would be in planning pipeline by October 2018 (and projected to start yielding in 2018/19).
246. I am also satisfied that the 1 October 2018 trigger point would also allow for appropriate consideration of what may stem from the Housing White Paper in terms of housing standards and the provision of specialist housing more generally. Whilst I have considered very carefully the development industry's concerns, I also consider it critical that the policy has the caveat "subject to site viability" which would allow for negotiated alternatives to the standards.
247. In relation to accessibility and wheelchair user housing the proposed modification reduced the proportion of market housing in light of updated viability evidence. I consider this reduction is justified but I am not persuaded that it should be reduced further given the Council's evidence of need and viability. Additionally, the transitional timeframe should allay industry concerns and provide ample time to ensure future schemes can deliver, dependent on what may arise from changes in national policy. In accordance with the PPG the Policy should be clear that it excludes low-rise non-lift serviced flats. Additionally, the affordable housing proportions should only relate to social/affordable rented properties where the local authority will allocate or nominate the persons living in those dwellings. I have amended the Policy in MM464 to reflect the PPG⁵⁷.
248. I therefore recommend **MM464**, with additional amendments that I have made following the main modifications consultation, so that the Policy is sound. **MM463** and **MM231** are also necessary to bring the supporting text into line with the amended policy and updated evidence base for effective implementation.

Hot Food Take-away Premises

249. The SA⁵⁸ baseline for the Plan identifies that life expectancy varies significantly in the Borough and that levels of child and adult obesity are notable health issues. Consequently, there is a justification for the Plan supporting all

⁵⁶ NT07/21 – notably Section 6

⁵⁷ PPG Reference ID: 56-009-20150327

⁵⁸ Paragraph 4.3.3, p18 CD NT01/7

residents to adopt healthier lifestyles while targeting action to reduce health inequalities. Opportunities for healthy lifestyles are reflected as objectives of the Plan and SA, recognising the significance of the issue. The Council has prepared a comprehensive evidence base (NT6/6) on how checking new hot food takeaways through the planning system can positively impact health.

250. The submitted plan at Policy DM3.7 would allow for additional hot food take-away provision applying two sets of criteria, the first addressing primarily issues of character and amenity and the second set dealing with health. The health-related criteria seek to prevent additional provision within 400 metres of all schools, youth centres, leisure centres and parks and in wards where more than 10% of year 6 pupils are classified as obese. No representations were received on the proposed content of submitted policy DM3.7 although the Council brought to my attention two recent appeal decisions in the Borough⁵⁹. The Council's submitted approach would be overly restrictive and unsound.
251. There is little doubt, including the persuasive oral evidence given by public health officials at the examination hearings, that obesity, including child obesity is a serious health issue. National policy is clear that planning for sustainable development includes promoting healthy communities and taking account of and supporting local strategies to improve health⁶⁰.
252. On a wider level North Tyneside's approach is part of an emerging picture with other Tyneside planning authorities⁶¹ seeking comparable management of hot food take-away provision, recognising that this is a key area of interaction between planning and public health agendas.
253. A proportionate and balanced view needs to be taken given that there will be various causal factors for obesity rates in the Borough. Various modifications are proposed including only applying a 400 metre radius around middle and secondary schools and a higher threshold of wards with a 15% very overweight in year 6 pupils or a 10% very overweight rate in reception pupils. I note that many wards in the Borough still fall within this threshold but I am persuaded that efforts are ongoing to improve obesity rates which are likely to allow for additional hot food takeaways against an improving picture in future. Relevant data will be regularly updated (MM468) and appropriate triggers and contingencies for reviewing the policy are to be found in the Plan's Implementation and Monitoring Framework.
254. In this way the amended policy is not a moratorium on additional hot food takeaways. I am satisfied that these changes would result in a proportionate and measured policy response given the severity of the health issue. Accordingly, **MM145** to Policy DM3.7 is necessary for soundness.
255. Additionally, various amendments to the reasoned justification to Policy DM3.7 are needed to clarify the policy approach and the sources of background evidence on the prevalence of obesity to inform future decision-makers, including where updated changes in ward data on proportions of obese and

⁵⁹ APP/W4515/W/16/3154710 & APP/W4515/W/16/3154960

⁶⁰ NPPF Paragraph 17

⁶¹ Gateshead and Newcastle Councils adopted and emerging SPDs respectively.

overweight children can be found. Therefore **MM466**, **MM467**, **MM468** and **MM469** are necessary for the Plan to be justified and effective.

Employment and Skills

256. Policy DM7.5 seeks major development proposals to contribute to local employment opportunities and up-skilling local residents. This positively-worded policy is generally sound in its encouragement of opportunities but would benefit from clarification that training and/or apprenticeships would be supported but not necessarily both, and that specific skills opportunities are only sought where relevant to the development. On this basis **MM335** is necessary to make the policy justified, effective and consistent with national policy.

Issue 10 – Whether or not the plan sets out a soundly-based approach for the specific area strategies.

Wallsend & Willington Quay

257. The Area Specific Strategy for Wallsend and Willington Quay appropriately prioritises regeneration of the River Tyne North Bank and the town centre together with protecting and enhancing the natural and historic environment of the area. As submitted the Plan included details of a proposed Conservation Area boundary for Wallsend around the town centre and Segedunum Roman Fort (part of the Hadrian's Wall UNESCO World Heritage Site). Whilst it would be appropriate for the Plan to signal the need to pursue a Conservation Area as part of a wider approach to enhancing the image of Wallsend town centre, the precise designation would be a separate process. Accordingly, the details in the plan are not justified and as such **MM461** and **MM462** are necessary to clarify the position and remove Map 26 showing the proposed boundary.

258. The Plan at Policy AS8.2 references the role of the Forum Shopping Centre. **MM480** clarifies that the Forum Shopping Centre is shown on the Policies Map and is necessary for effectiveness. As part of the wider revitalisation of Wallsend Town Centre Policy AS8.10 identifies a complex of vacant and underused buildings where a mix of alternative uses would be supported. Again, for clarity and effectiveness there needs to be a cross reference to the Policies Map and a more detailed map in the Plan showing the area to which Policy AS8.10 applies. **MM485** addresses this and is needed for soundness.

259. The Area Strategy recognises the function and contribution of "Key Green Spaces" in Wallsend and Willington Quay. These spaces comprise the historic Wallsend Parks and the extensive green corridor of Wallsend Dene. It is appropriate that positive encouragement is provided in Policy AS8.4 for appropriate schemes that would enhance and broaden the functionality and biodiversity of these green spaces. It may well be that there are other valuable green spaces in Wallsend but I am not convinced that there is the same rationale to include them in Policy AS8.4. Attractive historic areas such as The Green are protected in the Plan by their open space designation under Policy DM5.3 and by local and national policies applying to the Conservation Area designation. I am not persuaded that additional policy protection or content is required to protect the open and historic character of The Green.

North Shields

260. The Plan defines a generous town centre boundary which includes a number of underused peripheral areas. From my observations and supporting evidence the Plan appropriately defines the core of the functioning town centre around the primary shopping frontage on Bedford Street and the Beacon Centre. Away from this core, the town centre readily dissipates such that the defined secondary shopping frontages have become very mixed with notable numbers of vacant premises and dwellings diluting any strong commercial character. Consequently, stabilising and reinforcing the core of the town centre for retail and services with a more flexible approach to peripheral areas should be regarded as an appropriate strategy.
261. The Plan promotes regeneration of the Beacon Centre and the town centre environment more generally. There is no persuasive evidence that this is not deliverable approach, given the good track record of the Council of delivering regeneration, including partnership working with key stakeholders. I am satisfied that the area specific policies for North Shields town centre offer the most realistic and pragmatic prospect of revitalising the centre in light of the evidenced forecasts for main town centre uses.
262. There are a number of sites, particularly at the margins of the town centre, which have been allocated for housing and mixed used development. There is little substantiated evidence that the marginal position of these sites which have poor visibility and connectivity to the existing core means that they would be viable or attractive for other main town centre uses. A proportion of additional housing at the margins of North Shields town centre would be a justified and effective regeneration approach, consistent with national policy on securing a vibrant mix of uses in town centres.
263. To the east of the town centre is the Fish Quay and New Quay area whose maritime heritage significance is reflected in its Conservation Area status. The area has been partly regenerated but a combination of vacant sites and the poor or unsympathetic condition of commercial sites diminishes the historic character of this area. The plan positively proposes a number of sites for re-development, mainly for housing and mixed use schemes. I find the plan's proposals are soundly based and would provide a viable vision for high quality re-development. This would preserve and enhance the setting of historic buildings and the character and appearance of the Conservation Area consistent with the objectives of the Fish Quay Neighbourhood Plan SPD.
264. Policy AS8.12 provides the policy for the Fish Quay and New Quay. In response to submissions, the Council wishes to modify the Plan to clarify that priority will be given to the fishing related industry based at the Fish Quay but allowing for some flexibility for alternative proposals subject to criteria. This would make the Policy more effective and I therefore recommend **MM465** to make the Plan sound.

Coast

265. The introductory text needs updating to reflect the status of the Marine Conservation Zone and **MM379** is therefore necessary. Various amendments are also required in relation to transport policies for the coast to recognise Tynemouth's role as a district centre and the need to minimise traffic impact in the Tynemouth Conservation Area. **MM397** and **MM402** make Policy AS8.23

and supporting text more justified and effective in this regard and are therefore recommended.

Issue 11 – Whether the plan is soundly-based in terms of the provision of necessary infrastructure in a timely manner and whether the policy requirements of the plan put the viability of its implementation as a whole at serious risk.

Infrastructure

266. The Plan is accompanied by an IDP which meets the requirement of the NPPF at paragraph 177. It has been prepared in consultation with key stakeholders to identify that infrastructure necessary to support the development proposed including delivery responsibilities and timing. I am satisfied that the identified infrastructure has been robustly costed and realistically accounted for from potential funding streams. Additionally, through specific IDPs for the two strategic sites, there is a good understanding of funding and delivering specific infrastructure related to these two sites, including phasing.
267. Policy S7.1 sets out the key principles for the provision of new infrastructure and Policies S4.4(a)-(c) deal specifically with the infrastructure requirements associated with the two key strategic sites. The policy framework in the Plan, together with the IDP, would ensure appropriate infrastructure is provided at the right time to support the planned growth
268. The two strategic sites will accommodate new school provision (two primaries and one secondary school) and I have no persuasive evidence to demonstrate this would be insufficient to meet demand from the 5000 new homes. More widely the plan deals with community infrastructure at Policy S7.10. **MM346, MM348, MM349** and **M350** strengthen the policy and supporting text to make it more effective and to better reflect the Localism Act 2011 in terms of Assets of Community Value.
269. Policy S7.3 deals with transport infrastructure. Since the pre-submission consultation there has been progress at a regional level in developing a joint strategic transport plan under the auspices of NECA which resulted in a 'Transport Manifesto' being published in 2016 with a full Transport Plan due in 2017. **MM298** reflects this and is necessary for effectiveness.
270. **MM303** contains various necessary modifications to Policy S7.3, including the safeguarding of the south-west curve at Benton to reflect the Metro and Local Rail Strategy 2016 and a positive recognition of the potential for additional rail and/or metro stations in the Borough. **MM309** and **MM311** provide updated supporting text on aspects of public transport and these are necessary for effectiveness. **MM449** and **MM450** provide additional detail in the Plan for the proposed reinstatement of the Benton south-west curve and are necessary for justification and effectiveness. The track-bed of the former rail line remains in situ and I am satisfied that there is a reasonable prospect of its

delivery and that it presents an opportunity to maximise sustainable travel patterns.

271. In relation to the road network, there is considerable investment programmed or being implemented on both the strategic network along the A19 within and adjoining the Borough which will create capacity to support further growth and the economic potential of the area. Additionally, various improvements are identified to the local road network either through the LEP Growth Deal funding or as part of new development proposals. I am satisfied that these road improvements are necessary and deliverable. **MM304** necessarily ensures that Policy S7.3 reflects the full spectrum of highway improvement priorities. **MM305** also clarifies the content of Policy S7.3 in relation to pedestrians, cyclists and horse-riders and **MM333** supplements the supporting text, both resulting in effective implementation of policy.
272. Policy DM7.4 sets out the development management to individual proposals and **MM307** is needed to ensure consistency with national policy and enhance the link to the Council's SPD on highways and transport.

Plan Viability

273. The Council has undertaken an area wide viability assessment of the policies of the Plan to accompany the pre-submission draft document. This was updated in 2016. A further addendum to the area wide viability assessment was published in January 2017 to accompany the consultation on the main modifications and in particular the matter of local housing standards. Additionally, the Council has looked separately at the viability of the two proposed strategic sites.
274. The viability assessment work considers the necessary factors (property markets, land values, construction costs, profit margins and policy requirements). On the whole, the Council's assumptions are agreed to be realistic and there is evidence before me that the Council has engaged with the development sector to inject appropriate realism into the viability appraisal work. I recognise that some areas are contested but not to the extent that it has been demonstrated that the scale of obligations and policy requirements in the Plan would mean that development viability would be pushed to its margins such that the delivery of the Plan, including the two strategic sites, would be put at risk.
275. A number of Plan policies set out standards which have been cumulatively appraised for their effect on viability. The majority of development is demonstrated to be viable. These policies, together with the general approach to development viability in Policy DM7.2, provide sufficient flexibility to take account of viability. I consider this an appropriate approach given the area wide viability evidence shows challenges for brownfield sites, especially in the lower value area.
276. The Council is currently considering a Community Infrastructure Levy for North Tyneside as set out in the LDS. It is common that strategic sites generate their own substantial site specific requirements which are often better suited to specific planning obligations rather than CIL. I am confident that the Council is cognisant of the need to avoid double counting and this is reflected in the wording of Policy S7.1. I note from the IDP that some £213million of

infrastructure funding is already committed in the Borough, with a similar value identified for desirable infrastructure which remains to be funded. The total estimated cost of essential infrastructure to support growth in the Plan where funding remains to be secured is lower at around £34million. This gap is not so significant as to put delivery at risk and there is a reasonable prospect it can be viably captured through a combination of planning obligations, potential CIL or other sources of funding.

277. Overall, I am satisfied from the evidence before me that the Plan is consistent with national policy on viability at NPPF paragraphs 173-174. It has been satisfactorily demonstrated that there is a reasonable prospect that the policies and proposals of the Plan will be implemented so as to secure sustainable development in the Borough in accordance with the vision, objectives and strategy of the Plan.

Plan Monitoring

278. Policy S9.1 sets out a robust approach to monitoring and implementation which would be strengthened in terms of housing delivery by the new additional policy content in MM456 and **MM477** would make the Plan effective in this regard. The Plan on submission was accompanied by an extensive monitoring and implementation framework (IMF) (NT01/3). For clarification the Council agrees that this should clearly form part of the Plan, as intended, and acknowledges that on adoption the IMF would be clearly included as an appendix to the Plan. Accordingly, **MM472** is necessary to make this clear. There is negligible comment on the IMF and from my own assessment I find it would provide for an effective and functional checking of the performance of the Plan through the annual monitoring process.

Assessment of Legal Compliance

279. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.

LEGAL REQUIREMENTS	
Local Development Scheme (LDS)	The Local Plan has been prepared in accordance with various iterations of the Council's LDS, including the latest version adopted October 2016.
Statement of Community Involvement (SCI) and relevant regulations	The SCI was adopted in August 2013. Consultation on the Local Plan and the MMs has complied with its requirements.
Sustainability Appraisal (SA)	SA has been carried out and is adequate.
Habitats Regulations Assessment (HRA)	The Habitats Regulations Screening Report January 2015 sets out that the plan may have some likely significant effect. A full HRA, including appropriate assessment, was undertaken to accompany the pre-submission Plan in November 2015 and updated in January 2016. On submission of the Plan Natural England support the HRA for the Plan including a combination of generic mitigation measures which would require further consideration at project level.

National Policy	The Local Plan complies with national policy except where indicated and MMs are recommended.
2004 Act (as amended) and 2012 Regulations.	The Local Plan complies with the Act and the Regulations.

Overall Conclusion and Recommendation

280. The Plan has a number of deficiencies in respect of soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.

281. The Council has requested that I recommend MMs to make the Plan sound and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix the North Tyneside Local Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

David Spencer

Inspector

This report is accompanied by an Appendix containing the Main Modifications.

Appendix – Main Modifications

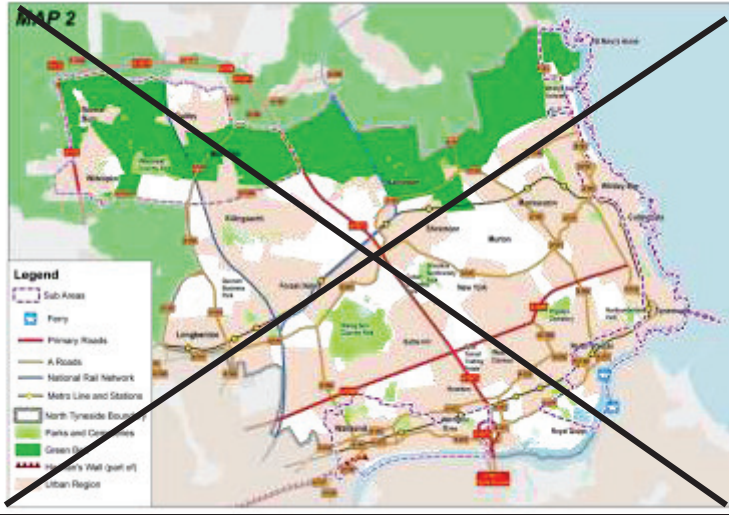
The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

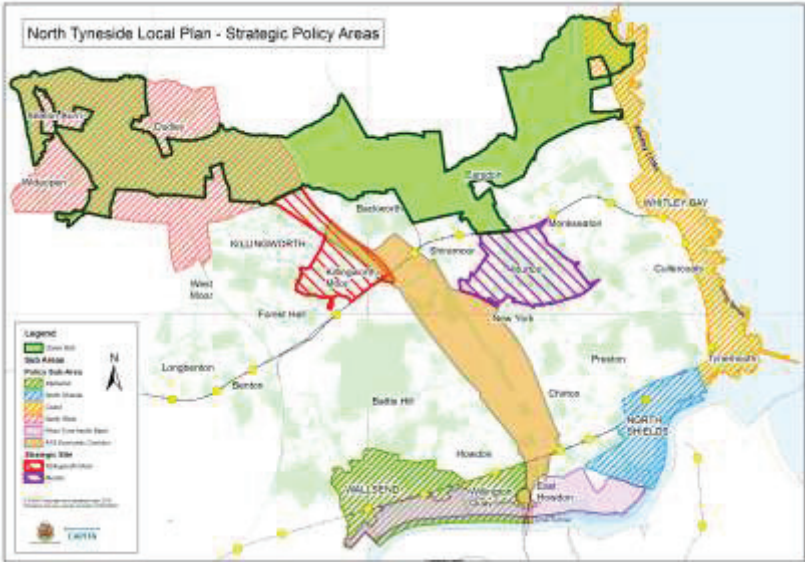
The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

Ref	Page	Policy / Paragraph	Main Modification
MM9	12	New <i>Para</i> after 1.25 (<i>ref 1.25a</i>)	<u>The Marine Management Organisation (MMO) are responsible for preparing Marine Plans and taking decisions affecting the marine environment which includes the coast, estuaries and tidal waters, as well as developments that impact on these areas. This cross over of marine planning and land use planning would apply to the coastal and riverside areas of North Tyneside (specifically it applies to the mean high water springs mark, therefore overlapping with the Local Plan). The MMO will be preparing a marine plan for the north east coast of England which will inform and guide marine users and regulators and seek to manage the sustainable development of marine industries alongside the need to conserve and protect marine species, habitats and leisure uses.</u>
MM10	12	<i>Para</i> 1.26	<u>...planning decisions until adoption of the Local Plan. The remaining 'saved' polices in the UDP will be completely replaced on the adoption of this Local Plan.</u>
MM15	14	New <i>Para</i> after 1.36 (<i>ref 1.36a</i>)	<p>...production of the 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.</p> <p><u>Development sites referred to within this Local Plan have been considered with reference to a range of evidence and tests that ensure sustainable development. All the relevant site evidence is addressed in the accompanying Local Plan Site Schedule. This includes:</u></p> <ul style="list-style-type: none"> • <u>Sequential tests to ensure developments can be directed to areas with the lowest probability of flooding;</u> • <u>Heritage assessments that reviewed how the significance of heritage assets or their settings could be affected by development on the site and how any potential negative impacts could be mitigated or positive opportunities maximised.</u> • <u>Area-Wide and Strategic Sites Viability Assessments that ensure that development can be said to be viable and the Local Plan is deliverable.</u>

Ref	Page	Policy / Paragraph	Main Modification
MM29	21	Para 3.3	To deliver the overall strategy over the plan period to 2032 the Plan sets out a series of priorities and key actions which will enable Within each of these priorities additional key actions such as ensuring the delivery of affordable housing, and securing secure regeneration and investment. at The Spanish City and in Wallsend are major proposals that the Local Plan will support.
MM30	21	Vision box, first Para	We want North Tyneside to be a place of opportunity, prosperity and vibrancy; a place that is resilient to climate change, where everyone can be happy, healthy, safe, and able to participate in a flourishing economy. led by investment at the River Tyne in research and high tech manufacturing and elsewhere in the Borough's town centre's bustling office and manufacturing parks.
MM34	22	Objective 4	The population of North Tyneside is forecast to grow, particularly with more residents aged 65 and over. Along with improvements to the existing dwelling stock, which will continue to meet most housing needs during the plan period, provision of additional homes to meet the full objectively assessed need for housing requirements during the plan period 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, and enable growth of the Borough's economy. Such housing provision will contribute to sustainable mixed communities.
MM36	22	Objective 6	<u>6 Regenerate the Borough</u> <u>Opportunities for regeneration and investment across the whole Borough will be identified and explored over the plan period. Early examples of regeneration priorities within North Tyneside include:</u> <ul style="list-style-type: none"> <u>The North Bank of the River Tyne, with a focus on revitalising Wallsend riverside, bringing underused areas back into beneficial use, improving links with the River and adjoining communities, and on the Port of Tyne in providing an international gateway to the Borough.</u> <u>Support for the revitalisation of Wallsend town centre and Willington Quay, North Shields town centre and the heritage-led regeneration of the Fish Quay.</u> <u>The Coast from North Shields Fish Quay to St Mary's Lighthouse in Whitley Bay, with new facilities and improved public realm to develop the tourism and visitor offer whilst safeguarding the natural landscape and wildlife habitat and conserving the historic environment.</u> <u>Enhance the character and attractiveness of the North West villages bringing under-used or vacant sites back into use and supporting improved accessibility and connectivity.</u>

Ref	Page	Policy / Paragraph	Main Modification
			<p>6 Regenerate the Coast</p> <p>The Coast from North Shields Fish Quay to St Mary's Lighthouse in Whitley Bay will be regenerated</p> <p>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.</p>
MM37	22	Objective 7	<p>7 Regenerate the Riverside</p> <p>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 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.</p>
MM42	23	Objective 12	<p>12 <u>11</u> Enhance the Image of the Borough</p> <p>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 <u>and historic</u> environment, to develop and maintain a clear identity and focus for the Borough and <u>to</u> increase the attraction of the Borough to business and visitors.</p>
MM44	24	Para 4.5	<p>To assist in guiding the proposals and policies of the Local Plan, Strategic Policy Areas have been defined based on:</p> <ul style="list-style-type: none"> • <u>The Green Belt – the Plan ensures the extent of the Green Belt will remain unchanged. The area of land covered by this formal designation runs across the north of the Borough from Seaton Burn to the Coast. It is predominantly undeveloped and comprised of agricultural land, country parks and land for recreation uses.</u> • <u>The Area Specific Strategies – these strategies provide further detailed policy guidance for Wallsend and Willington Quay, North Shields, the Coast and the North West villages.</u> • <u>The strategic allocations at Murton and Killingworth Moor.</u> • <u>The A19 Economic Corridor.</u> • <u>The River Tyne North Bank.</u> • The Urban Fringe – the area running east across the north of the Borough from Seaton

Ref	Page	Policy / Paragraph	Main Modification
			<p>Burn to the Coast. It is predominantly undeveloped and comprised of agricultural land, country parks and recreation uses. Much of the urban fringe is formally designated as Green Belt.</p> <ul style="list-style-type: none"> • 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 Villages.
MM45	25	Para 4.6 and Map 2	<p>These Strategic Policy Areas are <u>shown on the Key Diagram (Map 2) displayed in Map 2.</u></p>  <p style="text-align: center;">Map 2 Local Plan Strategic Policy Areas</p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1227 858 1581 890" style="text-align: center;"><u>Map 2 – The Key Diagram</u></p>
MM53	29	Policy S1.4	<p data-bbox="761 941 1736 973">...In accordance with the nature of development those proposals should:</p> <ol data-bbox="761 981 2042 1345" style="list-style-type: none"> <li data-bbox="761 981 2042 1077">a. Minimise the impact and mitigate the <u>Contribute to the mitigation of the likely effects of climate change, taking full account of flood risk, water supply and demand and where appropriate coastal change, and support reduction in flood risk from all sources.</u> <li data-bbox="761 1077 2042 1141">b. Are <u>Be</u> acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses. <li data-bbox="761 1141 2042 1173">c. Make the best and most <u>effective and</u> efficient use of available land. <li data-bbox="761 1173 2042 1236">d. Have regard to and address any identified impacts of a proposal upon the Borough's heritage assets, built and natural environment; and_z <li data-bbox="761 1236 2042 1345">e. Can be <u>Be</u> accommodated by_z and make best use of_z existing facilities and infrastructure, particularly in encouraging accessibility and walking, cycling and public transport, whilst making appropriate provision for new or additional infrastructure requirements.
MM54	29	<i>Para 4.21</i>	<p data-bbox="761 1348 2042 1382">...However, there is only a finite supply of brownfield land_z which is not enough to meet the</p>

Ref	Page	Policy / Paragraph	Main Modification
			Borough's total growth requirements. Equally, not all brownfield sites are available for development, where or 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 <u>not viable in this current climate</u> . Its <u>It is crucial that</u> this Local Plan acknowledges such potential constraints in terms of releasing land before consideration is given to releasing sustainable greenfield sites.
MM59	31	Policy DM1.6	<p>Proposals in that are appropriate not inappropriate to the Green Belt, particularly those offering for increased or enhanced opportunities for access to the open countryside and which that provide opportunities for beneficial use as a biodiversity resource, such as outdoor sport and recreation, appropriate to the Green Belt, will be encouraged supported where it they preserve the openness of the Green Belt and will not harm the objectives of the designation. will not harm the objectives of the Green Belt, and recognise the important role of the green belt as a biodiversity resource.</p> <p>The Council will not permit additional development where it considers that the cumulative impact of these would be detrimental to the objectives of the Green Belt.</p>
MM60	31	Para 4.26 and 4.27	<p>4.26 The NPPF also provides clear guidance on development within the Green Belt. This sets out uses that are considered to be considered <u>to be not inappropriate acceptable and appropriate</u> within the Green Belt and is clear that, for other forms of development, the construction of new buildings is not appropriate. This reflects that fact that whilst a range of development is considered inappropriate, the Green Belt has an important role in the overall delivery of sustainable development of North Tyneside, including in providing a resource for wildlife, recreation, farming and other land-based businesses</p> <p>4.27 The main purpose of the <u>North Tyneside Green Belt</u> is to check the spread of the built-up <u>built-up area</u> by keeping land permanently open, <u>preventing urban sprawl and merging of settlements</u>. Government guidance in the NPPF confirms that one of the essential characteristics of a <u>Green Belt Belts</u> is that of permanence, with boundaries only being able to be altered in exceptional circumstances. <u>Therefore, the Green Belt boundaries are considered to be robust, permanent and able to endure beyond the plan period.</u></p>
MM61	31	Para 4.28, replacement paragraph	Based on paragraph 89 of the NPPF, North Tyneside will support the provision of buildings for agricultural use, outdoor sports and recreation facilities.

Ref	Page	Policy / Paragraph	Main Modification
			<p>In conformity with the NPPF, the Council will regard the construction of new buildings in the Green Belt as inappropriate. However, as set out in paragraph 89, there are certain exceptions to this including, as examples: the provision of buildings for agricultural uses; appropriate facilities for outdoor sport and recreation; and extensions or alterations to an existing building, again providing they are appropriate. Additionally, certain other forms of development are also not inappropriate as set out in paragraph 90 of the NPPF, including, of relevance to the Plan's spatial strategy, local transport infrastructure which requires a Green Belt location. Such proposals will be determined on an individual basis and subject to the qualifications for these exceptions as set out in national policy.</p>
MM62	31	Para 4.29	<p>This 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 2032 and the capacity of existing safeguarded land in the Borough addressed in policies S1.7 and DM1.8 below. <u>The existing boundaries of the North Tyneside Green Belt have not been amended through the Local Plan. This position is based on the findings of the Green Belt Review (2015), following consideration of: the requirements for growth and development to 2032; the role of the designated land in the context of the NPPF objectives; and, the capacity of remaining safeguarded land. In conclusion, there remains sufficient land in sustainable locations to meet the development needs of the Borough for at least the current plan period without requiring a review of change to the Green Belt.</u></p>
MM63	31	Para 4.30	<p>Having defined the Green Belt and the growth requirements and sites necessary to meet this need, the Local Plan then identifies areas of safeguarded land, <u>which are areas of undeveloped land outside the Green Belt and that are also not protected by other Local Plan designations such as open space. This land will be protected from development, being identified in order to meet long-term development needs, well beyond the Local Plan period.</u> these being locations which are potentially suitable for development but that are not allocated as such through the Local Plan. The designated safeguarded land will be protected from development for the life of the Plan but may meet longer term development needs beyond the plan period to 2032.</p>
MM64	31	Para 4.31	<p>As a result, through this Local Plan the remaining areas of land that are located between the urban area and the Green Belt are identified as safeguarded land. In line with national policy requirements, the safeguarded land identified on the Policies Map is identified <u>identified to meet potential development needs beyond the plan period, in this case after 2032,</u> and therefore is not allocated for development at the current time.</p>

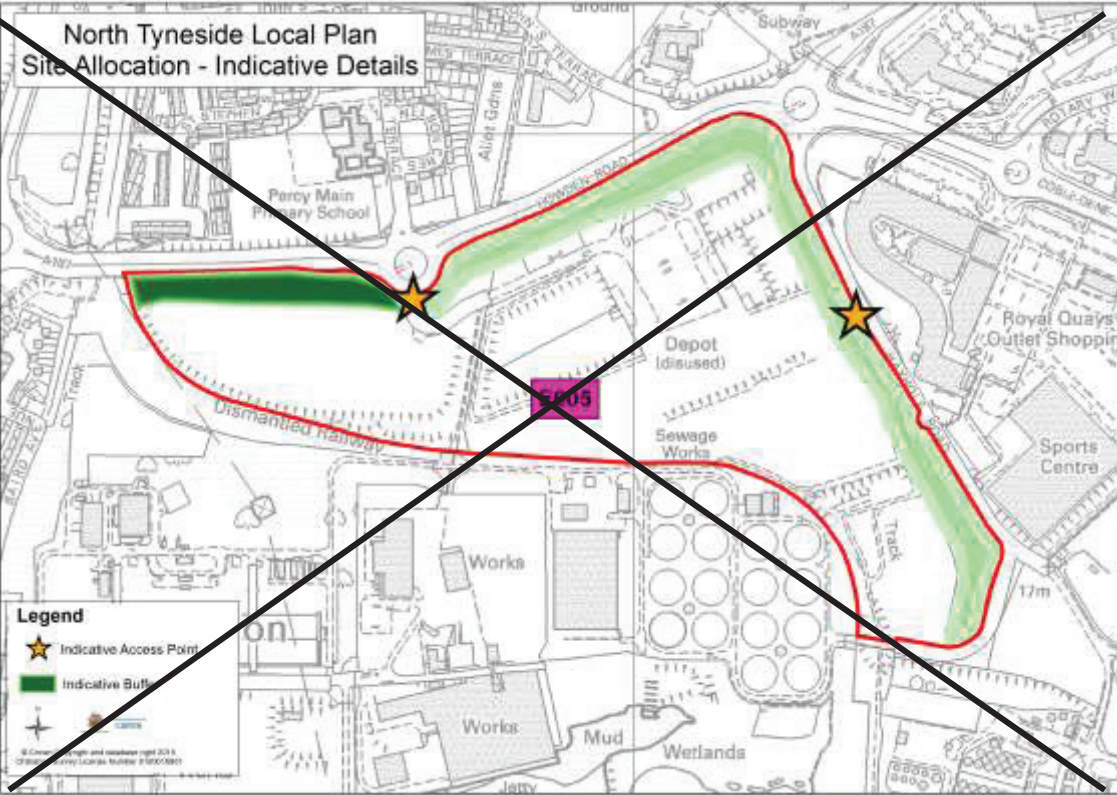
Ref	Page	Policy / Paragraph	Main Modification
MM68	32	Para 4.34	In line with national policy, any future amendments to the Green Belt and the safeguarded land will <u>only</u> be undertaken through a <u>formal review</u> of the Local Plan. <u>The triggers for such a review are identified in Chapter 12 Implementation and Monitoring, notably through the Monitoring and Local Plan Implementation Policy and the accompanying Implementation and Monitoring Framework.</u>
MM77	38	Policy S2.1	<p>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:</p> <p>a) <u>a. Town Centres and Tourism</u></p> <ul style="list-style-type: none"> i. Attract a range of innovative and creative businesses to retail, leisure and office development within the Borough's town centres; ii. The creation, enhancement and expansion of tourist attractions, visitor accommodation and infrastructure, capitalising on the Borough's exceptional North Sea coast, River Tyne and International Ferry Terminal; iii. <u>Capitalise on the historic</u> Historic <u>environment including at Segedunum Fort and Hadrian's Wall World Heritage Site (WHS) in Wallsend and the Fish Quay in North Shields, while conserving and enhancing its significance.</u> <p>b) <u>b. Advanced Engineering, low carbon, renewable, marine and off-shore technology, Port related activity and manufacturing</u></p> <ul style="list-style-type: none"> iv. Develop marine and renewable sectors of manufacturing in the River Tyne North Bank area, <u>as shown on the Policies Map</u>, including on the former Swan Hunter shipyard <u>Shipyard</u> 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. <p>c) <u>c. Office and business investment</u></p> <ul style="list-style-type: none"> v. Support investment opportunities for regional and national scale office, research and development and manufacturing in the A19(T) economic corridor <u>A19 Economic Corridor as shown on the Policies Map</u>, which includes the former Enterprise Zone area.

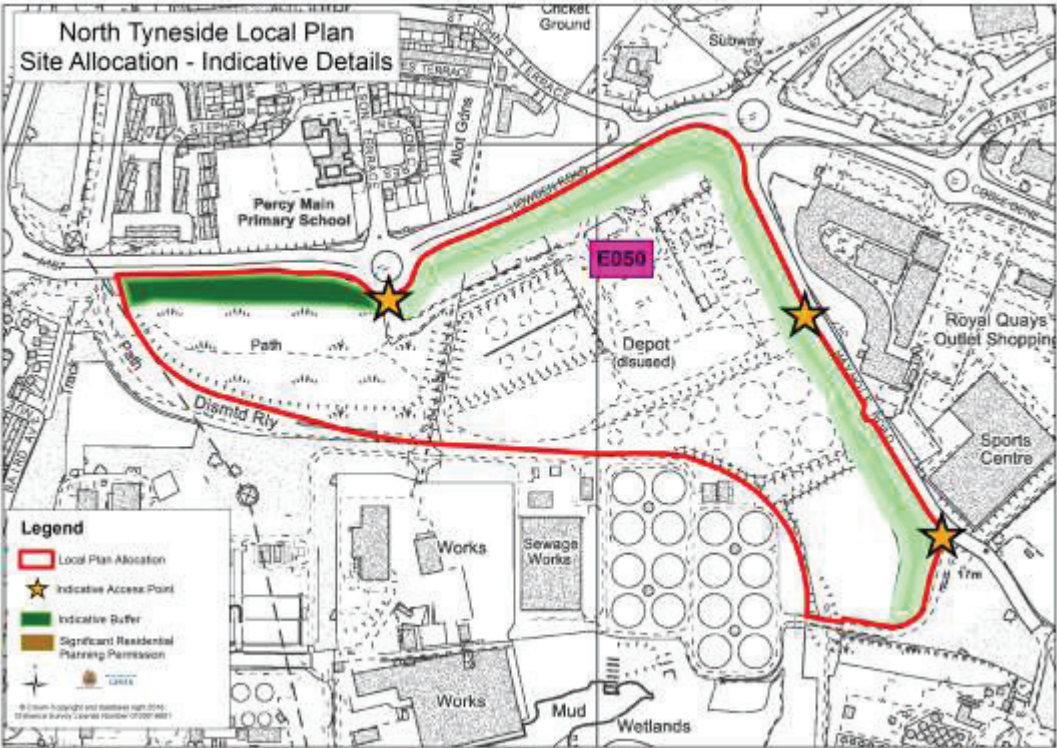
Ref	Page	Policy / Paragraph	Main Modification
			<p>vi. Strengthen the Borough's important contribution to the economy of the Tyne and Wear conurbation with multi-national firms choosing quality business park accommodation in Cobalt, Quorum, Balliol and Gosforth Business Parks for national headquarters and major customer service centres.</p> <p>⇒ <u>d.</u> Distribution - major logistics</p> <p>vii. Recognise potential for major distribution and logistics facilities for goods and materials, that can take advantage of the Borough's excellent national and international transport connections by road, rail, air and port connections.</p>
MM95	41	Para 5.35	Weetslade / Indigo Park – <u>including what has already been taken up, is a 33ha-49ha</u> development site offering the opportunity for bespoke manufacturing and distribution buildings. The site is one of the largest in the north and can offer units ranging in size from <u>3,716m² to 139,355m²</u> 40,000 sq ft to 1.5 million sq ft.
MM97	43	Policy S2.2, introduction	<p>To ensure an attractive and flexible supply of employment land is available to deliver the Council's strategy for economic prosperity and job growth and investment a total of 828 <u>822</u> hectares (<u>ha</u>) of currently occupied or available employment land is recognised of particular value to the economy and the following land will be available for development to 2032:</p> <p>a. 149 <u>150</u> hectares of general employment land available for development during the plan period, an annual average of 8ha per year 2014 to 2032. Indicative mapping identifying potential access arrangements and possible areas of open space have been prepared for sites "E003 Weetslade", "E008 Gosforth Business Park", "E010 Balliol East Business Park", "E029 Tyne Tunnel Trading Estate" and "E050 Esso" where additional guidance could benefit future delivery. Planning applications related to those sites should have regard to these indicative plans.</p> <p>b. A further 38 <u>30</u> hectares identified as reserved land, is within the curtilage of existing businesses and is therefore to be treated as potential expansion for those businesses.</p> <p><u>Unless specified elsewhere in the Local Plan, the The employment sites Employment Sites identified on the Policies Map.....</u></p>
MM453	43 to 44	Policy S2.2, sites list	

Ref	Page	Policy / Paragraph	Main Modification				
			Policy Map Ref	Site Name	Ward	Total Available (Ha)	Total Reserved (Ha)
			E002	Dudley Industrial Area	Weetslade		0.80
			E003	Weetslade	Weetslade	31.86	
			E004	Weetslade East A	Weetslade	1.40	
			E006	Camperdown Industrial Estate	Camperdown		2.12
			E007	Station Road Industrial Estate	Camperdown		0.86 <u>2.12</u>
			E008	Gosforth Business Park	Longbenton	10.26	
			E009	Balliol Business Park West	Longbenton		2.22 <u>2.05</u>
			E010	Balliol Business Park East	Longbenton	25.79 <u>25.29</u>	
			E013	Proctor & Gamble Industrial Site	Killingworth		8.51
			E014	Bellway Industrial Site	Killingworth	<u>0.44</u>	0.27
			E016	North Tyne Industrial Estate	Killingworth	<u>0.67</u>	0.98 <u>0.31</u>
			E018	Holystone	Killingworth	0.47 <u>0.46</u>	
			E019	A19 Corridor	Killingworth	<u>17.00</u>	17.00

Ref	Page	Policy / Paragraph	Main Modification				
				Killingworth Moor			
E020				Shiremoor	West Valley	1.36 <u>1.12</u>	
E021				Cobalt Business Park	Valley/Collingwood	5.29 <u>6.25</u>	
E024				New York Industrial Estate	Collingwood		0.40 <u>0.49</u>
E025				West Chirton North Trading Estate	Collingwood	0.74	10.56 <u>0.60</u>
E027				West Chirton Middle Industrial Estate	Collingwood		11.45
E028				Silverlink Industrial Estate	Collingwood	0.56 <u>0.63</u>	
E029				Tyne Tunnel Trading Estate	Chirton	19.71 <u>19.48</u>	7.11
E030				Brewers Lane	Riverside	2.67	
E031				Wallsend Road Industrial Area	Chirton/Percy Main	1.55	
E032				East Howdon	Riverside	2.50 <u>3.10</u>	
E034				Thermal Syndicate Swan Hunters	Wallsend	2.14 <u>1.13</u>	
E036				Swan Hunters Thermal Syndicate	Wallsend	1.13 <u>2.04</u>	
E039				Davy Bank Industrial Area	Wallsend	0.37	
E041 E040				Hadrian Road South	Wallsend	1.15	

Ref	Page	Policy / Paragraph	Main Modification				
			E043	Willington Quay	Riverside	<u>0.27</u>	0.56
			E044	Swales Industrial Site	Riverside	0.74	
			<u>E048</u>	<u>Chemson</u>	<u>Riverside</u>		<u>1.22</u>
			E050	Esso	Riverside	18.20 <u>20.85</u>	
			E052	Whitehill Point	Riverside	3.66 <u>1.13</u>	<u>0.62</u>
			Total Area			148.55 <u>150.23</u> (Ha)	38.06 <u>29.76</u> (Ha)
MM476	44	Policy S2.2 , new text following sites list	Those mixed-use sites allocated at Policy S4.3 may also provide an additional contribution to the supply of employment land. Proposals for employment uses that are compatible with residential development will be supported where they are consistent with other policies of this Local Plan.				
MM101	49	Map 7	<i>Map 7 is incorrectly marked as site E005, it should be amended to site E050 as shown on the Policies Map and potential second access point off Hayhole Road (as shown below)</i>				

Ref	Page	Policy / Paragraph	Main Modification
			<p data-bbox="786 284 1189 339">North Tyneside Local Plan Site Allocation - Indicative Details</p>  <p data-bbox="1144 1078 1659 1106">Map 7 : Indicative Details — Site E050</p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1144 1027 1659 1054">Map 7 : Indicative Details – Site E050</p>
MM105	50	Policy DM2.3	<p data-bbox="757 1070 2045 1166">The Council will support proposals on <u>employment land</u> Employment Land, as shown on the Policies Map, for new or additional development for uses within use classes B1, B2 or B8 or that which is deemed ancillary.</p> <p data-bbox="757 1174 2045 1302">Proposals that would lead to a loss not of <u>on</u> identified <u>employment land</u> Employment Land or other buildings in use-class B1, B2 or B8, for uses that could <u>harm</u> harm conflict with the development and regeneration of sites for economic development, will be permitted where these proposals would not:</p> <p data-bbox="757 1310 2045 1377">a. Harm the development and regeneration of identified Employment Sites for economic development; and</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>b. a. Result in the unacceptable loss of operating businesses and jobs; and₁</p> <p>c. b. 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; and₁</p> <p>d. c. Have an adverse impact upon the amenity and operation of neighbouring properties and businesses.</p>
MM106	51	NEW PARA after 5.53 (ref 5.53a)	<p>National policy is clear that local authorities need to plan for future needs of economic development but a balance needs to be struck between making land available and not reserving land which has little likelihood of being taken up. An employment site, which is considered as having no reasonable prospect of coming into use, would need to justify whether the site is no longer suitable, available and or economically viable, including evidence of appropriate marketing and future market demand.</p>
MM107	51	Policy DM2.4	<p>Proposals for new employment uses outside the 149ha <u>150ha</u> of available land or existing areas of employment land will be permitted where it can be demonstrated that the proposal:</p> <p>a. Cannot be accommodated within the existing portfolio of available employment land;₁₇ and₁</p> <p>b. Would make a contribution to job creation and diversification of the economy in North Tyneside;₁₇ and₁</p> <p>c. Can be provided with appropriate vehicular access, and supports access to sustainable transport connections;₁₇ and₁</p> <p>d. Would not be detrimental to local amenity.</p>
MM118	55	Policy S3.1	<p>Within the Borough's defined <u>centres</u> Centre's the Council will seek ways to support their growth and regeneration, and support proposals for main town centre development, appropriate residential and mixed-use schemes, that <u>which</u> would:</p> <p>a. Contribute to the protection and enhancement of the vitality and viability of the centre.</p> <p>b. Capitalise upon the character, distinctiveness and heritage value of the centre. <u>and distinctiveness of the centre, while sustaining and enhancing its heritage assets.</u></p> <p>c. Support the improvement in the range and quality of shops, services and facilities₁</p> <p>d. Boost the growth...</p>
MM126	58	Para 6.22	<p>The amount of additional retail floorspace identified in the RTLS is provided in the Local Plan (Policy <u>S3.3</u> S6.3), but the thresholds should not restrict development proposals that are above these. Future provision should be in accordance with the time periods specified and in</p>

Ref	Page	Policy / Paragraph	Main Modification																																																												
			accordance with other policies in the Local Plan. The first five years estimates of floorspace need are considered the most accurate whereas the later years are more to be viewed as general estimations.																																																												
MM131	59	Para 6.27	Table 2 identifies the amount of retail floorspace required over the next 15 years, with indicative rates of delivery (that have been surpassed). Table 2 identifies the outstanding retail floorspace required during the Plan period, accounting for retail floorspace committed since the RTLS was published, the amount of retail floorspace converted to another use and other retail floorspace within the town centres that could accommodate future growth. Northumberland Park 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 approximately 10,000m ² sqm of retail floorspace. The expansion of Northumberland Park is more than the required floorspace shown in Table 2, but considering its proximity to the existing centre and excellent access to the Northumberland Park Metro Station, and it allows for great flexibility in the delivery of comparison retail units with large floorplates in a sequentially preferable location.																																																												
MM133	59/60	Table 2	<table border="1"> <thead> <tr> <th rowspan="3"></th> <th colspan="6">Table 2: Retail Floorspace 2014-2032 Floorspace (m² sqm Net)</th> <th rowspan="3">Overall</th> </tr> <tr> <th colspan="3">Convenience</th> <th colspan="3">Comparison</th> </tr> <tr> <th><u>2014-2019</u></th> <th><u>2019-2024</u></th> <th><u>2024-2032</u></th> <th><u>2014-2019</u></th> <th><u>2019-2024</u></th> <th><u>2024-2032</u></th> </tr> </thead> <tbody> <tr> <td>A) Retail Floorspace Requirement</td> <td><u>1,499</u></td> <td><u>1,876</u></td> <td><u>3,004</u></td> <td><u>960</u></td> <td><u>3,676</u></td> <td><u>10,613</u></td> <td>21,627</td> </tr> <tr> <td></td> <td colspan="3">6,378</td> <td colspan="3">15,249</td> <td></td> </tr> <tr> <td>B) Retail floorspace committed (Planning permissions since 2014)*</td> <td></td> <td><u>3,770</u></td> <td><u>7,687</u></td> <td></td> <td>9,682</td> <td></td> <td><u>13,452</u> <u>17,369</u></td> </tr> <tr> <td>C) Retail floorspace converted to another use since 2014</td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td> <td><u>790</u> <u>2,130</u></td> </tr> <tr> <td>D) <u>Identified Potential</u> retail floorspace in town</td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td> <td><u>6,428</u> <u>2,211</u></td> </tr> </tbody> </table>		Table 2: Retail Floorspace 2014-2032 Floorspace (m ² sqm Net)						Overall	Convenience			Comparison			<u>2014-2019</u>	<u>2019-2024</u>	<u>2024-2032</u>	<u>2014-2019</u>	<u>2019-2024</u>	<u>2024-2032</u>	A) Retail Floorspace Requirement	<u>1,499</u>	<u>1,876</u>	<u>3,004</u>	<u>960</u>	<u>3,676</u>	<u>10,613</u>	21,627		6,378			15,249				B) Retail floorspace committed (Planning permissions since 2014)*		<u>3,770</u>	<u>7,687</u>		9,682		<u>13,452</u> <u>17,369</u>	C) Retail floorspace converted to another use since 2014		-			-		<u>790</u> <u>2,130</u>	D) <u>Identified Potential</u> retail floorspace in town		-			-		<u>6,428</u> <u>2,211</u>
	Table 2: Retail Floorspace 2014-2032 Floorspace (m ² sqm Net)						Overall																																																								
	Convenience				Comparison																																																										
	<u>2014-2019</u>	<u>2019-2024</u>	<u>2024-2032</u>	<u>2014-2019</u>	<u>2019-2024</u>	<u>2024-2032</u>																																																									
A) Retail Floorspace Requirement	<u>1,499</u>	<u>1,876</u>	<u>3,004</u>	<u>960</u>	<u>3,676</u>	<u>10,613</u>	21,627																																																								
	6,378			15,249																																																											
B) Retail floorspace committed (Planning permissions since 2014)*		<u>3,770</u>	<u>7,687</u>		9,682		<u>13,452</u> <u>17,369</u>																																																								
C) Retail floorspace converted to another use since 2014		-			-		<u>790</u> <u>2,130</u>																																																								
D) <u>Identified Potential</u> retail floorspace in town		-			-		<u>6,428</u> <u>2,211</u>																																																								

Ref	Page	Policy / Paragraph	Main Modification																							
			centres on sites over 500m ² sqm																							
			<u>Overall Retail Floorspace Required 2014-2032 (A-B+C-D)</u>				2,537 4,177																			
			* NB Land West of Boulevard Shopping Centre (1,140sqm net) granted planning permission and counted in row B)																							
MM134	61	Policy S3.3, introduction and overview tables	Provision should be made for at least <u>6,378m² convenience (net) and 15,249m² comparison (net)</u> the amount of additional retail floorspace set out below . Future provision should be in accordance with the <u>latest available evidence</u> time periods specified and in accordance with other policies in the Local Plan.																							
			<table border="1"> <thead> <tr> <th data-bbox="786 708 1384 746">Type of Use</th> <th colspan="4" data-bbox="1384 708 2018 746">Floorspace (sqm Net)</th> </tr> <tr> <td data-bbox="786 746 1384 820"></td> <th data-bbox="1384 746 1541 820">2014-2019</th> <th data-bbox="1541 746 1697 820">2019-2024</th> <th data-bbox="1697 746 1861 820">2024-2032</th> <th data-bbox="1861 746 2018 820">2014-2032</th> </tr> </thead> <tbody> <tr> <td data-bbox="786 820 1384 1002">Convenience – Food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals and non-durable household goods.</td> <td data-bbox="1384 820 1541 1002">1,499</td> <td data-bbox="1541 820 1697 1002">1,876</td> <td data-bbox="1697 820 1861 1002">3,004</td> <td data-bbox="1861 820 2018 1002">6,378</td> </tr> <tr> <td data-bbox="786 1002 1384 1204">Comparison – Items that are bought less frequently. e.g. clothing, washing machine, furniture, household appliances, tools, medical goods, games and toys, books and stationery, jewellery and other personal effects</td> <td data-bbox="1384 1002 1541 1204">960</td> <td data-bbox="1541 1002 1697 1204">3,676</td> <td data-bbox="1697 1002 1861 1204">10,613</td> <td data-bbox="1861 1002 2018 1204">15,249</td> </tr> </tbody> </table>				Type of Use	Floorspace (sqm Net)					2014-2019	2019-2024	2024-2032	2014-2032	Convenience – Food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals and non-durable household goods.	1,499	1,876	3,004	6,378	Comparison – Items that are bought less frequently. e.g. clothing, washing machine, furniture, household appliances, tools, medical goods, games and toys, books and stationery, jewellery and other personal effects	960	3,676	10,613	15,249
Type of Use	Floorspace (sqm Net)																									
	2014-2019	2019-2024	2024-2032	2014-2032																						
Convenience – Food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals and non-durable household goods.	1,499	1,876	3,004	6,378																						
Comparison – Items that are bought less frequently. e.g. clothing, washing machine, furniture, household appliances, tools, medical goods, games and toys, books and stationery, jewellery and other personal effects	960	3,676	10,613	15,249																						

Ref	Page	Policy / Paragraph	Main Modification																					
			<p>Key sites identified for retail development over the plan period are:</p> <table border="1" data-bbox="837 341 1966 831"> <thead> <tr> <th data-bbox="837 341 1346 416">Site Name</th> <th data-bbox="1346 341 1664 416">Designated Centre</th> <th data-bbox="1664 341 1966 416">Total Floorspace (m² sqm Net)</th> </tr> </thead> <tbody> <tr> <td data-bbox="837 416 1346 491">Northumberland Park</td> <td data-bbox="1346 416 1664 491">Northumberland Park</td> <td data-bbox="1664 416 1966 491">10,160</td> </tr> <tr> <td data-bbox="837 491 1346 566">Land West of The Forum Shopping Centre</td> <td data-bbox="1346 491 1664 566">Wallsend</td> <td data-bbox="1664 491 1966 566">1,200</td> </tr> <tr> <td data-bbox="837 566 1346 641">Land West of The Boulevard Shopping Centre</td> <td data-bbox="1346 566 1664 641">Longbenton District Centre</td> <td data-bbox="1664 566 1966 641">1,140</td> </tr> <tr> <td data-bbox="837 641 1346 684">Tynemouth Station</td> <td data-bbox="1346 641 1664 684">Tynemouth</td> <td data-bbox="1664 641 1966 684">1,011</td> </tr> <tr> <td data-bbox="837 684 1346 759">Murton Strategic Allocation</td> <td data-bbox="1346 684 1664 759">Neighbourhood Parade</td> <td data-bbox="1664 684 1966 759">1,000</td> </tr> <tr> <td data-bbox="837 759 1346 831">Killingworth Moor Strategic Allocation</td> <td data-bbox="1346 759 1664 831">Neighbourhood Parade</td> <td data-bbox="1664 759 1966 831">500</td> </tr> </tbody> </table>	Site Name	Designated Centre	Total Floorspace (m ² sqm Net)	Northumberland Park	Northumberland Park	10,160	Land West of The Forum Shopping Centre	Wallsend	1,200	Land West of The Boulevard Shopping Centre	Longbenton District Centre	1,140	Tynemouth Station	Tynemouth	1,011	Murton Strategic Allocation	Neighbourhood Parade	1,000	Killingworth Moor Strategic Allocation	Neighbourhood Parade	500
Site Name	Designated Centre	Total Floorspace (m ² sqm Net)																						
Northumberland Park	Northumberland Park	10,160																						
Land West of The Forum Shopping Centre	Wallsend	1,200																						
Land West of The Boulevard Shopping Centre	Longbenton District Centre	1,140																						
Tynemouth Station	Tynemouth	1,011																						
Murton Strategic Allocation	Neighbourhood Parade	1,000																						
Killingworth Moor Strategic Allocation	Neighbourhood Parade	500																						
MM138	62	Para 6.34	<p>Due to the Borough having four 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 <u>retail</u> development to undertake a <u>an</u> impact assessment is lower than current government guidance, but is based on our Retail and Leisure Study (2011 & 2014). New <u>retail town centre</u> developments should not have a significant adverse impact on the vitality and viability of any other existing centre <u>and proposals for retail, leisure and office development outside a town centre and over 2,500 m² gross will require an impact assessment.</u></p>																					
MM139	63	Policy DM3.4	<p>Proposals for main town centre uses on sites not within the <u>town centres</u> Town Centres will be permitted where they meet the following criteria:</p> <p>a. In order of priority, there are no sequentially preferable sites in-centre, <u>then</u> edge of centre, <u>and then</u> existing out-of-centre development sites previously occupied by appropriate main town centre uses that are readily accessible to <u>Metro</u> metro stations or other transport connections to the town centres and <u>then</u> only finally existing out-of-centre locations;</p>																					

Ref	Page	Policy / Paragraph	Main Modification
			<p>b. The suitability... [...]</p> <p>Proposals for retail, leisure and office development outside a town centre will require an impact assessment where they would provide either:</p> <p>e. 500m²–sq.m gross of comparison retail floorspace, or more; or f. 1,000m²–sq.m gross of retail floorspace for supermarkets/superstores, or more. [...]</p> <p>h. The proposal would have no significant adverse impact on the vitality and viability of a <u>town centre</u> Town Centre, including consumer choice and trade in the <u>town centre</u> Town Centre and wider area, up to...</p>
MM478	64	Policy S3.5	<p>Within the Primary Shopping Areas of <u>Primary Shopping Areas, as shown on the Policies Map, are defined for:</u></p> <ol style="list-style-type: none"> 1. North Shields; 2. Wallsend; 3. Whitley Bay; and, 4. Killingworth. <p>Within these Primary Shopping Areas, proposals <u>Proposals for development will be permitted in the Primary Shopping Frontages, as shown on the Policies Map, where they would:</u></p> <ol style="list-style-type: none"> 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. Avoid a cumulation of uses that can undermine the centre's overall retail function and character. d. Deliver high quality active ground floor frontages. e. Not result in more than three adjacent units being in the same non A1, A2 and A3 use. f. In the Primary Shopping Frontage not result in less than 80% of frontages being in A1, A2 and A3 use and the following factors will be taken into account in assessing the impact of a proposal: <ol style="list-style-type: none"> i. the nature of the use proposed, in particular the extent to which it would

Ref	Page	Policy / Paragraph	Main Modification
			<p>be attractive to shoppers and contribute genuinely to diversity;</p> <ul style="list-style-type: none"> ii. the size (frontage width) and prominence of the property; iii. if vacant, the prospects of the property finding another A1, A2 and A3 use in the foreseeable future; iv. recent trends in the balance of shop and non-shop uses in the frontage, whether stable or changing, and at what pace; v. which would result in an A1, A2 and A3 frontage of between 75% and 80% will normally be more acceptable than those which result in a level below 75% <p>Proposals for development will be permitted in the Secondary Shopping Frontages, <u>as shown on the Policies Map</u>, where they would:</p> <ul style="list-style-type: none"> g. Enhance or complement the principal role of the location for town centre activity. h. Promote the vitality and viability of the centre, including proposals for residential development and conversion of upper floors. i. Avoid a cumulation of uses that can undermine the centre's overall function and character. j. Deliver high quality active ground floor frontages.
MM466	70	Para 6.48	<p>Reducing levels of obesity is a key objective of the Council. One way this can be achieved is to encourage healthy eating. Large concentrations of hot food take-aways within our commercial centres and surrounding our local schools can have the opposite effect by encouraging unhealthy eating habits. An over concentration of hot food take-aways can also have a detrimental impact on vitality and viability of centres. They can also give rise to complaints about noise, disturbance, odours and litter. In assessing proposals within commercial centres, consideration will therefore be given to the detrimental impact that an over provision of A5 uses may have. <u>Obesity levels have more than trebled in the last 30 years and a quarter of 4-5 year old, over one third of 10-11 year old and two thirds of adults in North Tyneside are either overweight or obese. The Council aims to reduce the proportion of children categorised as very overweight across the borough. The aim is for a prevalence of very overweight in both reception and year 6 to be no more than 10% by 2020.</u></p>
MM467	70	NEW PARAS after 6.48 (ref 6.48a and 6.48b)	<p><u>There prevalence of overweight children in reception hovers at around 10%. However, there are some wards that have more than 10% and we should aim to bring this below 10% in all wards.</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<u>By the time our young people have entered year 6 in some areas of the borough this figure more than doubles. There are no wards in the borough that have levels less than 10%. Therefore in terms of the policy to help work toward an overall target of 10% we are setting a threshold for year 6 pupils at 15% very overweight.</u>
MM469	70	Para 6.49	<u>An over-concentration of hot food take-aways can also have a detrimental impact on vitality and viability of centres. They can also give rise to complaints about noise, disturbance, odours and litter. In assessing proposals within commercial centres, consideration will therefore be given to the detrimental impact that an over-provision of A5 uses may have. An assessment has been carried out of the number of take-away A5 units within North Tyneside's commercial centres. This has identified that some have existing high numbers of A5 uses within them ranging from 13.7% in Wallsend Town town centre to 0.5% at Preston Grange local centre Local Centre.</u>
MM468	70	NEW PARA after 6.49 (ref 6.49a)	<u>Up to date data for childhood obesity and prevalence of hot food takeaways can be found within the evidence base document 'Data available within the Public Health Evidence for control of Hot Food Takeaways': http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=563031 or obtained directly from the Council.</u>
MM145 And Policies Map Modification s Schedule MM145	72	Policy DM3.7	Proposals for A5 hot food take-aways will be permitted unless: i- <u>a.</u> It would result in a clustering of A5 uses to the detriment of the character, function, vitality and viability of the defined centres or it would have an adverse impact on the standard of amenity for existing and future occupants of adjacent land and buildings. ii- <u>b.</u> There are two or more consecutive A5 uses in any one length of frontage. Where A5 uses already exist in any length of frontage, a gap of at least two non A5 use shall be required before a further A5 use will be permitted in the same length of frontage. <u>In all locations, the To promote healthier communities the Council council will:</u> iii- <u>c.</u> Prevent the development of A5 use within a 400m radius of entry points to all <u>middle and secondary schools, as shown on the Policies Map. , youth centres, leisure centres and parks.</u> iv- <u>d.</u> Prevent the development of A5 use in wards where there is more than 10% <u>15%</u> of the year 6 pupils <u>or 10% of reception pupils</u> classified as obese <u>very overweight*</u> .

Ref	Page	Policy / Paragraph	Main Modification
			<p>v. e. Assess on an individual basis, the impact hot food take-aways have on the well-being of residents.</p> <p>* Data available within the 'Public Health Evidence for control of Hot Food Takeaways': http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=563031</p>
MM148	73	NEW PARA after Para 7.1 (moved and amended former 7.8) (ref 7.1a)	<p>The National Planning Policy Framework (NPPF) sets a clear requirement for local authorities to <u>boost significantly the delivery of housing and to plan to meet objectively assessed housing requirements as informed by population and household projections.</u></p>
MM149	73	NEW PARA after Para 7.1 (moved and amended former 7.10) (ref 7.1b)	<p><u>Evidence informing the needs for housing in the Borough is set out in the North Tyneside Strategic Housing Market Assessment (SHMA) includes detailed supporting evidence in the form of Population and Household Forecasts to 2032. This has included development of a wide range of separate scenarios for potential growth in North Tyneside. The housing forecasts are based on three basic types of housing forecast:</u></p> <ul style="list-style-type: none"> • <u>A benchmark ONS Projection Forecast – the latest and most up to date national population projection for North Tyneside (is now 2014 ONS and CLG data) (ONS 2012)– was published in June 2014;</u> • <u>A Jobs Led forecast - that can be adjusted based on the balance of workers living in the Borough and available jobs, developed from forecasts of job growth within the ELR; and,</u> • <u>A Migration led forecast - that takes account of observed trends in migration over the recent past and can be adjusted based on possible or known factors that could affect future migration to or from North Tyneside. This in particular considers the relationship between North Tyneside, Newcastle and Northumberland.</u>
MM150	73	NEW PARA after Para 7.1 (moved and amended former 7.11) (ref 7.1c)	<p><u>Development of the SHMA 2014 also included a Borough wide Household Survey directly contacting 27,000 households seeking information on householders' income and housing history, and expectations and needs for housing in the future. Analysis of economic and market signals across North Tyneside, and recent and long term trends for housing delivery in North Tyneside, the Borough's Travel to Work and Housing Market Area is also incorporated into the SHMA in developing this evidence to identify the overall need for market and affordable housing in North Tyneside and the range and type of homes that would be meet the needs of residents. In addition to these housing forecasts the objectively assessed housing need for the Borough incorporates a modest uplift to respond to market signals and issues of housing</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>affordability. The uplift is 15% from 2021/2 reflecting the need for a stepped approach to sustainable housing delivery and as such equates to a total 9% increase over the plan period. This represents a principal adjustment to the demographic baseline housing need. Consequently, the Council will continue to monitor indicators related to housing market signals, including affordability, to inform future assessments of the quantity of housing needed to meet the needs of the Borough.</p>
MM151	73	NEW PARA after Para 7.1 (moved and amended former 7.12) (ref 7.1d)	<p>The Strategic Housing Land Availability Assessment (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, and the current housing land supply position is determined.</p>
MM152	73	NEW PARA after Para 7.1 (ref 7.1e)	<p>The Housing and Planning Act 2016 would require local planning authorities to introduce a 'brownfield register'. Therefore, in line with this emerging national context, as part of the SHLAA, the Council is developing a 'brownfield register' to help identify derelict and under-used sites within the Borough which could be utilised for housing development. Identification of sites through the 'register' would allow opportunities for funding and investment to be explored and, where appropriate, for delivery of the site to be accelerated. This includes the idea of a 'permission in principle' to assist with the development process. Further work on establishing a Brownfield Register was undertaken during 2016 as part of the SHLAA process. This baseline work sets the parameters for the first register being published in 2017. will be undertaken during 2016 as part of the SHLAA process.</p>
MM153	74	Policy S4.1	<p>The full objectively assessed housing needs of North Tyneside will be met through the provision of sufficient specific deliverable housing sites, including the positive identification of Council-owned land, brownfield land and sustainable greenfield sites that do not fall within the Borough's Green Belt, whilst also making best use of the existing housing stock.</p> <p>In doing so, this will reflect and reflecting the following key priorities of:</p> <ol style="list-style-type: none"> a. Providing enough new homes to meet current and future need and ensuring the Borough maintains a rolling five year supply of deliverable housing <u>land sites</u>; b. Delivering a distribution of new housing that is sustainable, taking account of the <u>economic, social and environmental impacts</u> impact of development and infrastructure requirements; c. The delivery of brownfield land, whilst taking into consideration the viability of land for

Ref	Page	Policy / Paragraph	Main Modification
			<p>development;</p> <p>d. Providing accommodation that is affordable for all sectors of the local community;</p> <p>e. Improving existing residential areas and bringing empty homes back into residential use;</p> <p>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,</p> <p>g. Ensuring the delivery of specialist stock to meet specific needs such as larger housing, and extra care facilities; and,</p> <p>h. Promoting good management of Houses in Multiple Occupation including encouraging landlords to <u>work with the Council through specific improvement schemes and initiatives;</u> join the Private Landlords Forum.</p> <p>i. Opportunities <u>Offering opportunities</u> for self-build schemes, including the identification of parcels of land on larger housing sites; and,</p> <p>j. Ensure <u>Ensuring that</u> there remains <u>a</u> choice and variety of viable housing sites, capable of meeting a range of housing needs.</p>
MM155	75	Policy S4.2	<p>To provide for the growth and development needed in North Tyneside to meet the Borough's Objectively Assessed Need <u>objectively assessed need</u> for new homes, provision is made for the development of <u>at least 17,388 16,593</u> homes from 2011/12 to 2031/32, at This overall requirement will be provided through a phased approach, to deliver an annual average of 828 <u>790</u> new homes per year <u>per annum</u> over the plan period.</p>
MM456	75	NEW Policy after Policy S4.2 (ref Policy S4.2a)	<p><u>S4.2a Ensuring a Sufficient Supply of Housing Land</u></p> <p><u>A sufficient supply of housing land will be maintained over the plan period in order to ensure the delivery of the overall housing requirement as outlined in Policy S4.2. The rate of housing delivery and supply will be assessed through the monitoring process on an annual basis, with performance being measured against the stepped housing trajectory. If monitoring demonstrates that the number of completed dwellings falls below the cumulative target over the appropriate 12-month monitoring period (1 April to 31 March), the Council will prioritise the delivery of housing in the subsequent monitoring periods. This will be ensured through appropriate mechanisms which, depending on the scale and nature of potential under-delivery, will include:</u></p> <ul style="list-style-type: none"> <u>Preparation of an interim position statement and drawing on evidence from the Strategic Housing Land Availability Assessment to identify additional housing land, including options for safeguarded land;</u>

Ref	Page	Policy / Paragraph	Main Modification																					
			<ul style="list-style-type: none"> • <u>Preparation of new development plan documents, development briefs and use of the Council's powers to support delivery, such as Compulsory Purchase Orders; and/or</u> • <u>A partial review of the Local Plan, including options for safeguarded land and, if exceptional circumstances prevail, consideration of considering a review of the Green Belt if exceptional circumstances prevail.</u> <p><u>The Plan contains a range of proposals relating to housing, including the two strategic sites that are crucial to the delivery of the overall spatial strategy. The Council will work with developers and other stakeholders to ensure the timely development of these strategic proposals, including the associated key infrastructure requirements. Any material delay in the implementation of infrastructure necessary to sustain housing delivery, which would lead to under-delivery of supply, will inform whether the range of measures set out above are triggered. This process will ensure that plan-led corrective measures are put in place at the appropriate time.</u></p>																					
MM457	75	NEW PARAGRAPHS to support proposed additional Policy S4.2a (ref 7.7a to 7.7i)	<p><u>In meeting the overall housing needs of the borough, the requirement for new homes is phased in a manner that will best deliver the strategy for growth over the plan period. The rationale for this phasing is set out in the SHMA 2016 Addendum and SHLAA 2016 Addendum, with key evidence being provided in analysis produced by Edge Analytics. This work was undertaken to reflect the latest data issued by the Department for Local Government (DCLG) and the Office for National Statistics (ONS), specifically following publication of the sub-national population projections (2014-SNPP) and household forecasts in summer 2016. As a result, 16,593 dwellings are required to 2032 separated into tranches, as set out in Table X.</u></p> <table border="1" data-bbox="808 1058 1995 1358"> <caption data-bbox="1151 1062 1653 1091">Table X Phased Housing Requirement</caption> <thead> <tr> <th data-bbox="808 1099 978 1238"></th> <th data-bbox="978 1099 1149 1238"><u>Phase 1 – 2011/12 to 2015/16</u></th> <th data-bbox="1149 1099 1319 1238"><u>Phase 2 – 2016/17 to 2020/21</u></th> <th data-bbox="1319 1099 1489 1238"><u>Phase 3 – 2021/22 to 2025/26</u></th> <th data-bbox="1489 1099 1659 1238"><u>Phase 4 – 2026/27 to 2030/31</u></th> <th data-bbox="1659 1099 1830 1238"><u>Phase 5 – 2032</u></th> <th data-bbox="1830 1099 1995 1238"><u>Total Requirem ent</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="808 1238 978 1283"><u>Total</u></td> <td data-bbox="978 1238 1149 1283"><u>2,755</u></td> <td data-bbox="1149 1238 1319 1283"><u>3,700</u></td> <td data-bbox="1319 1238 1489 1283"><u>4,690</u></td> <td data-bbox="1489 1238 1659 1283"><u>4,540</u></td> <td data-bbox="1659 1238 1830 1283"><u>908</u></td> <td data-bbox="1830 1238 1995 1283"><u>16,593</u></td> </tr> <tr> <td data-bbox="808 1283 978 1358"><u>Per Annum</u></td> <td data-bbox="978 1283 1149 1358"><u>551</u></td> <td data-bbox="1149 1283 1319 1358"><u>740</u></td> <td data-bbox="1319 1283 1489 1358"><u>938</u></td> <td data-bbox="1489 1283 1659 1358"><u>908</u></td> <td data-bbox="1659 1283 1830 1358"><u>908</u></td> <td data-bbox="1830 1283 1995 1358"><u>790</u></td> </tr> </tbody> </table>		<u>Phase 1 – 2011/12 to 2015/16</u>	<u>Phase 2 – 2016/17 to 2020/21</u>	<u>Phase 3 – 2021/22 to 2025/26</u>	<u>Phase 4 – 2026/27 to 2030/31</u>	<u>Phase 5 – 2032</u>	<u>Total Requirem ent</u>	<u>Total</u>	<u>2,755</u>	<u>3,700</u>	<u>4,690</u>	<u>4,540</u>	<u>908</u>	<u>16,593</u>	<u>Per Annum</u>	<u>551</u>	<u>740</u>	<u>938</u>	<u>908</u>	<u>908</u>	<u>790</u>
	<u>Phase 1 – 2011/12 to 2015/16</u>	<u>Phase 2 – 2016/17 to 2020/21</u>	<u>Phase 3 – 2021/22 to 2025/26</u>	<u>Phase 4 – 2026/27 to 2030/31</u>	<u>Phase 5 – 2032</u>	<u>Total Requirem ent</u>																		
<u>Total</u>	<u>2,755</u>	<u>3,700</u>	<u>4,690</u>	<u>4,540</u>	<u>908</u>	<u>16,593</u>																		
<u>Per Annum</u>	<u>551</u>	<u>740</u>	<u>938</u>	<u>908</u>	<u>908</u>	<u>790</u>																		

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>The stepped approach identified in Table X above reflects the annual rate of growth anticipated across the plan period informed by the evidence and analysis provided within the Demographic and Household Forecasts Update 2016 and the further evidence considering housing needs provided in the Strategic Housing Market Assessment Addendum 2016.</u></p> <p><u>In considering anticipated annual growth, established through this latest and most up to date evidence, the Council has been able to identify a phased approach to housing requirements that ensures appropriate alignment between annual dwelling provision, population growth and economic forecasts. The stepped per annum rates in Table X would be the basis for monitoring and assessing land supply (including the five year housing land supply) throughout the plan period. For calculation of the five year housing land supply, due to persistent under-delivery a buffer of 20% is considered appropriate. Additionally, a non-implementation rate of 5% is to be applied. However, on-going monitoring of performance may demonstrate an alternative basis for calculating the five year housing land supply, including a lower non-implementation rate. This will be considered as part of the annual monitoring report process.</u></p> <p><u>Enabling the delivery of new homes to meet the phased requirement outlined will be dependent on the successful provision of key infrastructure to support development in a timely manner. This includes highway infrastructure and other important supporting facilities and services. Particularly with regard to the strategic allocations at Killingworth Moor and Murton, the early delivery of essential infrastructure will be critical in assisting development to come forward in line with the programme for housebuilding, as set out in the trajectory, and to enabling development to continue at a sustained rate. In order to meet objectives this includes, but is not limited to, the following examples of critical infrastructure:</u></p> <ul style="list-style-type: none"> • <u>Murton Strategic Link Road;</u> • <u>Potential new Metro station; and,</u> • <u>Schools and education provision.</u> <p><u>The delivery of this infrastructure will be monitored throughout the plan period with any measures to rectify delay pursued when appropriate. If the delays cannot be mitigated or appropriately addressed then the Council will make use of the mechanisms outlined in Policy S4.2a.</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>Whilst the majority of future housebuilding will result from sites allocated through the plan process, in order to deliver the overall housing requirement to 2032, a small proportion of need will be met by windfall development. Windfall sites are those that cannot be specifically identified at the point of adoption of the Local Plan but which are forecast to come forward over the plan period and make a valuable contribution to residual housing need. Any examples will be sites in sustainable locations, within the urban area, that are deemed acceptable when determined against the criteria in Policy DM4.5 to follow.</u></p> <p><u>There is a longstanding pattern of land in North Tyneside becoming available for (re)development unexpectedly, without prior notice, and the Council is confident that such conditions are likely to continue in the future. The majority of this supply relates to brownfield land within the existing urban area and involves redevelopment of sites within both public and private sector ownership. Regular examples include land previously utilised for employment purposes, sites within town centres and land declared surplus by the Council and other public sector bodies. This positive approach supports wider objectives, including in ensuring the redevelopment of vacant and derelict land across the borough.</u></p> <p><u>As a result, an allowance for windfall development is made through the housing trajectory. In-line with the NPPF, this is based on robust analysis of local circumstances, including past trends, being a realistic forecast for additional delivery through to 2032. The evidence for this allowance is provided in the 2016 SHLAA and is considered robust, being founded on actual rates of housebuilding and not just based on a trend of the grant of planning permission. In particular, in the context of an adopted Local Plan, it is considered that the annual windfall potential of the borough is likely to increase in later years. This is a situation that is inevitable given it is very difficult to predict where sites will come forward for redevelopment in the long-term, particularly 10 years or more after adoption.</u></p> <p><u>Further sites will come forward over the plan period that cannot be currently identified, supporting the Council's position that the windfall allowance is realistic and providing confidence that the allowance will be met over plan period. The supply of windfall sites will be closely monitored on an annual basis in order to ensure that development is coming forward to meet the requirements of the housing trajectory. If it becomes apparent that windfall development is not progressing at the necessary rate then a range of appropriate contingency</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			measures could be delivered to rectify the issues, including those outlined in Policy S4.2a and the Implementation and Monitoring Framework.
MM163	76	Para 7.14	<p>Key Information: The forecasting for this scenario is based on a continued improvement in the balance between workers and jobs within North Tyneside, providing:</p> <ul style="list-style-type: none"> • 790-828 homes per year, using a phased approach to provide a total of and <u>16,593</u> 17,388 from 2011 to 2032; • <u>654 jobs per year from 2011 to 2032 (707 jobs per year, 12,700 from 2014 to 2032 as identified within the Employment Land Review economic forecast).</u> about 96,000 in total. • At least 46ha employment land required for job growth 114ha less than currently available.
MM164	76	Para 7.15	Population profile analysis indicates that by 2032 total net in-migration of 17,700 residents will support maintenance of the borough's <u>Borough's</u> working age population. Continued At 2011 there was less than one job available in the Borough for each resident worker in North Tyneside. The strategy therefore leads to an improvement in the balance between jobs and employees in the Borough, with more the amount of new jobs created exceeding than growth in the workforce. potential for net if job growth stronger An extra 4,891 over 64s <u>64's</u> will potentially be in need of social care, <u>exceeding exceed</u> growth in working age population, and there will also be an extra 1,000 primary and 1,000 secondary age children.
MM165	76	Para 7.16	The overall requirement for <u>at least 16,593</u> 17,388 new homes between 2011 and 2032, <u>with a phased approach to delivery,</u> provides for the identified objectively assessed need (OAN) for new housing. This represents being a level of <u>house-building</u> house building that is considered to be both achievable over the plan period and also desirable in the context of ensuring that there is sufficient growth in the housing stock of the Borough to 2032 to deliver the Local Plan objectives for population growth and diversity.
MM167	77	Para 7.18	Based on past delivery and the <u>required</u> boost in housing delivery which will be the objective of housing house-building that will result from providing growth of <u>790 828</u> homes per year, the requirement for new homes in the next five years can be determined. As a result-As outlined in the 2016 SHLAA, the annual target for housing land supply, when incorporating a 5% <u>20%</u> buffer, would currently require the building of <u>931</u> 1,283 <u>1,222</u> new homes per annum over the next five years to 31 March 2021 <u>2020</u> . This is a position which will continue to

Ref	Page	Policy / Paragraph	Main Modification
			<p>be monitored throughout the plan period so that the appropriate 'buffer' can be applied to the immediate residual housing requirement, in-line with NPPF.</p>
MM483	77	<p><i>NEW PARAGRAPHS after Para 7.18 (ref 7.18a to 7.18c)</i></p>	<p>The assessment of the housing land supply position is based upon the robust methodology set out in the 2016 SHLAA. At the time of adoption of this Plan, based on the period 1 April 2016 to the 31 March 2021, a 5.56 year supply of housing land can be identified, with the deliverable supply made up from the sources outlined in the SHLAA and housing trajectory. This is based upon the following key components, which are incorporated into the calculation in order to reach the conclusion:</p> <ul style="list-style-type: none"> • <u>An overall requirement for 16,593 homes to 2032 at an average of 790 dwellings per annum;</u> • <u>A phased approach to delivery, incorporating an uplift in the middle and latter tranches of the plan period – requiring 6,455 homes from 2011/12 to 2020/21;</u> • <u>Using the <i>Liverpool</i> method to dealing with the residual need – to 31 March 2016, an undersupply of 585 homes against the phased requirement;</u> • <u>A robust forecast of future deliverable supply from all potential sources – including planning permissions, allocated sites, other site-specific sources and a small allowance for windfall and small sites; and,</u> • <u>The application of a 5% discount rate to all forecast future delivery, in order to allow for non-implementation.</u> <p>Following detailed analysis through the 2016 SHLAA, the Council acknowledge that there has been a shortfall in delivery over recent years and that this has led to an undersupply of new housing against the relevant target. Whilst these particular circumstances are apparent for a wide range of reasons, notably market factors and the significant uplift in requirements as a result of the revocation of the RSS, this evidence of "persistent under delivery" (in-line with the NPPF) does necessitate the incorporation of a 20% buffer into the calculation of residual need. At the time of adoption, the higher buffer is considered the best approach to meeting immediate housing need and also to ensuring that there is necessary choice and competition in the market. However, this is a position that will be reviewed by the Council on an annual basis, through a variety of means, the context for which will be provided by Policy S9.1 and specifically Policy S4.2a.</p>

Ref	Page	Policy / Paragraph	Main Modification																						
			<p>The critical evidence of housing land supply will be assessed through the latest SHLAA and the mechanisms outlined in the Implementation and Monitoring Framework (see Appendix to this Plan). When it is clear that the circumstances of “persistent under delivery” are no longer evident, the Council will instead revert to a lower 5% buffer. As a result, in future years the Council will calculate the five-year housing land supply position on the following basis:</p> <ul style="list-style-type: none"> • <u>An overall requirement based on the latest evidence of need, to cover 1 April 2011 to the end of the coming relevant 5 year period – as outlined in the adopted Plan;</u> • <u>Calculation of the residual need, by deducting the net number of homes provided since the start of the plan period to the end of the previous monitoring year;</u> • <u>If an undersupply is apparent, application of the appropriate method of spreading this residual need – currently the <i>Liverpool</i> approach but, if more suitable in the future, a <i>Sedgefield</i> method;</u> • <u>The addition of the appropriate buffer as required by the NPPF – either 5% or 20% based on specific local circumstances;</u> • <u>The forecast of future delivery from all deliverable sources of supply, as evidenced by the latest SHLAA, following robust site-specific assessment; and,</u> • <u>Application of an allowance for non-implementation to the above supply – currently a 5% discount but again based on the latest evidence of local circumstances.</u> 																						
MM169	77	Table 5	<table border="1"> <thead> <tr> <th colspan="2" data-bbox="766 946 1942 986">Table 5: Identifying the outstanding requirement for housing land supply</th> </tr> </thead> <tbody> <tr> <td data-bbox="766 989 1644 1029">A) Net Housing Target 2011/12 to 2031/32</td> <td data-bbox="1648 989 1942 1029"><u>16,593</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1032 1942 1072"><u>17,388</u></td> </tr> <tr> <td data-bbox="766 1075 1644 1139">B) Total additional homes provided 2011/12 to <u>2015/16</u> 2014/15</td> <td data-bbox="1648 1075 1942 1115"><u>2,170</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1118 1942 1158"><u>2,470</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1161 1942 1201"><u>1,634</u></td> </tr> <tr> <td data-bbox="766 1204 1644 1268">C) Outstanding Planning Permissions (as at 31 March <u>2016</u> 2015)**</td> <td data-bbox="1648 1204 1942 1244"><u>4,652</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1248 1942 1287"><u>4,765</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1291 1942 1331"><u>5,177</u></td> </tr> <tr> <td data-bbox="766 1334 1644 1390">D) Outstanding Gross Housing Target 2011/12 to 2031/32 (A minus B minus C = D)</td> <td data-bbox="1648 1334 1942 1374"><u>9,771</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1377 1942 1417"><u>10,453</u></td> </tr> </tbody> </table>	Table 5: Identifying the outstanding requirement for housing land supply		A) Net Housing Target 2011/12 to 2031/32	<u>16,593</u>		<u>17,388</u>	B) Total additional homes provided 2011/12 to <u>2015/16</u> 2014/15	<u>2,170</u>		<u>2,470</u>		<u>1,634</u>	C) Outstanding Planning Permissions (as at 31 March <u>2016</u> 2015)**	<u>4,652</u>		<u>4,765</u>		<u>5,177</u>	D) Outstanding Gross Housing Target 2011/12 to 2031/32 (A minus B minus C = D)	<u>9,771</u>		<u>10,453</u>
Table 5: Identifying the outstanding requirement for housing land supply																									
A) Net Housing Target 2011/12 to 2031/32	<u>16,593</u>																								
	<u>17,388</u>																								
B) Total additional homes provided 2011/12 to <u>2015/16</u> 2014/15	<u>2,170</u>																								
	<u>2,470</u>																								
	<u>1,634</u>																								
C) Outstanding Planning Permissions (as at 31 March <u>2016</u> 2015)**	<u>4,652</u>																								
	<u>4,765</u>																								
	<u>5,177</u>																								
D) Outstanding Gross Housing Target 2011/12 to 2031/32 (A minus B minus C = D)	<u>9,771</u>																								
	<u>10,453</u>																								

Ref	Page	Policy / Paragraph	Main Modification		
			<table border="1" data-bbox="757 256 1944 304"> <tr> <td data-bbox="757 256 1641 304"></td> <td data-bbox="1641 256 1944 304" style="text-align: right;">10,577</td> </tr> </table> <p data-bbox="757 347 2042 475">** n.b. This only includes the outstanding housing supply from sites of 5 dwellings and above, with small sites potentially contributing a further 103 units to this total. This includes all planning permissions, including, but not limited to,, This total includes, but is not limited to, the following major sites:</p> <ul data-bbox="801 483 1048 515" style="list-style-type: none"> • Smith's Dock... 		10,577
	10,577				
MM171	78	Para 7.21	<p data-bbox="757 523 2042 866">...those locations. If successful, this <u>complementary strategy</u> would reduce historic patterns of migration from Newcastle to North Tyneside, <u>whilst delivering growth in Northumberland that can support the employment needs of North Tyneside</u> and support <u>reflects</u> the stable level of growth set out in Policy S4.1. However, it is also the case that, the The preferred growth scenario that has been developed results in levels of employment growth that are considered achievable with adequate supporting housing provision, <u>delivered at sustainable locations both within North Tyneside and Northumberland.</u> something which would require This would lead <u>to a change not only in the level of migration from Newcastle to North Tyneside, but also in the proportion of residents living and working within North Tyneside and strengthen the</u></p> <p data-bbox="757 874 2042 970"><u>live-work relationship between Northumberland and North Tyneside. Further consideration and analysis of this strategic approach to growth is outlined in the North Tyneside Local Plan – Growth Strategy Background Paper.</u></p>		
MM173	79	Policy S4.3, introductory text	<p data-bbox="757 970 2042 1010">S4.3 Distribution of Potential Housing Development Sites</p> <p data-bbox="757 1058 2042 1217">The sites allocated for housing development are identified on the Policies Map, including those identified for both housing and mixed-use schemes. The Strategic Housing Land Availability Assessment 2016 2015 outlines that these sites have an overall capacity of approximately 8,838 8,797 8,986 homes, assessed as being deliverable and developable over the plan period to 2032.</p> <p data-bbox="757 1273 2042 1394">Indicative mapping identifying potential access arrangements and possible areas of open space have been prepared for a selected range of sites where additional guidance could benefit future delivery. Planning applications related to those sites should have regard to these indicative plans. Additional policy for the <u>strategic allocations at Strategic Allocations of Murton and</u></p>		

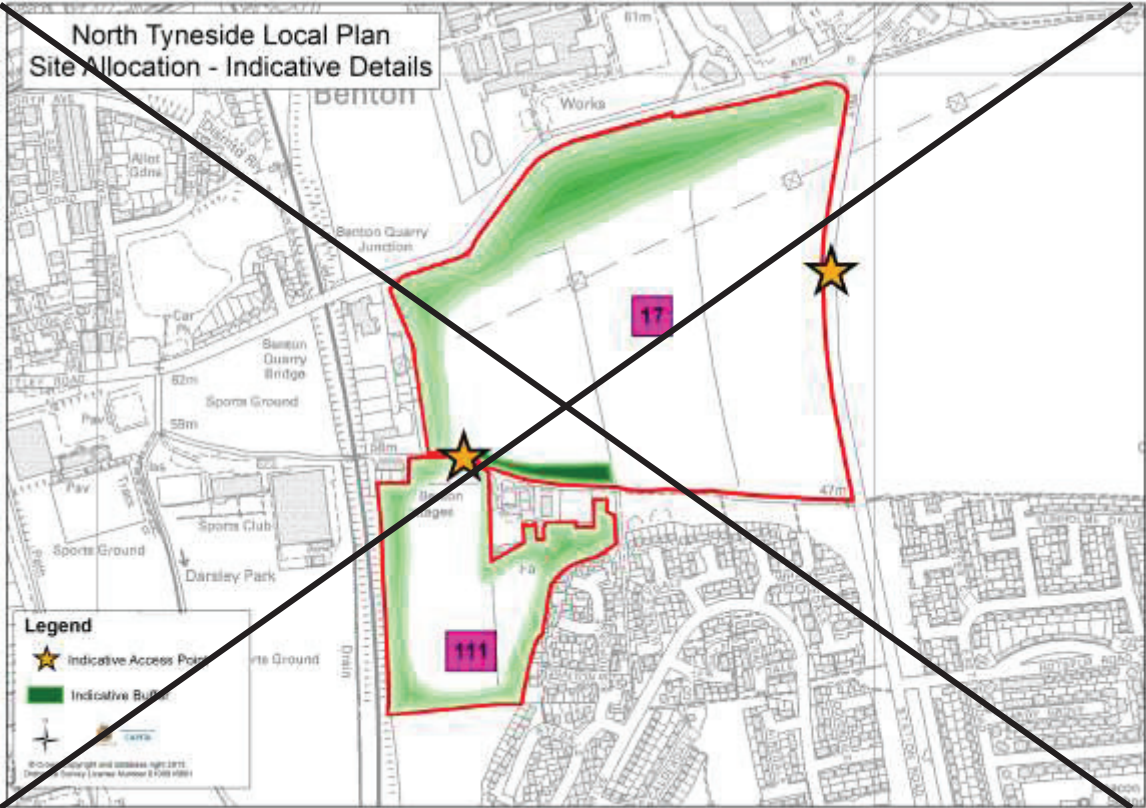
Ref	Page	Policy / Paragraph	Main Modification				
			Killingworth Moor should be considered to inform the preparation of detailed site wide masterplans and applications for development.				
MM174 Policies Map Modifications Schedule MM174, MM175, MM179 and MM484.	79 to 83	Policy S4.3, sites list	Map Ref	Site Name	Ward	Greenfield / Brownfield	Potential Homes
			2	Grieves Row, Dudley	Weetslade	Brownfield	90
			3	Annitsford Farm, Annitsford	Weetslade	Greenfield	400
			13	Site at Station Road, Forest Hall	Benton	Brownfield	22
			17	Station Road (West), Station Road, Wallsend	Northumberland	Greenfield	450
			21	Devonshire Drive, Whitley Road, Holystone	Killingworth	Mixed	30
			22 – 26	Killingworth Moor (strategic site)	Killingworth	Greenfield	Apprx. 2,000
			27	Land at Castle Square, Backworth	Valley	Greenfield	14
			35 – 41	Murton (strategic site)	Collingwood / Valley	Greenfield	Apprx. 3,000
			42	Moorhouses Reservoir, Billy Mill, North Shields	Collingwood	Brownfield Greenfield	50
			45	Land at Charlton Court, Cedartree Gardens, Whitley Bay	Monkseaton South	Mostly Greenfield	20 13
			48	Site at Coquet Avenue, Whitley Bay	Whitley Bay	Brownfield	41
			50	Whisky Bends, Promenade, Whitley Bay	Whitley Bay	Brownfield	5
			51	High Point Hotel, Promenade, Whitley Bay	Whitley Bay	Brownfield	14
52	Land at Shap Road, Marden,	Cullercoats	Greenfield	15			

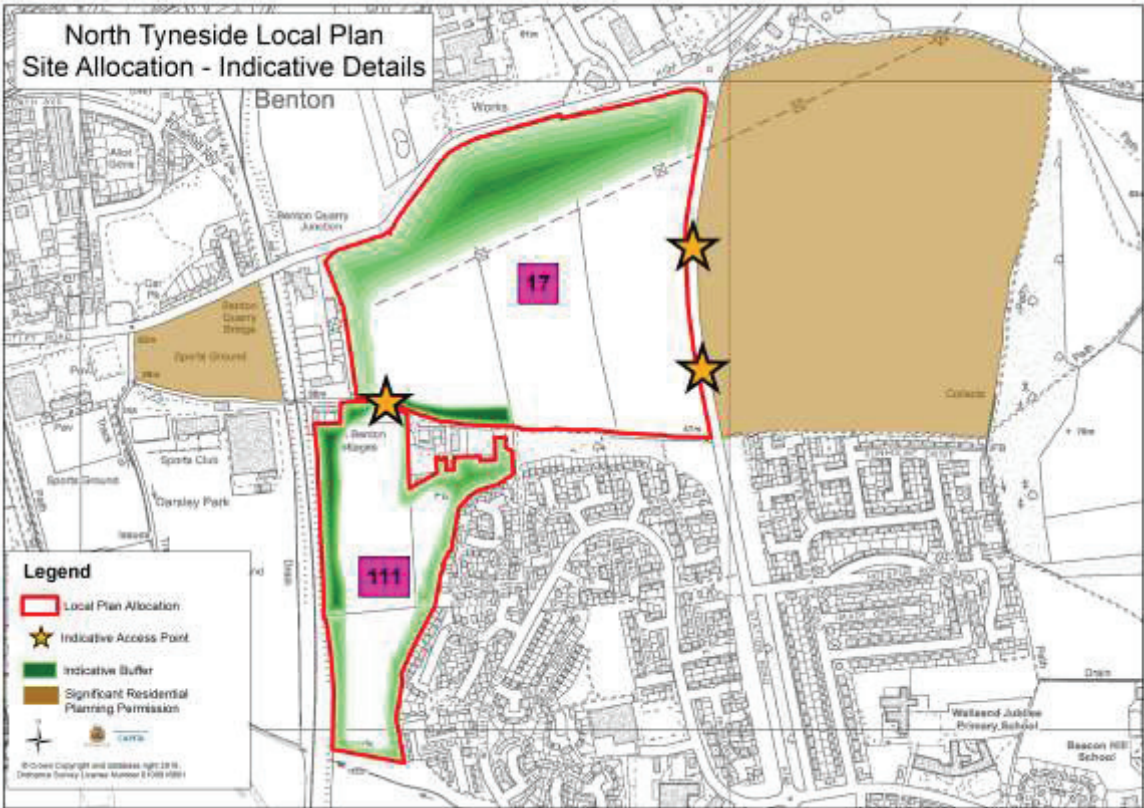
Ref	Page	Policy / Paragraph	Main Modification				
				North Shields			
			53	Wallington Court, Wallington Avenue, Cullercoats	Cullercoats	Brownfield	12
			58	Tanners Bank West (S), North Shields	Tynemouth	Brownfield	100
			60	Stephenson House, Stephenson Street, North Shields	Tynemouth	Brownfield	5
			62	Land at Albion Road, North Shields	Tynemouth	Brownfield	10
			63	Site at Hawkey's Lane, North Shields	Preston	Brownfield	54
			64	Albion House, Albion Road, North Shields	Tynemouth	Brownfield	36
			65	Bingo Hall, Lovaine Place, North Shields	Riverside	Brownfield	6
			66	Land at North Shields Metro Station, Russell Street, North Shields	Tynemouth	Brownfield	30
			67	Land at Waldo Street, North Shields	Riverside	Brownfield	6
			68	Land at 26-37 Clive Street, North Shields	Riverside	Brownfield	50
			69	Fleur De Lis, Dock Road Industrial Estate, North Shields	Riverside	Brownfield	35
			70	Dock Road Industrial Estate, Lawson Street, North Shields	Riverside	Brownfield	128
			71	Metro Sidings at Waterville Road, North Shields	Riverside	Brownfield	45
			72	Gasometer at Minton Lane, North Shields	Riverside	Brownfield	59

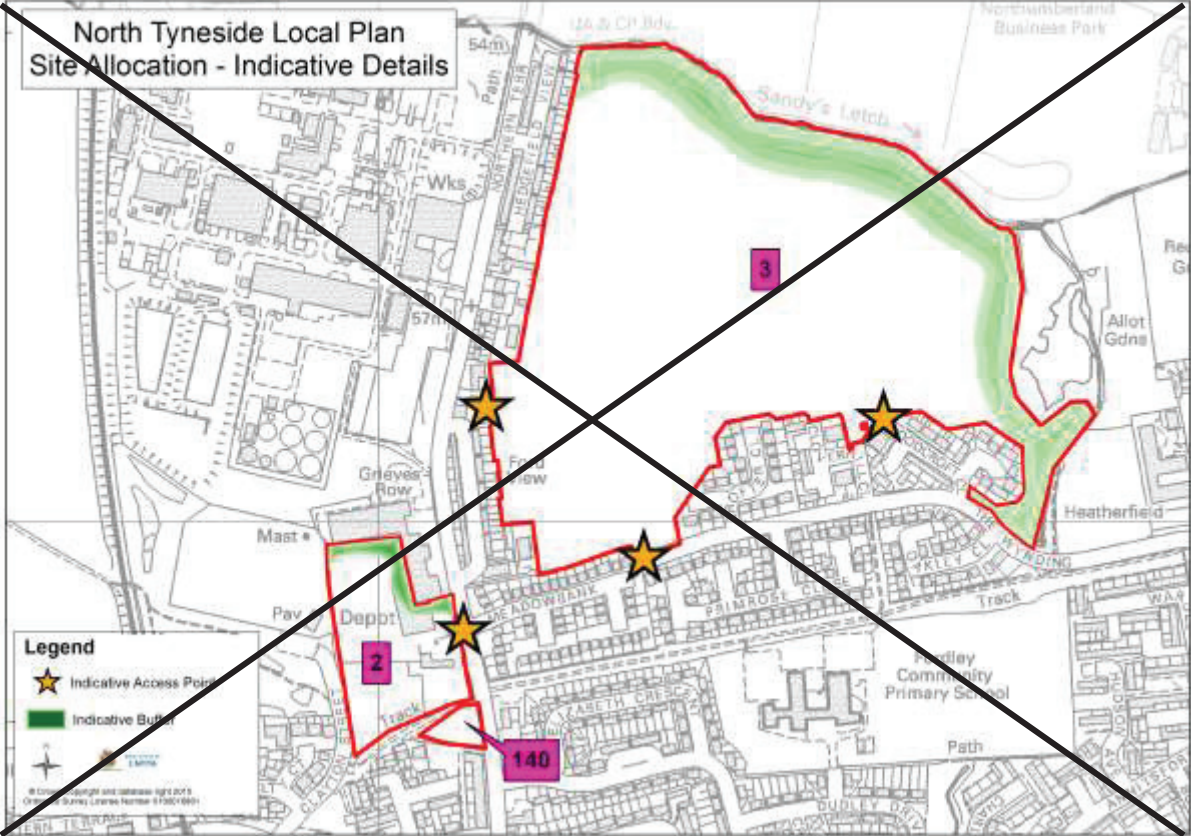
Ref	Page	Policy / Paragraph	Main Modification				
			73	Land at Minton Lane, North Shields	Riverside	Brownfield	33
			74	Site 18R, Royal Quays, North Shields	Riverside	Brownfield	50
			75	Land at Coble Dene, Royal Quays, North Shields	Riverside	Brownfield	7
			79	Langdale Gardens, Howdon	Howdon	Brownfield	69
			80	Bonchester Court, Battle Hill Drive, Wallsend	Battle Hill	Brownfield	16
			81	Beadnell Court, Battle Hill Drive, Wallsend	Battle Hill	Brownfield	19
			85	Portugal Place Block, High Street West, Wallsend	Wallsend	Brownfield	25
			88	Land adjacent to RAOB ROAB Club, Brussels Road, Wallsend	Wallsend	Brownfield	5
			95	High Street East/Lawson Street, Wallsend	Wallsend	Brownfield	12
			97	Cedar Grove Block, Wallsend	Wallsend	Brownfield	25
			98	Hadrian Road (land south of Metro line), Wallsend	Wallsend	Brownfield	41
			99	Rosehill Road, Ropery Lane, Wallsend	Riverside	Brownfield	30
			101	Howdon Gas Works, Howdon Lane, Howdon	Riverside	Brownfield	66
			104	Howdon Green, Willington Quay	Riverside	Brownfield	83
			105	Land at Telford Street, East Howdon	Riverside	Greenfield	18
			111	East Benton Farm (north), Wallsend	Northumberland	Greenfield	50 <u>100</u>

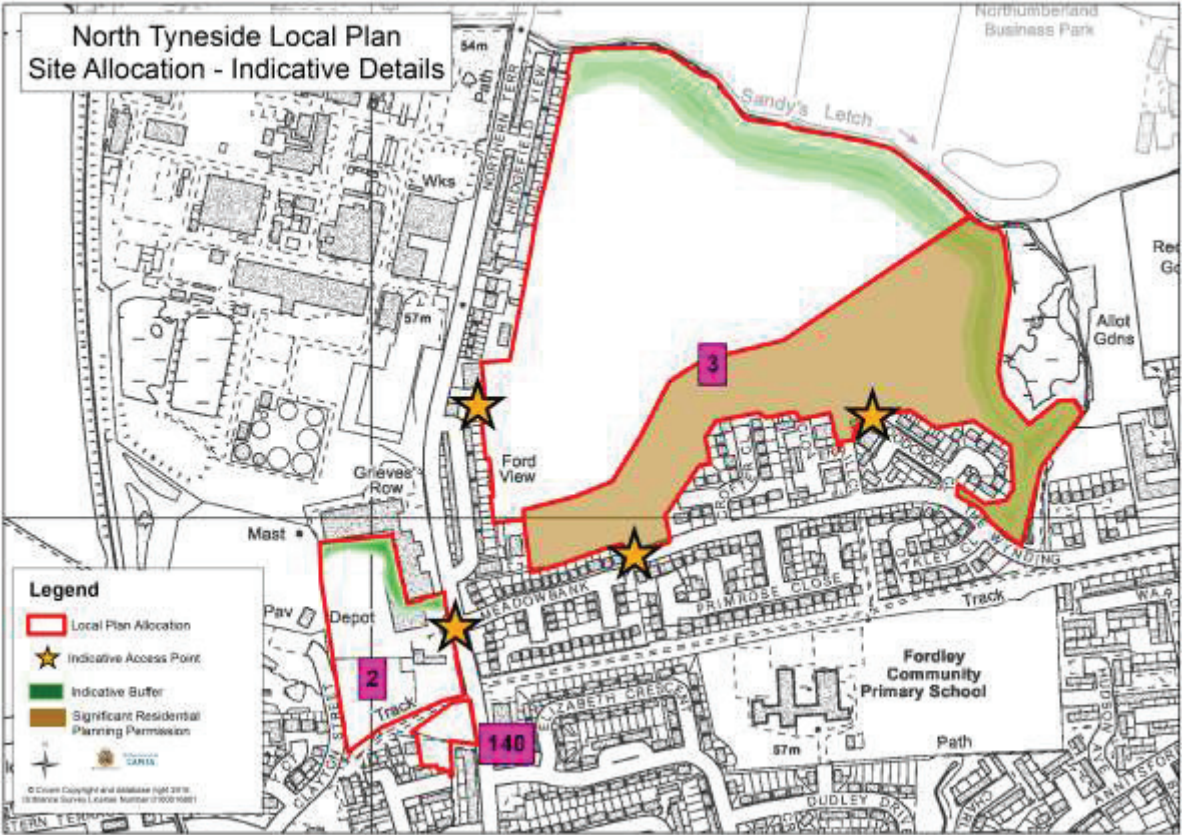
Ref	Page	Policy / Paragraph	Main Modification				
			113	High Farm (Oliver), Killingworth	Killingworth	Greenfield	31 30 28
			118	Land at Western Terrace, Dudley	Weetslade	Brownfield	14
			119	Site off Burradon Road, Dudley	Weetslade	Brownfield	12
			120	Land adjacent to Benton Metro Station	Benton	Brownfield	12
			121	Norway House, Royal Quays, North Shields	Riverside	Brownfield	8
			123	The Avenue, Park Avenue, Whitley Bay	Whitley Bay	Brownfield	5 12
			124	Ash Court, Rake Lane, North Shields	Collingwood	Brownfield	10
			125	Tynemouth Court, Hawkey's Lane, North Shields	Preston	Brownfield	18
			126	Site at Wilson Terrace, Forest Hall	Benton	Brownfield	4
			127	Site at Laburnum Avenue, Whitley Bay	Whitley Bay	Brownfield	6
			129	Silverbirch, Camperdown Industrial Estate, Mylord Crescent, Camperdown	Camperdown	Brownfield	31
			132	Former Dudley People's Centre, Weetslade Road, Dudley	Weetslade	Brownfield	16
			133	Drift Inn, Front Street, Seaton Burn	Weetslade	Brownfield	8
			135	Grasmere Court, Swindale Drive, Killingworth	Camperdown	Brownfield	39
			137	Coleman NE Ltd, Walker Place,	Tynemouth	Brownfield	14


Ref	Page	Policy / Paragraph	Main Modification						
				North Shields					
			138	Site at Esplanade, Whitley Bay	Whitley Bay	Brownfield	28		
			139	Land at Darsley Park	Benton	Greenfield	98		
			140	Former Dudley Miners Welfare Centre, Market Street, Dudley	Weetslade	Greenfield	7 <u>10</u>		
			141	Site of former Seaton Burn First School, Bridge Street, Seaton Burn	Weetslade	Greenfield	6 <u>8</u>		
			142	Land at Burradon Road/Front Street, Annitsford	Camperdown	Greenfield	17		
			143	Site at Western Terrace (east), Dudley	Weetslade	Brownfield	6		
			144	Trembles Yard, Whitley Road, Benton	Northumberland	Brownfield	65		
			Total Homes					7,582 7,541 <u>7,730</u>	
MM448	83	NEW PARAGRAPH, after Para 7.23 (ref 7.23a)	This Policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.						
MM473 And Policies Map Modifications Schedule MM179.	79 to 83	Policy S4.3 and Policies Map and Map 14	Policies Map and Map 14 – Sites 17, 111 and East Benton Farm – site boundary amended to reflect inclusion of land to the south (SHLAA ref 073b) and increase yield from 50 to 100 homes. Also reflected in update to Policy S4.3, with name of site and yield altered accordingly (MM174). To further show the Station Road East and Darsley Park sites now with planning permission.						

Ref	Page	Policy / Paragraph	Main Modification
			<p data-bbox="857 284 1263 341">North Tyneside Local Plan Site Allocation - Indicative Details</p>  <p data-bbox="1111 1091 1693 1118">Map 14 Indicative Details Sites 17 and 111</p>

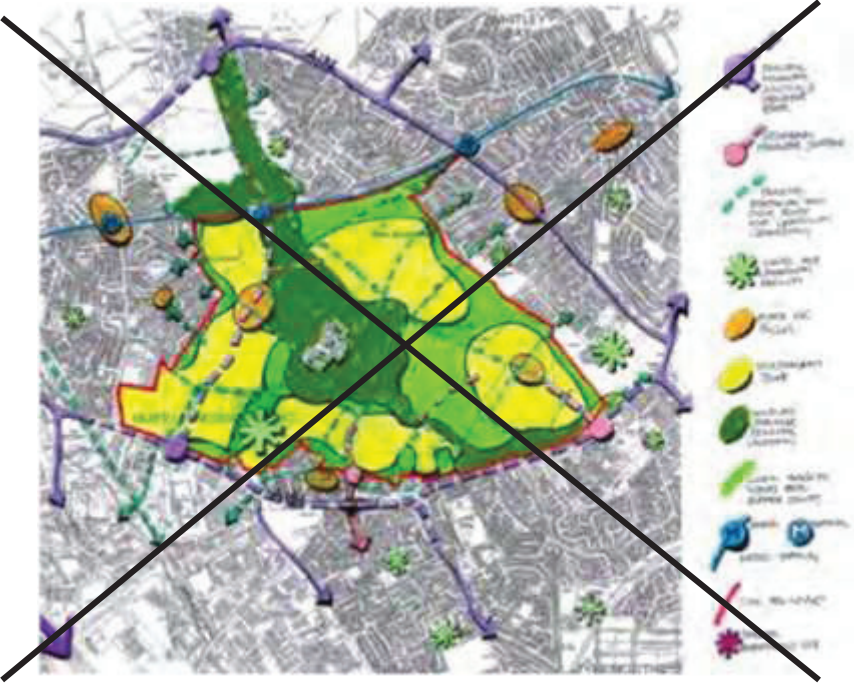
Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1115 1090 1688 1118"><u>Map 14 Indicative Details Sites 17 and 111</u></p>
MM475 and Policies Map Modification s Schedule MM175.	79 to 83	Policy S4.3 Policies Map and Map 12	<p data-bbox="757 1169 2045 1236">Policies Map and Site 140 – site boundary amended to reflect additional area and to increase yield from 7 to 10 homes. Also reflected in update to Policy S4.3 (MM174).</p> <p data-bbox="757 1284 2045 1351">Map 12 to amend the boundary of site 140 Former Dudley Miner’s Welfare to take in small vacant site to the south at East View.</p>

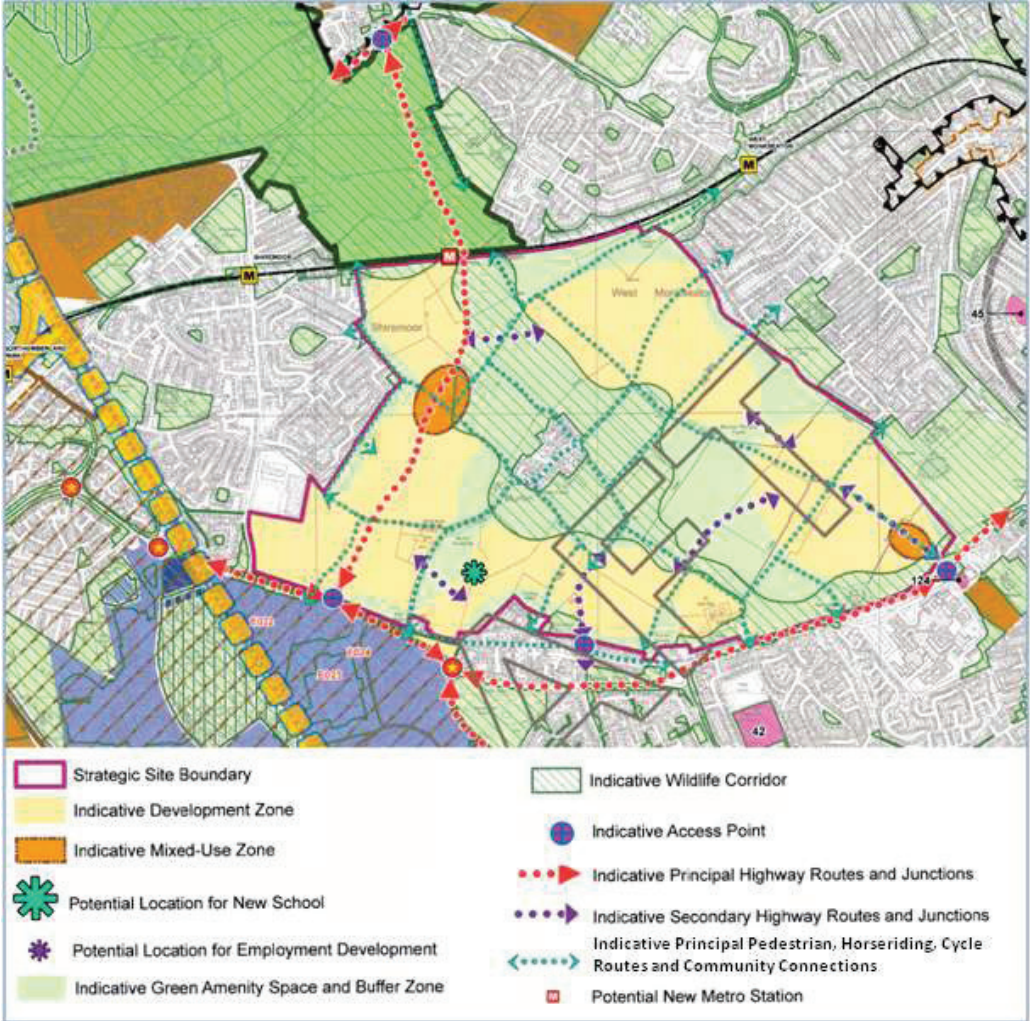




































Ref	Page	Policy / Paragraph	Main Modification
			<p data-bbox="831 284 1256 347">North Tyneside Local Plan Site Allocation - Indicative Details</p>  <p data-bbox="824 906 904 927">Legend</p> <ul data-bbox="824 938 1025 1002" style="list-style-type: none"> ★ Indicative Access Point ■ Indicative Buffer <p data-bbox="1093 1123 1711 1155">Map 12 – Indicative Details Sites 2, 3 and 140</p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1093 1118 1711 1145">Map 12 - Indicative Details Sites 2, 3 and 140</p>
MM474 MM482 Policies Map Modification s Schedule MM484.	79 to 83	Policy S4.3 and Policies Map and New Map 19a	<p data-bbox="761 1197 2042 1268">Policies Map and Site 45 – site boundary amended to reflect reduced developable area and to reduce yield from 20 to 13 homes. Also reflected in update to Policy S4.3 (MM174).</p> <p data-bbox="761 1316 2042 1348">Policies Map to be amended together with a new Map 19a and the following supporting text.</p>


Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1160 834 1648 863">Map 19a Indicative Details – Site 45</p> <p data-bbox="757 916 1368 944">Site 45 – Charlton Court; key considerations:</p> <ul data-bbox="804 959 1518 1018" style="list-style-type: none"> • <u>Retention of significant proportion of open space.</u> • <u>Access point form Churchill Avenue.</u>
MM181	91	NEW PARAGRAPH, after <i>Para 7.34 (ref 7.34a)</i>	<p data-bbox="757 1031 2049 1289"><u>Protection and enhancement of local, local and international biodiversity is also a primary consideration for any development. The Murton Gap, (Site 35 to 41) is identified within the Habitat Regulations Assessment as having the potential to cause adverse impacts on internationally protected wildlife sites due to its proximity to the Northumbria Coast Special Protection Area (SPA). The detailed policies for the strategic allocation identify the importance of appropriate mitigation of adverse biodiversity impacts. In addition, when implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.</u></p>
MM177	83	Para 7.24	<p data-bbox="757 1302 2049 1364"><u>In order to guide future delivery the following maps set out provide indicative mapping of potential access and environmental solutions. The following maps are only to be used as</u></p>






































Ref	Page	Policy / Paragraph	Main Modification
			<p>guides for development. The sites included here have been identified as requiring and benefiting from some initial early guidance. This is based upon potential requirements for indicative areas of open space or arising due to land use conflicts or biodiversity requirements, overall scale including where a number of sites may be clustered in close proximity, and access. These indicative maps are not intended to provide an exhaustive range of considerations.</p>
MM182	92	<p>Policy S4.4 (a) Murton Strategic Allocation Concept Plan</p>	<p>A strategic allocation Strategic Allocation is identified at Murton (Sites 35 to 41) to secure the delivery of approximately 3,000 homes during the plan period in a mix of housing tenures, types and sizes informed by available evidence of the housing needs of the <u>Borough</u> borough, and convenience retail provision of approximately 1,000m² net sqm.</p> <p>The key principles for development of the Murton strategic allocation are illustrated on the Policies Map through an indicative <u>Concept Plan</u> concept plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:</p> <ol style="list-style-type: none"> a. New housing, retail and community facilities in the general development locations identified; and, b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and, c. Strategic transport route connecting Earsdon by-pass with New York Road and Norham Road; <u>and</u> d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively or identified on the Policies Map, providing a primary school located broadly to the south west of the site; <u>and</u> e. A network of green and blue infrastructure that: <ol style="list-style-type: none"> i. Enables provision of strategic open space breaks to avoid the joining together of Shiremoor with Monkseaton, whilst integrating with existing communities; and, ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and, iii. Retains, connects and enhances the <u>local, national and international</u> biodiversity of each site; and,

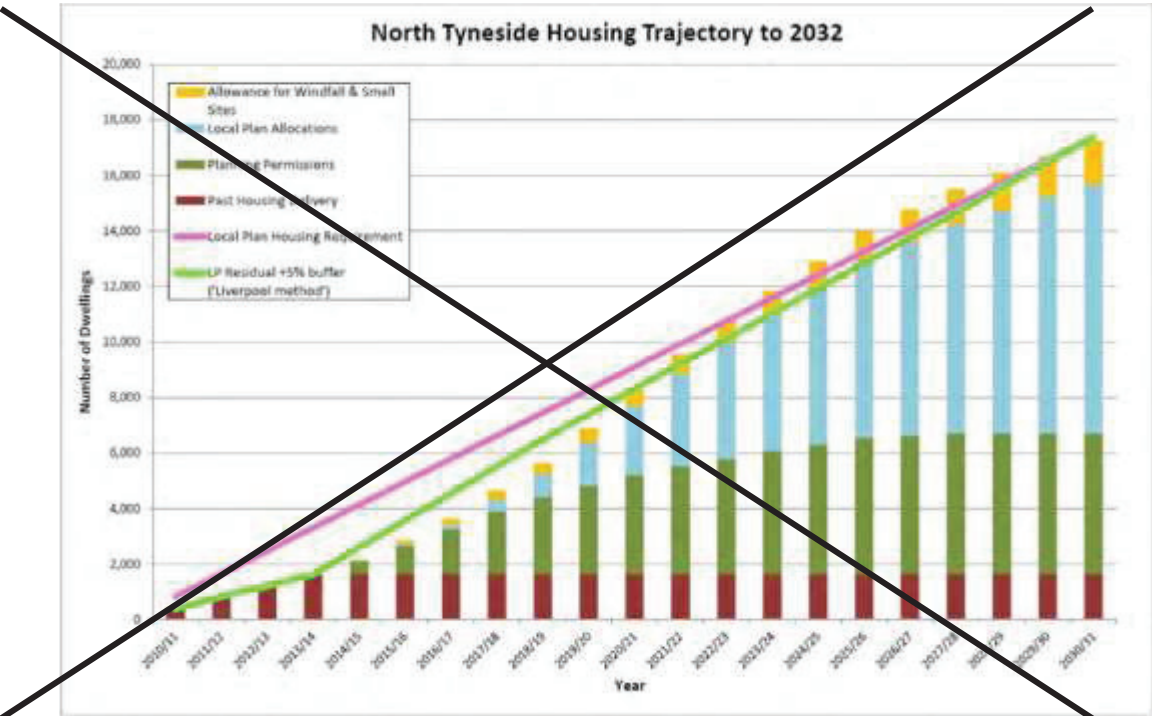
Ref	Page	Policy / Paragraph	Main Modification
			<ul style="list-style-type: none"> iv. Retains and enhances any important hedgerows or trees; and, v. Provides well-integrated and strategic green spaces for recreation <u>which includes 'Suitable Accessible Natural Green Space' (SANGS);</u> and, vi. Incorporates sustainable drainage systems.
MM186	93	Map 20	<p data-bbox="757 400 2045 464"><i>Replace Map 20 – change required as the existing plan is 'blurry' in appearance. The extract from the Policies Map will provide necessary clarity.</i></p> <div data-bbox="958 472 1809 1158" style="text-align: center;">  <p data-bbox="1137 1166 1675 1198">Map 20 Murton Indicative Concept Plan</p> </div>

Ref	Page	Policy / Paragraph	Main Modification												
			 <p>The map displays a strategic site boundary in purple. It features several zones: a yellow Indicative Development Zone, an orange Indicative Mixed-Use Zone, and a green Indicative Green Amenity Space and Buffer Zone. A green hatched area represents an Indicative Wildlife Corridor. A red dotted line with arrows indicates Indicative Principal Highway Routes and Junctions, while a blue dotted line with arrows shows Indicative Secondary Highway Routes and Junctions. Green dashed lines represent Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections. Potential locations for a new school (green star), employment development (purple star), and a new metro station (red square) are also marked. Access points are shown as blue circles. The map includes street names like 'West Moorlands' and 'Sturminster' and house numbers like '45', '42', '124', '122', and '120'.</p> <table border="0" data-bbox="898 1029 1910 1284"> <tr> <td> Strategic Site Boundary</td> <td> Indicative Wildlife Corridor</td> </tr> <tr> <td> Indicative Development Zone</td> <td> Indicative Access Point</td> </tr> <tr> <td> Indicative Mixed-Use Zone</td> <td> Indicative Principal Highway Routes and Junctions</td> </tr> <tr> <td> Potential Location for New School</td> <td> Indicative Secondary Highway Routes and Junctions</td> </tr> <tr> <td> Potential Location for Employment Development</td> <td> Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections</td> </tr> <tr> <td> Indicative Green Amenity Space and Buffer Zone</td> <td> Potential New Metro Station</td> </tr> </table> <p data-bbox="1137 1300 1666 1332">Map 20 Murton Indicative Concept Plan</p>	 Strategic Site Boundary	 Indicative Wildlife Corridor	 Indicative Development Zone	 Indicative Access Point	 Indicative Mixed-Use Zone	 Indicative Principal Highway Routes and Junctions	 Potential Location for New School	 Indicative Secondary Highway Routes and Junctions	 Potential Location for Employment Development	 Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections	 Indicative Green Amenity Space and Buffer Zone	 Potential New Metro Station
 Strategic Site Boundary	 Indicative Wildlife Corridor														
 Indicative Development Zone	 Indicative Access Point														
 Indicative Mixed-Use Zone	 Indicative Principal Highway Routes and Junctions														
 Potential Location for New School	 Indicative Secondary Highway Routes and Junctions														
 Potential Location for Employment Development	 Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections														
 Indicative Green Amenity Space and Buffer Zone	 Potential New Metro Station														

Ref	Page	Policy / Paragraph	Main Modification
MM187	94	<p>Policy S4.4 (b) Killingworth Moor Strategic Allocation Concept Plan</p>	<p>A strategic allocation <u>Strategic Allocation</u> is identified at Killingworth Moor (Sites 22 to 26) to secure the delivery of approximately 2,000 homes during the plan period in a mix of housing tenures, types and sizes, informed by available evidence of the housing needs of the <u>Borough</u> borough, convenience retail provision of approximately 500m² net sqm and 17 hectares of employment land.</p> <p>The key principles for development of the Killingworth Moor strategic allocation are illustrated on the Policies Map through an indicative <u>Concept Plan</u> concept plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:</p> <ul style="list-style-type: none"> a. New housing, employment, retail and community facilities in the general development locations identified; and, b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and, c. Strategic transport route connecting Killingworth Way with Great Lime Road; and, d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map providing a primary and secondary school located broadly to the south east of the site; and, <u>and</u>, e. A network of green and blue infrastructure that: <ul style="list-style-type: none"> i. Enables provision of strategic open space breaks to avoid the joining together of Killingworth with Forest Hall and Palmersville, whilst integrating with existing communities; and, ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and, iii. Retains, connects and enhances the biodiversity of each site; and, iv. Retains and enhances any important hedgerows or trees; and, v. Provides well-integrated and strategic green spaces for recreation; and, vi. Incorporates sustainable drainage systems.
MM189	95	Map 21	<p><i>Amend Map 21 - change required as the existing plan is 'blurry' in appearance. The extract from the Policies Map will provide necessary clarity. To remove the principle of the employment site adjacent to Killingworth Way to reflect the Policies Map.</i></p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1070 922 1738 954">Map 21 Killingworth Moor Indicative Concept Plan</p>

Ref	Page	Policy / Paragraph	Main Modification												
			 <p>The map displays a strategic site boundary in purple. It is divided into several zones: yellow for Indicative Development Zones, orange for Indicative Mixed-Use Zones, and green for Indicative Green Amenity Space and Buffer Zones. A network of routes is shown, including red dotted lines for principal highway routes and junctions, and purple dotted lines for secondary highway routes and junctions. Blue circles indicate indicative access points, and red squares mark potential new metro stations. Other features include potential locations for a new school (green starburst) and employment development (purple starburst), as well as indicative wildlife corridors (hatched areas) and principal pedestrian, horseriding, and cycle routes (green dashed lines).</p> <table border="0" data-bbox="999 1013 1809 1276"> <tr> <td> Strategic Site Boundary</td> <td> Indicative Wildlife Corridor</td> </tr> <tr> <td> Indicative Development Zone</td> <td> Indicative Access Point</td> </tr> <tr> <td> Indicative Mixed-Use Zone</td> <td> Indicative Principal Highway Routes and Junctions</td> </tr> <tr> <td> Potential Location for New School</td> <td> Indicative Secondary Highway Routes and Junctions</td> </tr> <tr> <td> Potential Location for Employment Development</td> <td> Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections</td> </tr> <tr> <td> Indicative Green Amenity Space and Buffer Zone</td> <td> Potential New Metro Station</td> </tr> </table> <p data-bbox="1070 1300 1738 1332">Map 21 Killingworth Moor Indicative Concept Plan</p>	 Strategic Site Boundary	 Indicative Wildlife Corridor	 Indicative Development Zone	 Indicative Access Point	 Indicative Mixed-Use Zone	 Indicative Principal Highway Routes and Junctions	 Potential Location for New School	 Indicative Secondary Highway Routes and Junctions	 Potential Location for Employment Development	 Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections	 Indicative Green Amenity Space and Buffer Zone	 Potential New Metro Station
 Strategic Site Boundary	 Indicative Wildlife Corridor														
 Indicative Development Zone	 Indicative Access Point														
 Indicative Mixed-Use Zone	 Indicative Principal Highway Routes and Junctions														
 Potential Location for New School	 Indicative Secondary Highway Routes and Junctions														
 Potential Location for Employment Development	 Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections														
 Indicative Green Amenity Space and Buffer Zone	 Potential New Metro Station														

Ref	Page	Policy / Paragraph	Main Modification
MM198	98	Para 7.44, replacement paragraph	<p>The overall trajectory for delivery arising from these sites is illustrated in the graph below. The North Tyneside Housing Trajectory (2011/12 to 2031/32) is shown below. This outlines actual delivery since the start of the plan period (1 April 2011) and forecast delivery (as at April 2016) from all identified deliverable and developable sources including:</p> <ul style="list-style-type: none"> • Outstanding planning permissions (both full and outline); • Local Plan housing allocations (both for residential and mixed-use schemes); and, • The justified non-site-specific allowances for both windfall and small-sites over the plan period.
MM199	98	Housing Trajectory	<p>Replace the North Tyneside Housing Trajectory to 2032 to reflect SHLAA 2016</p> 

Ref	Page	Policy / Paragraph	Main Modification
			<p>North Tyneside Housing Trajectory to 2032</p> <p>Number of Dwellings</p> <p>Year</p> <p>Legend:</p> <ul style="list-style-type: none"> Allowance for Windfall & Small Sites Local Plan Allocations Planning Permissions Past Housing Delivery Local Plan Housing Requirement Residual Target (L'pool) +20% buffer
MM200	99	Para 7.46	<p>Through <u>The housing requirement will be delivered through a combination of specific sites and broad locations, along with a small allowance for sites that are currently unidentified.</u> 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 <u>locations in parts of the Borough within the town centres and main urban area.</u></p>
MM204	99	NEW PARAGRAPHS, after 7.49 (ref 7.49a and 7.49b)	<p><u>The delivery of new housing will be monitored against the requirement set out in the housing trajectory, as part of the wider Local Plan process, including the SHLAA and Authority Monitoring Report (AMR). Further detail on implementation of the strategic vision can be read</u></p> <p><u>in the Housing Implementation Strategy. House-building will be compared against both the annual and cumulative requirement over throughout the plan period to 2032, including undertaking a</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>review of the existence of persistent under-delivery. Through this monitoring process, if it becomes apparent that there is sustained under-performance against the requirement and, as a result, that the strategic objectives for growth in North Tyneside are not being delivered, then measures will need to be put in place to rectify the issue. This could involve a range of contingencies, potentially including:</p> <ul style="list-style-type: none"> • <u>Looking at ways to assist in the delivery of sites with planning permission;</u> • <u>Exploring opportunities for speeding-up delivery of allocated sites in order to advance delivery;</u> • <u>Continued liaison with neighbouring authorities through the duty to cooperate process; or,</u> • <u>If clearly necessary, considering whether new sites are needed to boost housing land supply, both immediately or in the longer-term.</u> <p><u>This will be undertaken in-line with the monitoring and review process as explained in Chapter 12, with the position continuing to be monitored throughout the plan period to 2032. Further detail can be read in Policy S4.2a, Policy 9.1 and the accompanying Implementation and Monitoring Framework.</u></p>
MM205	99	Para 7.50	<p>Whilst it is the role of the Local Plan to provide for, and specifically allocate, the sites to meet the overall housing needs, proposals for new sites, those which have not previously been identified through the plan process or allocated and known as 'windfall' sites, will continue to come forward for development throughout the Plan plan period. The SHLAA demonstrates....</p>
MM214	102	Para 7.64	<p>The 2013 household survey identified that there is an interest in self-build from households planning to move in the next five years. This found that 5.6% were interested in this form of housing delivery. Some households were also interested in community self-build self-build, defined as a 'group of people in housing need who join forces and become involved in the planning, design and building of their own homes'. From 1 April 2016 the Self-Build and Custom Housebuilding Act 2015 obliges local authorities to maintain a list of people and groups interested in building their own homes. North Tyneside Council has set up its own 'Self and Custom Build Register', enabling people who are interested in finding suitable building plots in North Tyneside to register their interest.</p>
MM215	102	NEW PARAGRAPH, after Para 7.64 (ref 7.64a)	<p><u>The Housing and Planning Act 2016 supports existing legislation on self-build and custom housebuilding by requiring local planning authorities (LPAs) to ensure sufficient serviced plots, with permission, are available to meet demand in their area, as identified by the register of persons requiring self-build plots.</u></p>
MM216	103	Policy DM4.6	<p>To ensure that new residential development provides a mix of homes, to meet current and future demand, and to create sustainable communities, applications for new housing development will be</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>considered with regard to the Council’s most up-to-date evidence, including housing need and local housing market conditions.</p> <p>To widen the overall housing offer in North Tyneside and meet identified demand, the provision of executive housing will be encouraged in suitable locations, as long as this does not compromise the Council's overriding objective to secure the delivery of affordable housing. For the purpose of this Policy <u>policy</u>, executive housing is defined as:</p> <ul style="list-style-type: none"> a. Detached properties; b. At densities of no more than 15 <u>up to 22</u> dwellings per hectare <u>of net development area</u>; and, c. Of four or more bedrooms. <p>These homes will be either:</p> <ul style="list-style-type: none"> 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. <p>To widen the overall housing offer in North Tyneside and meet identified demand for self-build development (including community self-build), applications for self-build housing will be supported in appropriate locations. Such schemes should:</p> <ul style="list-style-type: none"> f. Demonstrate high quality design, employing innovative approaches throughout; g. Provide for suitable linkages to infrastructure and facilities; <u>and,</u> h. 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. <p>For housing developments over 200 homes, the Council will encourage applicants to consider (where economically viable) opportunities to set aside a proportion of the site's <u>net developable area of the site</u> for custom and self-build self-build <u>self-build</u> housing.</p>
MM458	103	NEW PARAGRAPH, after <i>Para 7.65 (ref</i>	<p><u>For executive housing applications the Council would seek clarity from applicants to demonstrate that the nature of homes provided and density of development proposed is notably different to</u></p>

Ref	Page	Policy / Paragraph	Main Modification
		7.65a)	<p>general market housing provision within the borough. The net density of general market housing has been assessed as ranging generally between 20 and 30 dwellings per hectare. Evidence of target sales prices should also be provided to support applications for executive homes. Policy DM4.6 identifies that such housing would be valued at Council Tax Band G or in the top 10% of house prices within Tyne and Wear. This assessment should be made based upon the available sales data of all homes within the Tyne and Wear authorities over the previous 12 months.</p>
MM219	104	Para 7.71	<p>For private developers, affordable housing is delivered through contributions required as part of planning obligations, the terms of which are set out in S106 Agreements National planning policy Planning Policy requires the Council to set a Borough-wide target for the proportion of affordable housing to be sought over the plan period. <u>Based on evidence of viability the Borough-wide target is 25%. Whilst some sites may achieve less than this due to viability there may be other sites that can achieve more than the 25% target the aim is to achieve 25% overall across the Borough over the life of the Local Plan.</u></p>
MM222	105	Para 7.75 and NEW PARAGRAPH, after Para 7.75 (ref 7.75a)	<p>...assessed stood at 30%. Work undertaken to date through the AWVA (updated 2016) 2015 has found that a 25% target for affordable housing overall remains a reasonable and viable target for housing delivery in North Tyneside, whilst also allowing for appropriate funding to support improvements to infrastructure, facilities and amenities impacted by development. <u>Meanwhile over the period between 2010/11 and 2014/15 the North Tyneside Monitoring Report identifies that approximately 28% of all housing delivery was affordable, secured from a range of providers and development types. A borough wide target of 25% is therefore considered to be the minimum that housing delivery from all forms of delivery can achieve in the current economic circumstances. This evidence will be monitored on a regular basis and the implementation and effectiveness of the Council's affordable homes policy reviewed accordingly.</u></p> <p>Policy DM4.7 makes further provision for some schemes, in exceptional circumstances to make a contribution to affordable housing at another location or provide a commuted sum to the Council. <u>In some circumstances such an approach could provide an opportunity to make the best use of funding that might be available for affordable housing provision. For example such funding may have the potential to support wider Council programmes for affordable housing (and Council) housing provision that could secure more homes with the funds that would be viable from a scheme than might otherwise be achieved. However, in most instances the availability of land for affordable</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			housing development is a significant constraint and securing adequate on-site delivery will be the priority for the Council.
MM223	106	Policy DM4.7	<p>To meet the a Borough-wide target for at least the Council will seek 25% of all new homes to be affordable in perpetuity, on new housing developments of 10 11 or more dwellings and gross internal area of more than 1000m², or on sites of 0.5 ha or more, must provide a the maximum proportion of affordable housing to support delivery of the Borough-wide target, taking into consideration specific site circumstances and economic viability. Developments will be required to provide a mix of affordable housing for rent and intermediate housing, based on the most up-to-date evidence of local need. <u>Where necessary, to assist the viability of proposals, a flexible approach to the tenure mix of affordable housing provision will be considered by the Council.</u></p> <p>In all but the most exceptional cases the Council will require affordable housing provision to be made on-site. Where alternative off-site affordable housing provision or a commuted sum is proposed it must be demonstrated that:</p> <ol style="list-style-type: none"> 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 amount of affordable housing would be <u>broadly equivalent in value to, or greater than,</u> the amount that <u>which</u> would be viable if the provision was made on-site; or, c. Where a Commuted Sum is to be provided it will be <u>broadly equivalent to, or greater than,</u> the amount that <u>which</u> would be viable if the provision was made on-site. <p>Proposals for the delivery of affordable housing schemes (such as those submitted by the Council and Registered Providers) that make a contribution towards North Tyneside's overall assessed needs for affordable housing will be supported.</p>
MM224	106	NEW HEADING AND PARA before para 7.77 (ref 7.76a)	<p><u>Starter Homes</u></p> <p><u>The Housing and Planning Act 2016 sets out the statutory framework for the delivery of discounted Starter Homes for first-time buyers, including the general duty of all local planning authorities to promote the supply of such homes.</u></p>
MM225	106	NEW PARA before para 7.77 (ref 7.76b)	<p><u>On 24 March 2016 the Government published a technical consultation on Starter Home Regulations. The document defines Starter Homes as: "exclusively available for first-time buyers under the age of 40 and sold at a discount of at least 20 per cent of the market price." The requirement would</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>apply to sites of ten or more units, or covering more than 0.5 hectares. The document proposes a "single national minimum requirement" for 20 per cent of homes on these sites to be Starter Homes. There are also proposals for a "general exemption" to the Starter Homes requirement but this exemption would "apply only in tightly defined circumstances." The consultation document also provided a further opportunity for respondents to comment on the proposed changes to the definition of affordable homes for the purpose of national planning policy.</p>
MM226	106	NEW PARA before para 7.77 (ref 7.76c)	<p>The proposed Starter Homes requirement will have implications for Policy DM 4.7 - 'Affordable Housing'. The Council has published an addendum to the SHMA assessing the need for Starter Homes in North Tyneside, which found there is a demand in the Borough. The Local Plan has sought to provide an outline policy for affordable housing provision that will be sufficiently flexible to enable future delivery of affordable homes as defined by current government policy and advice, including the provision of Starter Homes.</p>
MM463	108	NEW PARA after para 7.88 (refs 7.88a to 7.88d)	<p>The optional standards that Policy DM4.9 bring into effect are governed by Building Regulations and set out within the Building Regulations 2010, 2015 edition incorporating 2016 amendments: 'Access to and use of buildings: Approved Document M'.</p> <p>All new dwellings are required to meet the regulations of Category 1, M4(1), where homes make reasonable provision to be visitable by a range of people including older people and those with reduced mobility. The further optional requirements include Category 2 accessible and adaptable dwellings, M4 (2). This standard is viewed as being met where a new dwellings makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. The overall proportion of new homes that Policy DM4.9 seeks to include as affordable homes is informed by an assessment of the impact of the additional standard upon the viability of development.</p> <p>M4(3) sets out further provisions whereby a dwelling makes reasonable provision either at completion, M4(3)(2)(b), or at a point following completion be adaptable, M4(3)(2)(a), for a wheelchair user to live in the dwelling and use any associated outdoor space.</p> <p><i>In order to allow for an appropriate transitional period the standards will only be applied to outline or full applications approved after 1 October 2018. It will not be applied retrospectively to those</i></p>

Ref	Page	Policy / Paragraph	Main Modification
			<i>applications for reserved matters where the outline permission was determined or is subject to a resolution to grant permission (including subject to planning obligations) before 1 October 2018.</i>
MM231	108	Para 7.91	Policy DM4.9 does not apply to an extension to a dwelling or material change of use. It applies only to new dwellings. Policy DM4.9 a-c will also apply where there is a material alteration to the dwelling as set out in Approved Document M of the Building Regulations. Where step-free access is not achievable or viable, neither of the optional requirements M4(2) and M4(3) will apply. <u>Viability testing through the Area Wide Viability Assessment has determined that the space and accessibility standards can be implemented without significant detriment to the economic viability of development.</u>
MM464	109	Policy DM4.9	<p>To ensure that new homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, <u>from the 1 October 2018</u> the following standards will apply, subject to site viability:</p> <p>Accessibility of homes</p> <p><u>Market Housing</u></p> <p>a. For all new housing developments, <u>excluding low-rise non-lift serviced flats, all 50% of homes are to meet building regulation M4 (2) —“Category 2 - accessible and adaptable dwellings”.</u></p> <p><u>Affordable Housing</u></p> <p>b. For all new housing developments, <u>excluding low-rise non-lift serviced flats, 90% of homes should meet building regulation M4(2) “accessible and adaptable dwellings”-</u></p> <p>c. For all new housing developments, <u>10% of all-new homes where the local authority is responsible for allocating or nominating a person to live in that dwelling should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area. Where there is no specific need identified, then M4 (3) (2) (a) will apply, to allow simple adaptation of the dwelling to meet the future needs of wheelchair users.</u></p> <p><u>Internal Space in a Home</u></p> <p>d. All new homes, both market and affordable, will meet the Government’s Nationally Described Space Standards (NDSS).</p>

Ref	Page	Policy / Paragraph	Main Modification
MM238	113	<i>Para 7.116</i>	There are currently no authorised sites within North Tyneside for use by the travelling community. <u>In defining accommodation terms, a 'pitch' is an area which is large enough for one household to occupy, typically one or two caravans and a 'site' is a collection of pitches which form a development exclusively for Gypsies and Travellers. For Travelling Showpeople, the common terms are 'plot' and 'yard'. For the purposes of this policy 'sites' and 'plots' encompasses all types of accommodation. Again, for the purposes of this Policy, the terms 'site' and 'pitch' are used to encompass all need for the travelling community.</u>
MM239	113	Policy DM4.12	Proposals for <u>additional sites for the travelling community sites, or for the expansion of existing sites,</u> will be permitted where all of the following criteria can be met: <ul style="list-style-type: none"> 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; <u>and,</u> d. The proposal has demonstrated that it accords with all other relevant the policies within this Local Plan.
MM243	114	<i>Para 7.120</i>	The nomadic nature of the travelling community means that this is a <u>cross-boundary cross boundary</u> issue. The Council has been engaging with other LPAs in the North East in gathering evidence to understand the needs for Gypsies and Travellers in the wider area, and will continue to do so as part of <u>work through the duty to cooperate. its role in the Duty to Co-operate. As a result, whilst there is no evidence of need for any additional accommodation in North Tyneside, the wider housing needs of the travelling community are being met at a sub-regional level by neighbouring local authorities. As an example, Northumberland County Council, through their own GTAA, has identified a requirement to provide additional accommodation for the travelling community and are planning to meet this over the plan period.</u>
MM247	116	Policy DM5.2	The loss of any part of the green infrastructure network will only be considered in the following exceptional circumstances: <ul style="list-style-type: none"> a. where <u>Where</u> it has been demonstrated that the site no longer has any value to the community in terms of access and function; or, b. If it is not a designated wildlife site or providing important biodiversity value; or, c. If it is not required to meet a shortfall in the provision of that green space type or another green space type; or, d. <u>The proposed development would be ancillary to use of the green infrastructure and the</u>

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>benefits to green infrastructure would outweigh any loss of open space.</u></p> <p><u>Where development proposals are considered to meet the exceptional circumstances above, permission will only be granted where alternative provision, equivalent to or better than in terms of its quantity and quality, can be provided in equally accessible locations that maintain or create new green infrastructure connections.</u> could adversely affect green infrastructure, permission will only be granted where:</p> <p>d. alternative provision, equivalent to or better than in terms of its quantity and quality, can be provided in equally accessible locations which maintains or creates new green infrastructure connections; or</p> <p>e. 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.</p> <p>Proposals for new green infrastructure, or improvements to existing, should seek net gains for biodiversity, improve accessibility and multi-functionality of the green infrastructure network and not cause adverse impacts to biodiversity.</p>
MM459	118	NEW PARA after <i>para 8.17 (ref 8.17a)</i>	Part of the <u>Borough around St. Mary's Island is within the Coquet to St Mary's Marine Conservation Zone (MCZ). The MCZ protects the rock, sand, mud and sediment of the seabed that are the habitats for a large variety of sea life.</u>
MM253	118	NEW PARA after <i>Para 8.18 (ref 8.18a)</i>	<u>To assist applicants the Council has identified buffer zones, within the Green Infrastructure Strategy, around all designated and protected areas which will enable the applicant to see whether proposals are likely to impact these areas and would need to meet the requirements outlined within relevant Local Plan policies.</u>
MM254	119	Policy DM5.5	<p>.....and the wider wildlife links: and,</p> <p>e. Applications are accompanied by the appropriate ecological surveys that are carried out to industry guidelines, where there is <u>evidence to support reason to suspect</u> 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; and,</p> <p>.f. For all adverse impacts of the development appropriate <u>on site</u> mitigation measures,</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>reinstatement of features, or, as a last resort, <u>off site</u> compensation to enhance or create habitats <u>must form part of the proposals on or off site. This must be accompanied by a management plan and monitoring schedule, as agreed by the Council.</u></p> <p><u>Proposed development on land within or outside a SSSI likely to have an adverse effect on that site would only be permitted where the benefits of the development clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the SSSI national network.</u></p> <p>Proposals located within the defined wildlife site buffer zones set out in the most up to date Green Infrastructure Strategy will be required to consider the impact of the proposed development on the designated site.</p>
MM255	120	Policy DM5.6	<p>In accordance with European Legislation, proposals that are likely to have <u>adverse significant</u> effects on the features of internationally designated sites, either alone or in-combination with other plans or projects, will require an appropriate assessment. Proposals that adversely affect a site's integrity can only proceed where there are no alternatives, imperative reasons of overriding interest are proven and the effects are compensated.</p> <p>Expert advice will be sought on such proposals and, if necessary, developer contributions or conditions secured to implement measures to ensure avoidance or mitigation of, or compensation for, adverse effects. Such measures would involve working in partnership with the Council (and potentially other bodies) and could include <u>a combination of two or more of the following mitigation measures:</u></p> <ol style="list-style-type: none"> a. Appropriate signage to encourage responsible behaviour; b. Distribution of information to raise public awareness; c. Working with local schools, forums and groups to increase public understanding and ownership; d. Use of on-site wardens to inform the public of site sensitivities; e. Adoption of a code-of conduct; f. Zoning and/or seasonal restrictions to minimise disturbance in particular sensitive areas at particularly sensitive times; g. Specially considered design and use of access points and routes; h. Undertaking monitoring of the site's condition and species count; i. Provision of a Suitable Accessible Natural Green Space (SANGS).

Ref	Page	Policy / Paragraph	Main Modification
			Proposals located within the defined wildlife site buffer zones set out in the most up to date Green Infrastructure Strategy will be required to consider the impact of the proposed development on the designated site.
MM460	121	Para 8.23	Several policies within this Plan have been identified through the Habitat Regulations Assessment as having a potential adverse effect on international sites and their qualifying species. Policy DM5.6 is to be used alongside those policies to ensure that any adverse effects are avoided, mitigated or compensated accordingly. <u>The Council have produced guidelines for the creation of Suitable Accessible Natural Green Space (SANGS) that will be useful in applying Policy DM5.6.</u>
MM265	126	Policy DM5.13	... Council and its drainage partners to ensure any works are complementary to wider plans <u>and fairly and reasonably related in scale and kind to the proposed development.</u>
MM266	127	Policy DM5.14	<p>Applicants will be required to show, with evidence, they comply with the Defra DEFRA technical standards for sustainable drainage systems (unless otherwise updated and/or superseded).</p> <p>A reduction in surface water run off rates will be sought for all new development.</p> <p>On brownfield sites, surface water run off rates post development should be limited to a maximum of 50% of the flows discharged immediately prior to development <u>where appropriate and achievable.</u></p> <p>For greenfield sites, surface water run off post development must meet or exceed the infiltration capacity of the greenfield prior to development incorporating an allowance for climate change.</p>
MM267	127	Policy DM5.15	<p>Applicants will be required to show, with evidence, they comply with the Defra DEFRA technical standards for sustainable drainage systems (unless otherwise updated and/or superseded)...</p> <p>Discharge into the ground*; Discharge to a surface water body; Discharge to a surface water sewer; or Discharge to a combined sewer.</p> <p>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.</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>...Where SuDS are provided, arrangements must be put in place for their whole lifetime management and maintenance. Where appropriate SuDS should be designed and located to...</p> <p><u>* Deep drainage structures are not suitable in the Borough due to actively managed mine water levels and raising groundwater levels.</u></p>
MM272 And Policies Map Modifications Schedule MM273	130	Policy DM5.17	<p>...economic objectives. This will be achieved by:</p> <p>a. Proposals for mineral extraction being assessed individually and cumulatively, and permitted where no <u>unacceptable</u> adverse social, environmental and economic impacts would arise. <u>Planning and environmental criteria to be taken into account when considering planning applications for minerals development are as follows:</u></p> <ul style="list-style-type: none"> <u>i. Amenity (e.g. dust, noise and vibration);</u> <u>ii. Air quality;</u> <u>iii. Lighting;</u> <u>iv. Visual impact;</u> <u>v. Landscape character;</u> <u>vi. Traffic, including air and rail, and access;</u> <u>vii. Risk of contamination to land;</u> <u>viii. Soil resources and the impact on best and most versatile agricultural land;</u> <u>ix. Flood risk;</u> <u>x. Ground and surface water impacts;</u> <u>xi. Land stability;</u> <u>xii. Ecology, including habitats, species and designated sites; and,</u> <u>xiii. Heritage assets and their setting.</u> <p>b. If possible, an appropriate contribution will be made towards the Tyne and Wear sub regional aggregates apportionment of 5.7 million <u>million</u> tonnes of sand and gravel to 2032. This will require provision throughout the plan period of a minimum sub regional sand and gravel landbank equivalent to seven years' production at a rate of 0.334 million tonnes per annum.</p> <p>c. Worked land being subject to high standards of restoration and aftercare to ensure the most appropriate and beneficial use, within an agreed timescale; this could include the delivery of net-gains for biodiversity, improvements for agriculture and enhanced access for recreation.</p> <p>d. Encouraging temporary material-recycling facilities on the sites of major demolition or</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>construction projects and provision of permanent recycling plants for construction and demolition waste in appropriate locations, as defined in <u>Policy policy-S7.7</u>.</p> <p>e. <u>Safeguarding the existing transport and processing infrastructure at Howdon Wharf, as shown on the Policies Map, to allow for the continued transfer and movement of marine aggregates and safeguarding existing, planned and potential sites for concrete batching, the manufacture of coated materials, and other concrete products. Proposals for non-mineral development that may threaten, lead to the loss of, or damage to, the functioning of safeguarded mineral infrastructure or locations will not be permitted unless it can be demonstrated that:</u></p> <ul style="list-style-type: none"> <u>i. An alternative site within an acceptable distance can be provided, which is at least as appropriate for the use as the safeguarded site; and,</u> <u>ii. It can be demonstrated that the infrastructure no longer meets the current or anticipated future needs of the minerals, building and construction industry or the waste management industry.</u> <p>f. Mineral resources will be safeguarded from other forms of development that would prejudice future mineral extraction. Mineral Safeguarding Areas have been defined for shallow coal, marine and estuarine sand and gravel, basal sand, lower magnesian limestone, and glacial sand and gravel resources in the plan area and their extent is shown on the Policies Map. These resources will be safeguarded from non-mineral development that would needlessly sterilise the resource and prejudice future mineral extraction. Planning permission will not be granted for any form of development within a Mineral Safeguarding Area that is incompatible with safeguarding the mineral unless <u>an assessment is submitted in which the applicant can demonstrate to the satisfaction of the Local Planning Authority:</u></p> <ul style="list-style-type: none"> i. the applicant can demonstrate to the satisfaction of the Local Planning Authority that the mineral concerned is no longer of any value or potential value; or ii. the mineral can be extracted satisfactorily prior to the incompatible development taking place; or iii. the incompatible development is of a temporary nature and can be completed and the site restore to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or iv. there is an overriding need for the incompatible development; or v. it constitutes exempt development, namely householder applications; changes of use; infilling in existing built up areas.
MM274	131	<i>NEW PARA after</i>	A useful tool to demonstrate points f.i to f.iv of Policy DM5.17 would be through a Mineral

Ref	Page	Policy / Paragraph	Main Modification
		Para 8.62 (ref 8.62a)	Assessment. British Geological Survey's Good Practice Advice (2011) provides advice on the completion of a Mineral Assessment.
MM280	135	DM6.1	<p>Applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area. Proposals are expected to demonstrate:</p> <ul style="list-style-type: none"> a. d. A design responsive to landscape features, topography, wildlife habitats, site orientation and existing buildings, incorporating where appropriate the provision of public art; b. a. A positive relationship to neighbouring buildings and spaces; c. b. A safe environment that reduces opportunities for crime and antisocial behaviour; d. e. A coherent, legible and appropriately managed public realm that encourages accessibility by walking, cycling and public transport and that is not dominated by vehicular traffic and car parking; e. <u>Sufficient car parking that is well integrated into the layout; and,</u> d. A design responsive to the existing landscape, topography and character of the locations context, incorporating where appropriate innovative features and statements of artistic quality; e. Passive solar design to benefit heating, cooling and lighting; and f. A good standard of amenity for existing and future residents and users of buildings and spaces.
MM283	136	Policy DM6.2	<p>..... main building. This will involve a lower roof and eaves height, significantly smaller footprint, span and length of elevations.</p> <p>When assessing applications for extending buildings the Council will consider:</p> <ul style="list-style-type: none"> a. Whether or not the property is affected by any designations or considered to be a heritage asset <u>or within the setting of a heritage asset;</u> b. The location of the extension in relation to the street scene; c. implications <u>Implications</u> for amenity on adjacent properties and land such as outlook, loss of ligh of privacy; d. The cumulative.....
MM288	140	DM6.6	<p>The alteration, extension or restoration of heritage assets, and development that affect their settings, <u>Proposals that affect heritage assets or their settings will be permitted where it sustains,</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>conserves <u>they sustain, conserve</u> and, where appropriate, <u>enhance</u> enhances the significance, appearance, character and setting of heritage assets in an appropriate manner. As appropriate, development will:</p> <ol style="list-style-type: none"> 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, height, mass, footprint, materials and architectural detailing and do not harm the significance of the heritage asset; f. demonstrate <u>Demonstrate</u> 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 statement that informs proposals through understanding the asset, fully assessing the proposed affects of the development and influencing proposals accordingly. <p>Any development proposal that would detrimentally impact upon a heritage asset will be refused permission, unless it is necessary for it to achieve wider public benefits that are necessary <u>outweigh the harm or loss to the historic environment,</u> and cannot be met in any other way.</p> <p>Heritage assets that are to be affected by development will require recording (including archaeological recording where relevant) before development commences.</p> <p>Any heritage reports prepared as part of a development scheme will be submitted for inclusion on the Tyne and Wear Historic Environment Record (HER) and published where considered appropriate.</p>
MM290	141	Policy DM6.7	...full archaeological excavation in advance of development.

Ref	Page	Policy / Paragraph	Main Modification
			<p>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 <u>Should the loss of significance of the archaeological remains be outweighed by substantial public benefits so that preservation in-situ would not be justified,</u> preservation by record will be required to be submitted to and agreed with the Local Planning Authority, and completed and the findings published within an agreed timescale.</p>
MM298	146	Para 10.15	<p>At the current time, the The Tyne and Wear Local Transport Plan (LTP3, adopted in 2011) sets out the priorities for transport in Tyne and Wear. In due course, it is intended that this will be replaced by a strategic transport plan, at a North East Combined Authority level, covering a larger geography. The Local Plan must support and complement the overall vision and objectives set out in the Local Transport Plan, including the key challenges of supporting economic development and regeneration, addressing climate change and supporting safe and sustainable communities. <u>However, mirroring the national picture, the methods for the delivery of strategic transport policy at a local and regional level are also subject to significant change. The North East Combined Authority (NECA) is to produce a joint strategic transport plan covering Northumberland, County Durham and Tyne and Wear. As a first step, a 'Transport Manifesto' was issued for public consultation in early 2016. This will inform the development of the full Transport Plan for the North East, expected to be issued for public consultation in early 2017, which will set policies and initiatives for all modes of transport throughout the North East. The identity 'Transport North East' has been established for transport delivery at a NECA level.</u></p>
MM303 And Policies Map Modifications Schedule MM450	147	Policy S7.3, section 1), Public Transport	<p>1) Public Transport</p> <p>1)-The Council, <u>will support its working with partners, who will seek to secure provide a comprehensive, integrated, safe, accessible and efficient public transport network, capable of supporting development proposals and future levels of growth. These measures will provide providing attractive alternative travel options for all groups within society and will be delivered by:</u></p> <ol style="list-style-type: none"> a. Supporting proposals to upgrade <u>for improvement to</u> the Metro system, including through investment in new rolling stock and by upgrading of existing stations and infrastructure. b. Improving access to, and safety of, Metro stations to make them more attractive and welcoming. c. Improving public transport interchanges to facilitate better integration between differing modes, principally bus and Metro but also including provision for taxis, cycle parking and

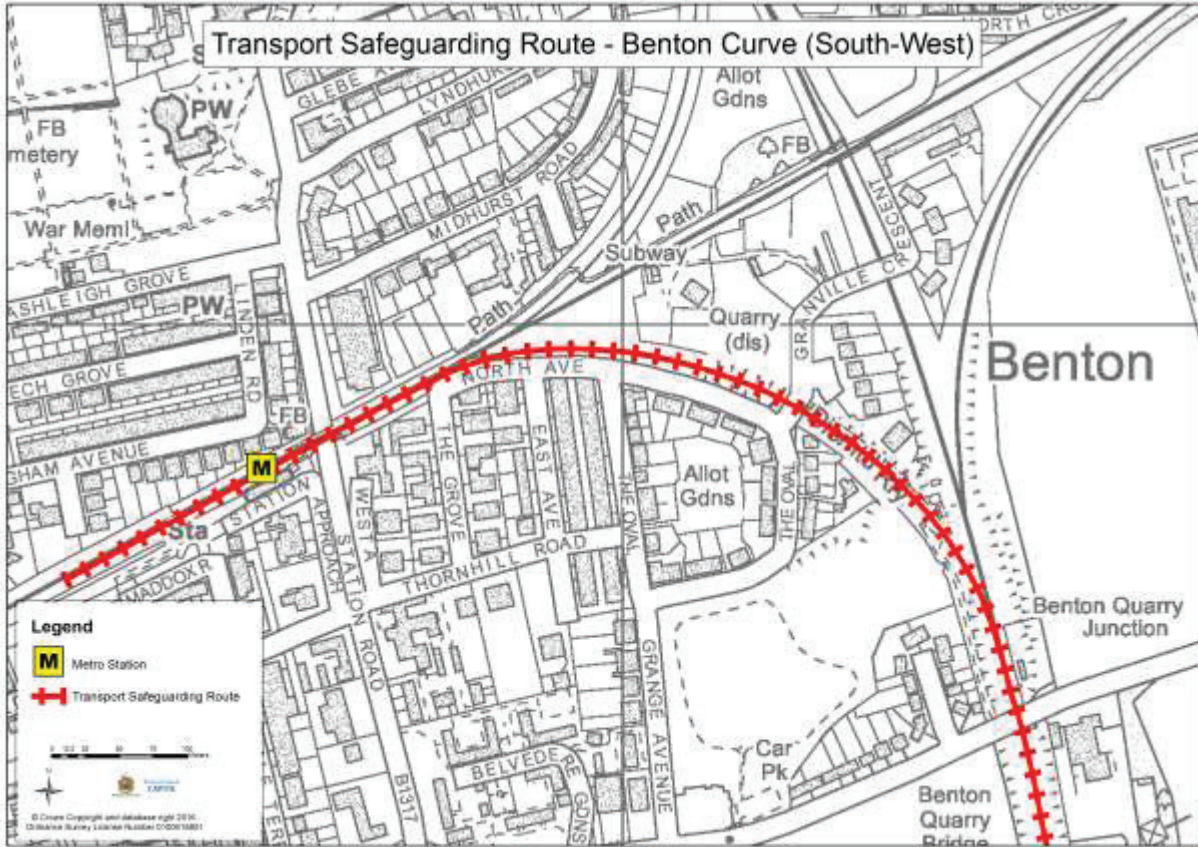
Ref	Page	Policy / Paragraph	Main Modification
			<p>storage facilities and car parking.</p> <p>d. Working with Nexus, bus <u>service</u> operators and major employers to maintain and enhance bus provision wherever possible. This will include improvement to services, improving <u>accessibility</u> information and ticketing and <u>supporting</u> proposals to address issues of <u>accessibility</u> and safety.</p> <p>e. Working with partners such as Nexus, transport operators and the voluntary sector where appropriate to promote the provision of <u>flexible</u> accessible transport options for persons with reduced mobility <u>or other factors which limit travel options</u>. —this includes Community Transport and Demand Responsive Transport (DRT) services.</p> <p>f. Ensuring the retention and protection of essential infrastructure that will facilitate sustainable passenger and freight movements, including safeguarding of strategic transport routes for the future. In particular, development which would obstruct or constrain the use of existing or former railway lines for a variety of transport uses will not be permitted – this includes <u>routes currently used</u> use for heavy rail, light rail, and/or cycleways. Specific examples with potential for future investment are marked on the Policies Map and include:</p> <ul style="list-style-type: none"> 0- <u>i.</u> Ashington, Blyth and Tyne Railway (Seghill - Northumberland Park - Benton); and, 0- <u>ii.</u> Northumberland Park – <u>to</u> Percy Main/Howdon (Cobalt Corridor Link) including protection of <u>the</u> key site at Earsdon Road, Shiremoor, <u>land in the Percy Main area</u> and sites for potential stations and access points along the route; <u>and,</u> 0- <u>iii.</u> <u>Benton Curve (South-West) – to allow access from the East Coast Main Line towards Benton, South Gosforth and Newcastle International Airport.</u> 0- <u>iii.</u> <u>iv.</u> <u>Additionally, potential sites for new stations, whether on the existing Metro rail network, and/or on routes re-opened for passenger traffic and/or extensions to the network, and/or extension of the Metro network will also be supported where appropriate. This includes proposals relating to both the Metro and heavy rail and will be linked to potential new development sites wherever possible. Specifically this includes potential sites for new Metro stations at Killingworth Moor and Murton Gap, linked to the strategic allocations</u> <p><u>identified in the Local Plan.</u></p>
MM304 And Policies Map	148	Policy S7.3, section 2), The Road Network	<p><u>2)</u> The Road Network</p> <p><u>2)</u> The Council, working with partners, will seek to deliver targeted improvements to the road</p>

Ref	Page	Policy / Paragraph	Main Modification
Modifications Schedule MM304)			<p>network to contribute to the economic development and regeneration of North Tyneside. Such improvements will be necessary to support businesses, <u>improve pedestrian and other road users' safety, contribute positively to environmental quality and support journey time reliability ensure progress with regard to both the timing and reliability of journeys.</u></p> <p>In conjunction with the Highways England, the priorities for improvement to the national strategic road network will be focused on the A19(T) including at the following key locations, <u>as shown on the Policies Map:</u></p> <ul style="list-style-type: none"> a. A19(T)/A193 Howdon Interchange; b. A19(T)/A1058 Silverlink Interchange; c. A19(T)/A1056 Killingworth Interchange; and, d. A19(T)/A1 Seaton Burn Interchange. <p><u>In addition, at the following locations, which are outside the Borough but have significant links to the North Tyneside highway network:</u></p> <ul style="list-style-type: none"> e. <u>A19(T)/A189 Moor Farm Interchange;</u> f. <u>A1(T)/A1056 North Brunton Interchange; and,</u> g. <u>A19(T)/A184 Testos Roundabout.</u> <p>The Council will also prioritise targeted improvements at other key points on the network including along the A188, A189 and A191 corridors, the A1058 Coast Road, and on the A1056 Sandy Lane, and on the A193 Wallsend Road/Tynemouth Road-A187 Hadrian Road corridor.</p> <p>Other priorities for improvements to the local road network will be examined as and when required with further detail on the above schemes, and others, available in the Infrastructure Delivery Plan (IDP).</p>
MM305	148	Policy S7.3, 3), Pedestrians, Cyclist and Horse-Riders	<p>3) Pedestrians, Cyclist and Horse-Riders Horse-Riders, Pedestrians and Cyclists</p> <p>3) The Council, working with its partners, will seek to protect and enhance its existing network of routes and provide a network of safe, convenient, direct and accessible routes for horse-riders, pedestrians, cyclists, horse-riders and other non-motorised modes of transport, using green infrastructure links where appropriate, using <u>The commitment to deliver a functioning network will be achieved through a variety of measures including, where appropriated, by:</u></p> <ul style="list-style-type: none"> a. Developing and implementing improvements to strategic and local walking and cycling routes in the Borough for the benefit of all users.

Ref	Page	Policy / Paragraph	Main Modification
			<p>b. <u>Specifically with regard to cycling, supporting proposals for new and improved infrastructure and associated facilities that would increase the opportunities for, and attractiveness of, cycling as a sustainable mode of travel.</u> This includes <u>established</u></p> <p>cycling routes which run on, and alongside, roads as well as the network of <u>off-road routes, local waggonways and other green infrastructure connections,</u> and including – <u>this incorporates the strategic routes</u> which form part of the National Cycle Network. <u>Proposals will be supported unless there would be significant adverse impacts on other recreational activities.</u></p> <p>c. b-Improving the quality and safety of the public realm, implementing street-scape <u>streetscape</u> improvements, giving greater priority to pedestrians, cyclists and horse-riders <u>horse-riders</u> and fostering road safety. Supporting cycle facilities that contribute to the local economy, providing it does not have a significant adverse impacts on other recreational activities.</p> <p>d- <u>Wherever possible, incorporating</u> Incorporating improvements for non-motorised modes of transport where possible as part of other transport schemes.</p>
MM307	149	Policy DM7.4	<p>The Council and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account <u>and seek to promote sustainable travel to minimise environmental impacts and support residents health and well-being:</u> and that:</p> <p>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, footways and cycle routes. Connections will be integrated into existing networks with opportunities to improve connectivity identified.</p> <p>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 <u>in accordance with standards set out in the Transport and Highways SPD (LDD12).</u></p> <p>c. The number of cycle and car parking spaces provided in new developments will be in accordance with standards set out in the Transport and Highways SPD (LDD12).</p> <p>d. New developments will need to demonstrate that existing or proposed public transport services levels <u>services levels</u> can accommodate development proposals, or where necessary, identify opportunities for public transport improvements including sustainable access to public transport transport hubs.</p> <p>e. New developments in close proximity to public transport facilities will be required to hubs,</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>whenever feasible, should provide a higher density of development to reflect increased opportunities for sustainable travel.</u></p> <p>f. <u>On developments considered appropriate, the Council will require charging points to be provided for electric vehicles in accordance with standards set out in the Transport and Highways SPD (LDD12).</u></p>
MM309	149	Para 10.19	<p>An integrated strategic public transport network is necessary to support the development of the Borough as a focus for housing, employment, shopping and leisure. This integration and ease of change between different transport modes – including Metro, bus, ferry, and private transport, and non-motorised modes – is vital in order for public transport to become an increasingly attractive travel option and ensure the desired modal shift from private transport. The role of public transport hubs in enabling and promoting the use of public transport is considered to be crucial, something which is supported by policy. These public transport hubs are considered to be locations where there are two or more modes of public transport within close proximity to each other and where a change between services or</p> <p>modes is encouraged; <u>This reflects recent consultation on changes to the NPPF, whereby the Government has proposed that LPAs would be expected to require higher density development around commuter hubs. Such hubs are proposed to be transport interchanges (rail, tram or tube), where people can board or alight to continue their journey by another mode, or alternatively, a location that has a frequent service; examples include Metro stations and bus stations.</u></p>
MM311	149	NEW PARAGRAPH, after Para 10.20 (ref 10.20a)	<p><u>The Local Plan considers the need to protect key transport corridors for the future, although to formally do so national policy requires firm evidence of a commitment to deliver the scheme within the plan period. Accordingly the alignments identified through policy have confirmed support from landowners, operators and other relevant stakeholders. However, the potential longer-term importance of other potential transport links and corridors will be reviewed over the plan period if and when necessary. Any future proposals for strategic transport infrastructure will be given considerable weight, where there is evidence of significant benefits to the Borough. Proposals that would sterilise future potential for transport purposes, even if not formally protected, would be carefully considered through the planning process.</u></p>
MM449	152	NEW PARAGRAPH, after Para 10.26 (ref 10.26a)	<p><u>The Policies Map also identifies the alignment at Benton Curve (South-West) for safeguarding. This land, to the east of Benton Metro Station, is owned by Newcastle International Airport (NIA) and formerly provided direct access from the ECML towards South Gosforth. Until the late 1980s this</u></p>

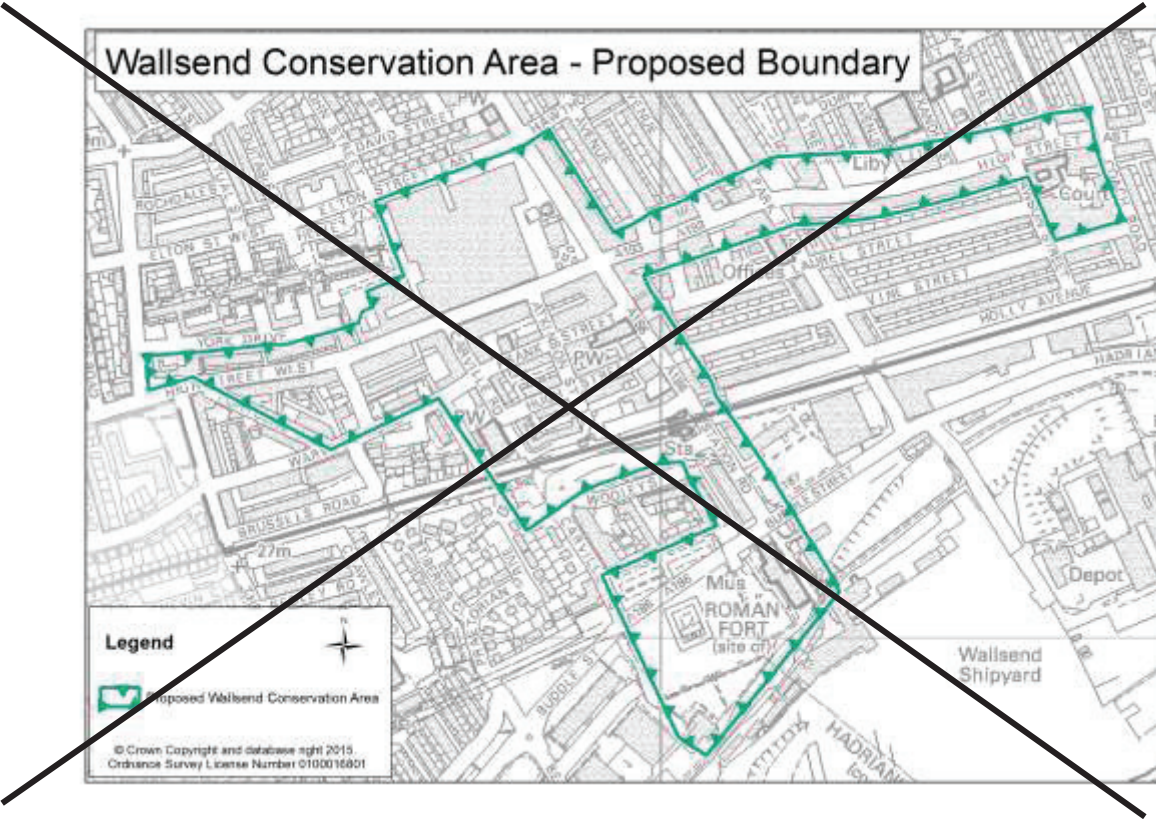
Ref	Page	Policy / Paragraph	Main Modification
			<p>was used for freight traffic to Fawdon and Callerton, with route-sharing in place between heavy rail and the T&W Metro, but this chord has been out-of-use for a number of years and track was lifted following the end of the traffic flows. The provision of a heavy rail link remains a long-term strategy of NIA, potentially for both passenger and freight use. This objective is outlined through the NIA 'masterplan 2030' and has also been identified as a future option in the NECA 'Metro and Local Rail Strategy', published in 2016. In order to ensure this potential remains over the plan period, the trackbed at Benton Curve (South-West) must be protected from development.</p>
MM450	152	NEW INSET MAP, after NEW PARAGRAPH proposed through MM449 (above)	<p><i>Insert new Map 23a to outline the safeguarded land at Benton Curve to support Policy S7.3 and the supporting text.</i></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p data-bbox="965 288 1733 323">Transport Safeguarding Route - Benton Curve (South-West)</p>  <p data-bbox="1151 1121 1715 1150">Map 23a – Benton Curve South-West Link</p>
MM333	154	<p data-bbox="488 1155 730 1251"><i>NEW PARAGRAPH after Para 10.41 (ref 10.41a)</i></p>	<p data-bbox="752 1155 2110 1375">However despite recent progress, there is scope for improvement and specific local measures to increase the attractiveness of active travel will be promoted by the Council where appropriate. The Council will work with a range of partners to deliver this including residents, landowners, neighbouring local authorities and specialist and voluntary groups, such as Sustrans and Cycling UK. In particular, opportunities to improve the quality of lighting, surfacing and signage along PROWs, cycle routes, waggonways and other green infrastructure links, will be encouraged for the benefit of all users. This includes protecting, prioritising and improving connections as part of new</p>

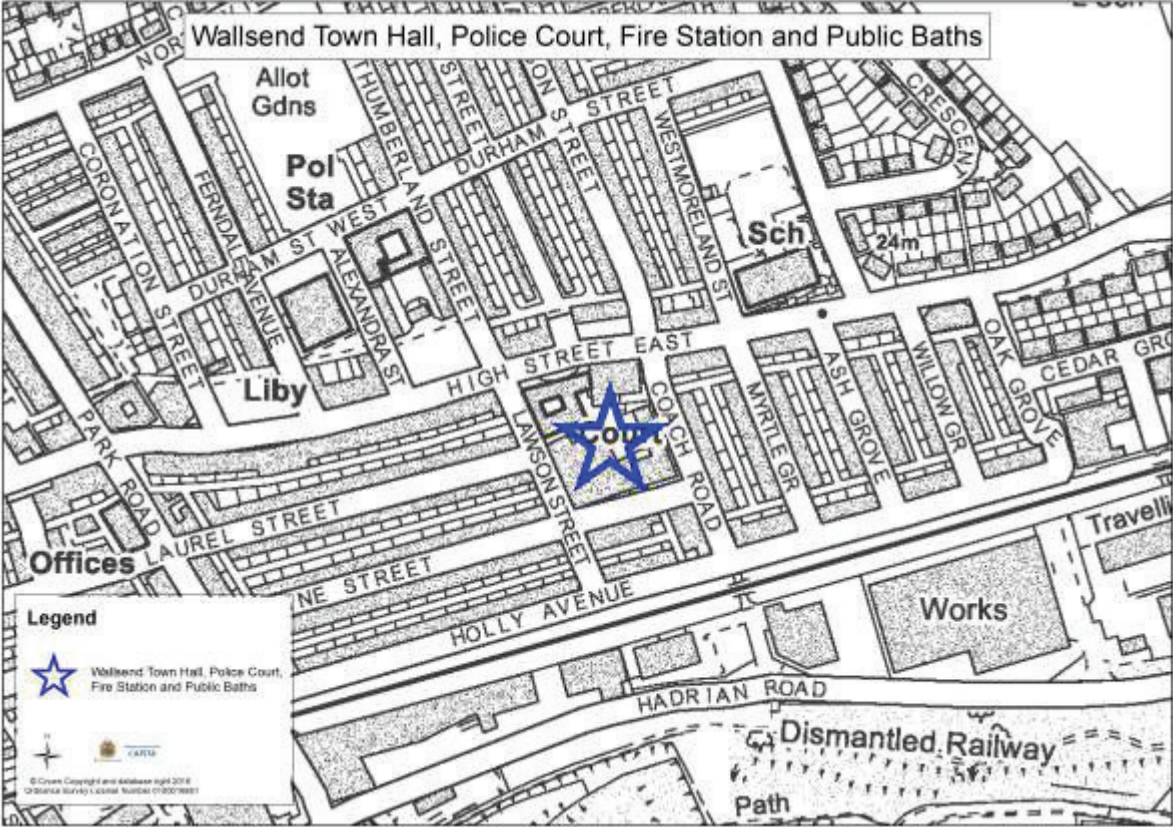
Ref	Page	Policy / Paragraph	Main Modification
			<p><u>development proposals in order to</u></p> <p><u>support sustainable modes. This should ensure that existing links are not broken and, wherever possible, that new development improves connectivity and provides cycle routes at an appropriate network density. Details are given in the Council's Transport and Highways SPD (LDD12). Design guidance for cycling infrastructure in North Tyneside, based on established best practice, is in preparation and will support the design of infrastructure to a high standard.</u></p>
MM335	155	Policy DM7.5	<p>The Council will seek applicants of major development proposals to contribute towards the creation of local employment opportunities and support growth in <u>skills through an increase in</u> the overall proportion of local residents in education or training. Applicants are encouraged to agree measures with the Council to achieve this, which could include:</p> <ul style="list-style-type: none"> a. The development or expansion of education facilities to meet any identified shortfall in capacity arising as a result of the development; and/or, b. Provision of specific training and/or apprenticeships that: <ul style="list-style-type: none"> i. Are related to the proposed development; or, ii. Support priorities for improving skills in the advanced engineering, manufacturing and the off-shore, marine and renewable sector <u>where relevant to the development.</u>;or; iii. Support other agreed priorities for improving skills and education in North Tyneside.
MM346	161	Policy S7.10	<p>The Council and its partners will ensure that local <u>provision and resources for cultural and community activities</u> cultural activities and community facilities are <u>accessible to</u> located in the neighbourhoods that they serve.</p> <p><u>In order to achieve this:</u></p> <ul style="list-style-type: none"> a. Priority will be given to the provision of facilities that contribute towards sustainable communities. In <u>in</u> particular, catering for the needs of the growing population around key housing sites; b. Access to education and <u>healthcare provision</u> health care facilities will be maintained, and <u>and</u> where necessary, improved throughout the Borough; c. Existing <u>provision</u> facilities will be enhanced, and multi-purpose use encouraged, providing a range of services and <u>resources for</u> facilities to the community, at one accessible location; d. Opportunities to widen the cultural, sport and recreation offer will be supported; <u>and</u>, e. The quantity and quality of open space, sport and recreation <u>provision</u> facilities throughout the Borough will be maintained and enhanced.

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>Planning permission for the re-use or redevelopment of any land or buildings used for community infrastructure will be permitted where the community's ability to meet its day-to-day needs for services are not reduced.</u></p> <p>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:</p> <p>a. No short term fall in provision will be created;</p> <p>b. Adequate alternative facilities are already available in the area;</p> <p>c. Replacement facilities that meets the needs of the local population are provided;</p> <p>d. Land and buildings have been marketed for a 6 week period (including to local voluntary and community groups).</p> <p><u>Where proposals for planning permission affect a designated Asset of Community Value, the applicant must additionally demonstrate that the land or buildings could not viably remain in continued or similar use, having been marketed for a six week period and, if a community group has expressed an interest in being treated as a potential bidder for the site, a six month period has passed.</u></p>
MM348	161	<i>NEW PARAGRAPH after Para 10.70 (ref 10.70a)</i>	<p><u>The NPPF sets out clear guidance for local authorities through decision-making and plan-making to ensure adequate provision of community services and to guard against unnecessary loss. This Policy reflects those ambitions and additionally reflects the specific designation applied to some community infrastructure through the Localism Act.</u></p>
MM349	161	<i>NEW PARAGRAPH after Para 10.70 (ref 10.70b)</i>	<p><u>The Localism Act 2011 provides an opportunity for community interest groups to register buildings or land as an Asset of Community Value if:</u></p> <ul style="list-style-type: none"> • <u>Current primary use of the building/land or use of the building/land in the recent past furthers the social well-being or social interests (cultural, recreational, or sporting interests) of the local community;</u> • <u>It is realistic to think that now or in the next five years there could continue to be primary use of the building/land which will further the social well-being or social interests of the local community (whether or not in the same way as before).</u>

Ref	Page	Policy / Paragraph	Main Modification
MM350	161	NEW PARAGRAPH after Para 10.70 (ref 10.70c)	<p><u>Owners of an Asset of Community Value cannot dispose of them without letting the local authority know that they intend to sell the asset and have undertaken an appropriate period of marketing the property. However, for such land or buildings planning permission might, if required, be sought by the owner to change the use, or redevelop land or buildings. Policy</u></p> <p><u>S7.10 'Community Infrastructure' draws upon the conditions for sale of a Community Asset to inform the Council determination of applications affecting such land and buildings.</u></p>
MM461 And Policies Map Modifications Schedule	173 to 174	Para 11.33 and Map 26	<p>Map 26 below sets out a draft indicative boundary for a conservation area in Wallsend town centre. It has been <u>A conservation area in Wallsend town centre would be informed by considering what elements of the town centre are most special and are worthy of preservation and enhancement. ‡</u> <u>The town centre includes a high concentration of heritage assets, including part of the World Heritage Site, eight and many</u> statutory listed and 13 locally registered buildings. A final boundary would be subject to further research and consultation.</p> <p><i>Delete Map 26</i></p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="972 1082 1890 1110">Map 26 Wallsend Conservation Area Boundary — Proposed Boundary</p>
MM480	167	Policy AS8.2	<p data-bbox="757 1118 2092 1246">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 main town centre uses at The Forum Shopping Centre, <u>as shown on the Policies Map</u>, including the extension to the west, that:</p> <ol data-bbox="815 1254 2092 1375" style="list-style-type: none"> 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

Ref	Page	Policy / Paragraph	Main Modification
			<p>attractive to shoppers and visitors;</p> <p>d. Would deliver enhanced community facilities and services for the whole of Wallsend, alongside the existing improved library services;</p> <p>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.</p>
MM462	174	Policy AS8.8	<p>The Council will support positive measures to tackle heritage and townscape issues in a holistic way in Wallsend town centre, including through the following improvements:</p> <ul style="list-style-type: none"> a. Good quality, natural ground surfaces that encourage pedestrians; b. A coordinated approach to the installation of street furniture of high quality; c. Restoration of historic layouts and features; 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. Pursuing a conservation area in Wallsend town centre, informed by the suggested boundary.
MM485		Policy AS8.10	<p>Several buildings within the complex, <u>as shown on the Policies Map and Map 26a</u>, are underused....</p> <p>Insert Map 26a</p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1003 1106 1861 1134">Map 26a- Town Hall, Police Court, Fire Station and Public Baths</p>
MM465	179	Policy AS8.12	<p>The Council will support the continuation and further development of the Fish Quay and New Quay as a characterful, vibrant mixed use area by:</p> <ul style="list-style-type: none"> a. Supporting suitable residential developments in those areas shown on the Policies Map; b. Supporting <u>Giving priority to fishing industry related employment uses and</u> in those areas shown on the Policies Map, <u>unless alternative proposals can demonstrate that they would not:</u> <ul style="list-style-type: none"> i. Result in the unacceptable loss of operating fishing industry related businesses and jobs;

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>ii. Result in an excessive reduction in the supply of land for development of fishing industry related employment uses; and,</u></p> <p><u>iii. Have an adverse impact upon the amenity and operation of neighbouring properties and businesses;</u></p> <p>c. Protecting those areas of green space within the area, as shown on the Policies Map;</p> <p>d. Encouraging suitable recreation and tourism uses, especially around the Clifford's Fort area;</p> <p>e. Supporting a mix of other uses, such as appropriate small retail premises and small to medium sized businesses;</p> <p>f. Seeking improvements to access and linkages to the area, especially from North Shields town centre; and</p> <p>g. Ensuring all new development is built to the highest quality design that respects the area's special character.</p>
MM379	181	Para 11.63	<p>North Tyneside coastline is one of the most popular and beautiful places in the Borough <u>borough</u>. It draws in a variety of visitors throughout the year, which make a significant contribution to the local economy. The coastline is a nationally important area for wintering shore birds (Site of Special Scientific Interest) and the areas of rocky shoreline are part of an internationally designated bird site (Special Protection Area/Ramsar site). It contains some of the of the Borough's <u>boroughs</u> most iconic... In addition, the area from St Mary's Mary <u>Mary</u> Island northwards to Coquet in Northumberland is a recommended <u>Marine Conservation Zone</u>.</p>
MM397	193	Para 11.98	<p>Whitley Bay town centre and Tynemouth district centre are is well served by public transport with regular bus and Metro services, and a Metro station. Developing a scheme for Whitley Road that would allow traffic through the town centre whilst minimising its impact on visitors and creating an improved public realm, could improve the sense of place within the town and supports its vitality. An efficient traffic network in both centres will minimise impacts on visitors and residents improve public realm, increase the sense of place and support their vitality and viability. This approach was identified in the Tynemouth Conservation Area Management Strategy Supplementary Planning Document.</p>
MM402	194	Policy AS8.23	<p>Through working in partnership with applicants for development, the community, public transport providers and Nexus, the Council will seek aims to improve the accessibility of the coastal area by that will:</p> <p>a. Seek to balance <u>Balancing</u> competing needs on the 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 <u>reduced mobility disabilities</u>;</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>b. Improve Improving the street network connecting the town Whitley Bay town centre and Tynemouth district centre with and the seafront, and establishing attractive attractions and points of arrival including improvements to cycling and walking infrastructure;</p> <p>c. Seek to reduce motor vehicle access, where feasible, within Whitley Bay town centre and Tynemouth district centre and implement pedestrian and cycle priority schemes to improve the environmental quality of the streets ;</p> <p>d. Seek to ensure c. Ensuring that servicing and delivery arrangements meet the reasonable needs of business through improved off street servicing and loading facilities;</p> <p>e. Seek to increase d. Increasing public car parking opportunities as part of Whitley Bay town centre developments that also enhance the quality of the environment; and</p> <p>f. Maintain e. Maintaining adequate car parking provision that serves the coast with improved access for sustainable transport that would cause no adverse impacts on people, biodiversity and the environment.</p>
MM477	204	NEW PARAGRAPH after Para 12.3 (ref 12.3a)	Policy S9.1 should also be read in conjunction with Policy S4.2a with specific regard to housing delivery.
MM472	208	APPENDIX, after Glossary	Include Implementation and Monitoring Framework as a full Appendix to the Local Plan.

Supporting evidence base update

Since publication of the North Tyneside Local Plan Pre-submission Draft in November 2015 further supporting evidence to the Local Plan has been developed in response to:

- Publication of relevant new information from other sources;
- The evolving context of national policy;
- Questions or issues identified by Local Plan respondents and through the examination and hearings process;
- Consideration of the delivery of key proposals such as the Strategic Allocations of Murton Gap and Killingworth Moor.

Key additional evidence has additionally been prepared since submission of the Local Plan in June 2016 and has specifically informed additional modifications as summarised below.

S4.2 Housing Figures - Objectively assessed need and housing land supply"

In February 2016 ONS published the 2014 based Sub-National Population Projection and in July 2016 DCLG published the latest 2014 Household Forecast. This replaced the 2012 based projections that the draft Local Plan took as its starting point for housing growth. In response the following evidence base updates were prepared.

- Demographic and Household Forecasts Update 2016, September 2016, Edge Analytics (EX/NTC/5)
- Strategic Housing Land Availability Assessment 2016, September 2016, Capita North Tyneside (EX/NTC/6 to EX/NTC/20)
- North Tyneside 2016 SHMA Addendum Report, November 2016 Arc4 (EX/NTC/32)
- SHLAA Addendum Report, November 2016, Capita North Tyneside (EX/NTC/33),
- Housing Needs and Supply Additional Evidence, December 2016 (EX/NTC/54) and associated SHLAA Addendum Report, December 2016, Capita North Tyneside.

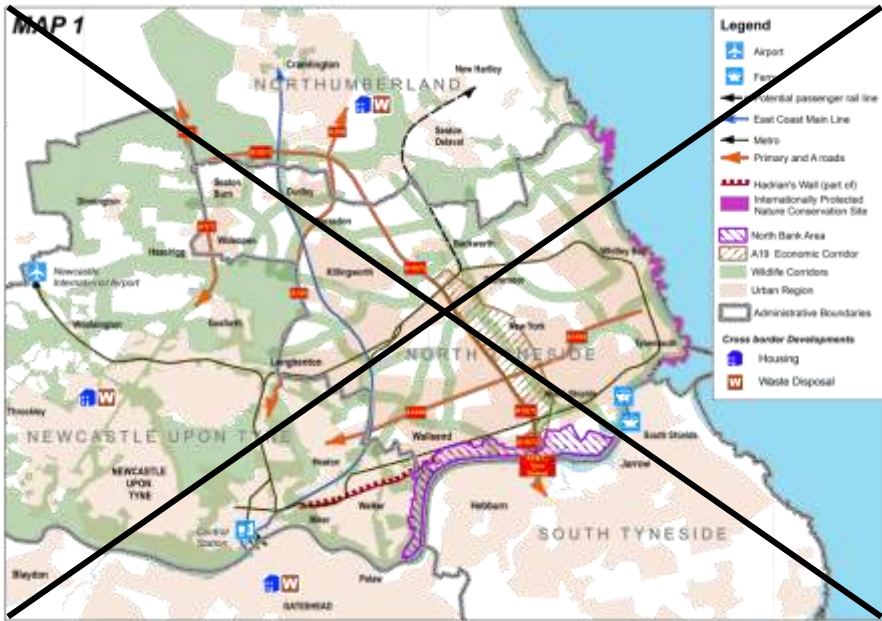
Additional evidence base updates

- Map Addendum: Public Health Evidence in relation to the use of the planning system to control Hot Food, December 2016, Capita North Tyneside (EX/NTC/57 and EX/NTC/58)
- Draft Guidelines for the Creation of SANGS, December 2016, Capita North Tyneside (EX/NTC/52)
- Public Transport Sensitivity Testing, September 2016, Capita North Tyneside (EX/NTC/21) and
- Transport Impacts Assessment Addendum, September 2016, Capita North Tyneside (EX/NTC/22).
- Area Wide Viability Assessment: Housing Standards Addendum, January 2017, Capita North Tyneside (EX/NTC/XX)


All supporting evidence is available from the Council's website www.northtyneside.gov.uk/planning

Appendix – Minor (also known as Additional) Modifications

The modifications below are expressed either in the form of strikethrough for deletions and underlining for additions of text or through an *explanation* if more appropriate. The page numbers and paragraph numbering below refer to the Local Plan Pre-Submission Draft (2015) as originally submitted to the Secretary of State and do not take account of the subsequent changes caused by the potential deletion or addition of text through any proposed modification.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM1	8	Title prior to <i>Para</i> 1.12	The Regional Context – The Duty to Cooperate Tyne and Wear and the North East
AM2	10	Map 1	Amend Biker to Byker
AM3 and AM4	10	Map 1	For Map 1, Illustrate the Tyne pedestrian and cycle tunnel 

Map 1 North Tyneside Connections with Neighbouring Authorities.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			 <p data-bbox="969 1007 1854 1034"><u>Map 1 North Tyneside Connections with Neighbouring Authorities.</u></p>
AM5	10	Title	Regional Spatial Strategy for the North East – The Duty to Co-operate
AM6	10	Para 1.17	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.
AM7	11	Para 1.20	<p data-bbox="790 1305 1447 1332">...particularly in considering the following issues:</p> <ul data-bbox="887 1342 1256 1366" style="list-style-type: none"> <li data-bbox="887 1342 1256 1366">• Housing and Population,

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<ul style="list-style-type: none"> • Economic Growth and Planning for Jobs, • Transport and Infrastructure, • Community Infrastructure Levy (CIL), • Minerals and Waste, • Waste Water Treatment; and, • <u>Green Infrastructure.</u>
AM8	12	Para 1.25	...can be drawn from it. The Local Plan has regard to the proposals of the SEP and the funding that can be drawn from it <u>and seeks to set out a strategy that will enable the ambitions of the SEP to be achieved.</u>
AM448	12	Para 1.26	In North Tyneside the current <u>previous</u> development plan is was the Unitary Development Plan 2002 (UDP). Current <u>UDP policies are</u> were "saved" and, as far as the UDP conforms with the NPPF, will continue to form the basis for planning decisions until adoption of the Local Plan.
AM11	12	Para 1.29	...and the region. Within this Local Plan the Council has identified and seeks views on suggested housing requirements that are derived from evidence of growth in households and population, and the range of housing land available to meet that requirement.
AM12	13	Para 1.30	This Pre-submission Draft of the Local Plan has been prepared following two previous consultation documents and previous production of the North Tyneside Core Strategy and Area Action Plans for North Shields, the east <u>Coast</u> and Wallsend.
AM13	13	1.31 <i>New bullet points</i>	Key stages of public engagement on the Local Plan included <u>include</u> : <ul style="list-style-type: none"> • Considering growth and potential site options, published between November 2013 and January 2014; and, • Consultation on suggested preferred levels of growth and development sites in February 2015; and, • <u>Consultation on proposed levels of growth and housing sites in a Pre-Submission Draft in November and December 2015.</u> • <u>Examination in Public submission to the Secretary of State and formal adoption by the Council.</u>
AM14	13	Delete Para 1.32	Following consultation on this Pre-submission draft, any representations received, the draft Local Plan (together with any proposed changes) and all supporting information will be submitted to the Secretary of State. An Inspector will be appointed who will then hold an independent examination of the Local Plan. Following this, subject to any recommended changes and the Local Plan being found sound the Local Plan will be adopted as Council policy.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM16	14	Para 1.37	All supporting evidence and documents <u>for the Local Plan</u> are available online via the following web link...
AM17	16	Para 2.1	...through to Newcastle city centre, whilst the A19(T) goes north to join with the A1 <u>in at</u> Northumberland and south through the Tyne Tunnel...
AM18	16	Para 2.3	...Scientific Interest, and many Local Wildlife Sites, Sites of Local <u>Conservation</u> Interest and Local Nature Reserves. Major country parks...
AM19	16	Para 2.4	North Tyneside has many heritage assets, including locally registered buildings, listed buildings, scheduled ancient monuments and conservation areas. Hadrian's Wall at Wallsend is part of the Frontiers of the Roman Empire World Heritage Site and is of international importance. These precious assets require careful management to ensure they are conserved and maintained so they can be appreciated now and in the future. <u>North Tyneside Council has an excellent record of extremely successful heritage-led regeneration projects, including those that have seen the removal of assets from the Heritage at Risk register. At the current time, one of the Borough's 17 conservation areas (St. Peter's, Wallsend) is on the register.</u>
AM20	16	Para 2.5	...sea trout. The <u>beaches</u> Beaches at Whitley Bay, Cullercoats and Tynemouth provide a...
AM21	16	Para 2.6	...physical decline and a need for regeneration. There are a number of <u>district centres</u> District Centres associated with residential areas.
AM22	16	Para 2.7	Newcastle <u>city centre</u> City Centre and the Metro Centre in Gateshead have an impact...
AM23	16	Para 2.8	Residential areas form a broad 'U' shaped pattern in the Borough, <u>extend from the border with</u> bordering Newcastle to the west, running east/west <u>to the</u> north of the River Tyne and north/south along the coast. In the northern area...
AM24	17	Para 2.9	...of the Local Plan The population of the Borough was estimated at approximately 201,200 in <u>the 2011 mid-year population estimates published by ONS</u> . Over the period 2001-10 the population....
AM25	18	Para 2.17	Overall claimant unemployment, whilst lower than the Tyne and Wear or Regional <u>regional</u> averages, conceals pockets of high unemployment. For the year ending March 2015 an estimated 103,900 people aged 16+ were economically active, 79.8% of the overall population (ONS annual population survey). This sees North Tyneside performing similarly with the equivalent figures for Great Britain (77.4%) and better than the North East as a whole (74.7%). Of these, an estimated 98,300 were in employment (employees and self-employed), a proportion of 75% well above the national average of 72.7% and North East average of 68%. However, a disproportionate number of jobs are within lower paid and lower skilled sectors, with average weekly pay for residents of North Tyneside in 2014 £16

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			per week lower than the North East average and £59 per week below the average for Great Britain. Average weekly earnings in North Tyneside are also £22 higher than the North East average, but still £27 below the average for Great Britain (ONS, 2016).
AM26	18	Para 2.18	...convenient access to the A1(M) (T) and A19(T). The A1058 Coast Road provides a direct link to Newcastle city centre City Centre .
AM27	20	Para 3.1	The North Tyneside Local Plan will plan ahead fifteen years from its adoption, anticipated spring 2017 to 2032. The primary objective of the Local Plan is to enable the delivery of sustainable development to meeting the needs of everyone. <u>The National Planning Policy Framework Ministerial foreword</u> defines this role for planning and explains sustainable development as follows: " <i>Sustainable means ensuring...</i> "
AM28	20	Para 3.2	The vision, objectives and overall aims of the North Tyneside Local Plan seek to support and deliver delivery the Council Plan...
AM31	21	Vision box, second Para	A place where local businesses are able to thrive and is attractive to inward investment with a high quality <u>natural, built and historic environment providing attractive places for residents and visitors</u> and excellent transport links, and particularly with Newcastle city centre, Northumberland, South Tyneside, <u>Newcastle International Airport and the Port of Tyne</u> .
AM32	21	Vision box, third Para	Meanwhile, the A place where the Borough's residents benefit from excellent access to education, and training facilities to achieve their full potential, and have the opportunity to live in sustainable communities <u>accommodating all ages and abilities</u> , with quality and affordable homes that reflect <u>reflecting</u> high standards of design and construction <u>and with easy access to open space, leisure and recreation facilities</u> .
AM33	21	Objective 2	...city region. Plans will maximise the area's potential, particularly at the coast , for tourism and culture....
AM35	22	Objective 5	...Killingworth will be the <u>a</u> -focus for new retail, leisure and other main town centre uses and will be improved through a comprehensive approach to social, economic and physical regeneration, together with enhanced shopping, leisure provision, offices and homes. The quality of <u>district</u> District and <u>Local</u> local centres will...
AM38	22	Objective 8	8 <u>7</u> Manage waste as a resource and minimise the amount produced and sent to landfill
AM39	22	Objective 9	9 <u>8</u> Protect and enhance the natural environment
AM40	23	Objective 10	10 <u>9</u> Protect and enhance the built and historic environment
AM41	23	Objective 11	11 <u>10</u> Ensure sustainable access throughout the Borough, with the wider region and beyond
AM471	24	Chapter 4, Title	4 <u>4</u> A Sustainable Development Strategy for North Tyneside 4 <u>4</u> North Tyneside's Strategy for the Sustainable Development of the Borough

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM43	24	Para 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 <u>Local Plan</u> and, prior to that, 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, the Sustainability Appraisal <u>process</u> and the complete range of evidence base documents and strategies, including that include the Council Plan, have <u>informed development of the Spatial Strategy</u> . been given regard.
AM46	25	Para 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. This principle is key to the role of <u>the planning system</u> in <u>the development process</u> . All the policies within this Local Plan contribute towards achieving sustainable development for North Tyneside and the following policy sets out the broad <u>Spatial Strategy</u> spatial strategy for delivery of the objectives of the Local Plan.
AM47	26	Policy S1.1	<p>a) <u>a.</u> Employment development will be located:</p> <ol style="list-style-type: none"> i. within the main urban area; <u>and,</u> ii. at areas easily accessible to residents by a range of sustainable means of transport; <u>and,</u> 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. <p>b) <u>b.</u> Most housing development will be located:</p> <ol style="list-style-type: none"> 1. in a dispersed pattern in the <u>main urban area</u> Main Urban Area; and, <ol style="list-style-type: none"> i. at the <u>strategic allocations</u> Strategic Allocations of Murton and Killingworth Moor; <u>and,</u> 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. <p>e) <u>c.</u> Most retail, and leisure activities will be focused:</p> <ol style="list-style-type: none"> 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.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			d) <u>d.</u> Most tourist and cultural facilities and accommodation will be focused: <ul style="list-style-type: none"> i. within the main urban area; and, ii. at areas such as the Coast, riverside and main town centres of Whitley Bay, North Shields and Wallsend, including the World Heritage Site at Segedunum Roman Fort.
AM48	27	Para 4.10	4.10 Potential development sites referred to within this Local 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.
AM49	28	After Para 4.12	Health and Well-Being
AM50	28	Policy S1.2	The wellbeing and health of communities will be maintained and improved by: <ol style="list-style-type: none"> 1. <u>a.</u> Working in partnership with the health authorities to improve the health and well-being of North Tyneside's residents. 2. <u>b.</u> Requiring development to contribute to creating an age friendly, healthy and equitable living environment through: <ul style="list-style-type: none"> i. Creating an inclusive built and natural environment. ii. Promoting and facilitating active and healthy lifestyles, in particular walking and cycling. iii. Preventing negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality. iv. Providing good access for all to health and social care facilities; and, v. Promoting access for all to green spaces, sports facilities, play and recreation opportunities. 3. <u>c.</u> Promoting allotments and gardens for exercise, recreation and for healthy locally produced food. 4. <u>d.</u> Controlling the location of, and access to, unhealthy eating outlets.
AM51	28	Para 4.18	In addition to the general <u>Spatial Strategy</u> spatial strategy outlined above, the priority investment and regeneration areas each have specific spatial objectives that are covered in greater detail within the Area Specific Strategies chapter.
AM52	28	Para 4.19	The NPPF sets out that planning decisions should be made with a presumption in favour of sustainable development. The policies below sets set out the Council's approach to this.
AM55	30	Para 4.23	The Local Plan now identifies which areas of this previously designated safeguarded land will be required for development to 2032, those selected being the most suitable and

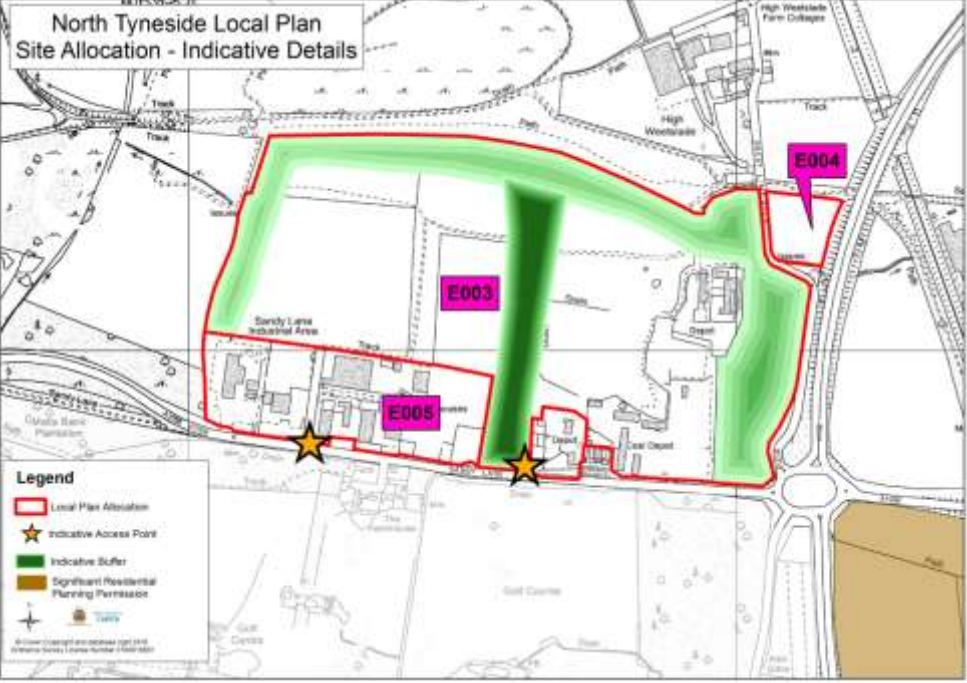
Ref	Page	Policy/Site/Para /Fig	Additional Modification
			sustainable locations for future development. These areas of former UDP safeguarded land are sufficient to provide for the growth needed through to 2032, without the need to consider development of Green Belt land....
AM56	30	Para 4.24	In order for land to be designated as Green Belt it is required to meet the specific criteria outlined in national planning policy. The following strategic policy S1.5 and development management policy DM1.6 below policies together set out the role and purpose of the North Tyneside Green Belt.
AM57	30	Policy S1.5	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: <ul style="list-style-type: none"> • Killingworth with Wideopen Dudley/Annitsford and Seghill; • Seaton Burn and Dudley with Cramlington; • Shiremoor/Backworth with Seghill and Seaton Delaval/Holywell; • Shiremoor with Wellfield/Earsdon; and • Whitley Bay with Seaton Delaval/Holywell and Seaton Sluice. • Maintains the separate character of: <ul style="list-style-type: none"> ○ Seaton Burn; ○ Wideopen/Brunswick Green; ○ Dudley/Annitsford; and ○ Earsdon. c. Assists in the regeneration of the older parts of the urban area. d. Safeguards the Borough's countryside from further encroachment and maintains openness.
AM58	30	Para 4.25	The identified Green Belt in North Tyneside responds to the requirements fulfils the following roles and purpose of the Green Belt as set out in NPPF, for the purpose of the Green Belt: <ul style="list-style-type: none"> • 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.
AM65	32	Policy S1.7	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 is identified on the Policies Map.

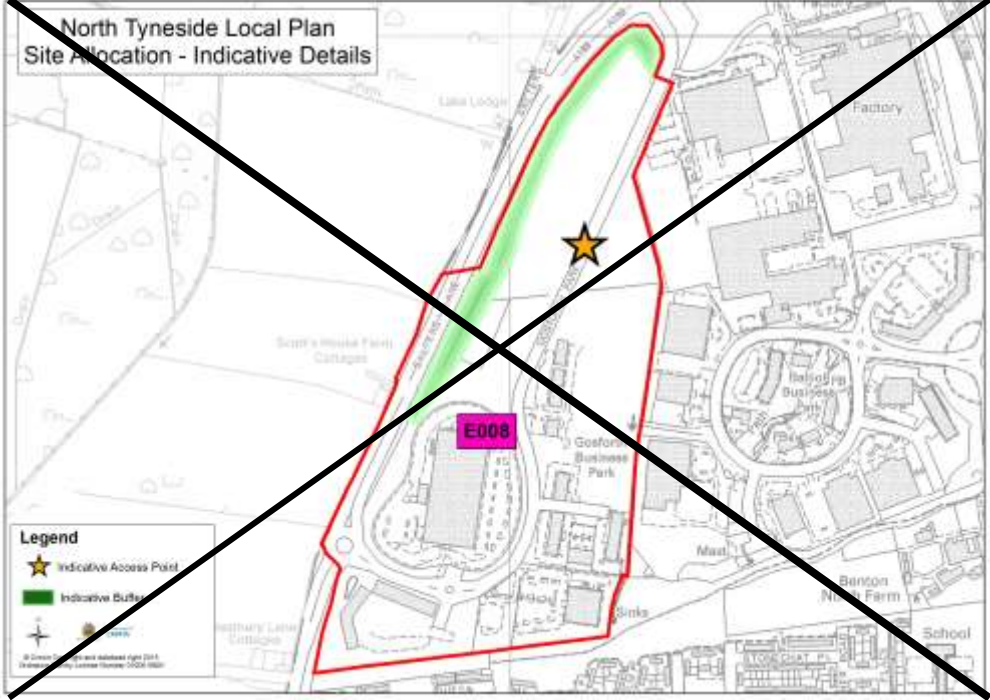
Ref	Page	Policy/Site/Para /Fig	Additional Modification
			These strategic areas of land will be maintained in <u>an</u> there open state for at least the plan period.
AM66	32	Para 4.32	Policy S1.7 and <u>the</u> Policies Map defines <u>define</u> the broad location and role of safeguarded land and it is important that development in these areas is strictly controlled so as not to sterilise its long term potential to accommodate major development beyond the Plan <u>plan</u> period. Policy DM1.8 set out below provides the necessary context for considering proposals within <u>the</u> identified safeguarded land <u>that are made</u> proposed outside the formal review of the development plan.
AM67	32	Para 4.33	When the Green Belt for North Tyneside was originally defined, areas of safeguarded land between the Green Belt and the urban area <u>were also designated</u> created in order to ensure the permanence of the Green Belt and to meet longer term development <u>needs</u> need . The Local Plan now identifies <u>the</u> land required for development over the plan period, <u>allocating sites</u> in <u>the</u> most-sustainable locations and, in meeting those requirements, will utilise areas of land previously designated as safeguarded <u>land</u> .
AM70	35	Para 5.4	...North East economy as rapid job growth at the 1990's enterprise zones <u>1990s Enterprise Zones</u> of Cobalt Business Park and...
AM72	35	Para 5.5	The office provision at Cobalt and Quorum have <u>has</u> already been identified as helping to meet some short term shortfalls for offices in Newcastle. Meanwhile the highly connected nature of all the Borough's employment areas - including the A19 <u>Economic Corridor</u> corridor , River Tyne North Bank (RTNB) and...
AM73	36	Para 5.6	The Strategic Economic Plan (SEP) for the North East <u>Local Enterprise Partnership</u> (LEP) has been drawn upon in <u>progressing</u> an update to North Tyneside's ELR...
AM74	36	Para 5.8	Table 1 outlines the job growth forecasts developed within the ELR and the modelled requirements for <u>Employment Land Provision</u> employment land provision .
AM75	37	Para 5.9	The ELR draws on views from the <u>property market industry and the business community</u> . <u>It reports that take-up of employment land is strong with a positive industry perception of North Tyneside as an area to invest. That perception and the anticipated strength of market interest in delivering employment development in the Borough is expected to grow as the economic recovery gathers pace. However, over the next fifteen years there was also a perception that there are relatively few major development sites in North Tyneside, capable of meeting demand following the delivery of current major sites such as Indigo Park at Weetslade. The ELR identifies the importance of providing a portfolio of employment land that is flexible to potential investment and also responds to the potential restructuring of older industrial areas that could result in losses of existing employment land particularly</u>

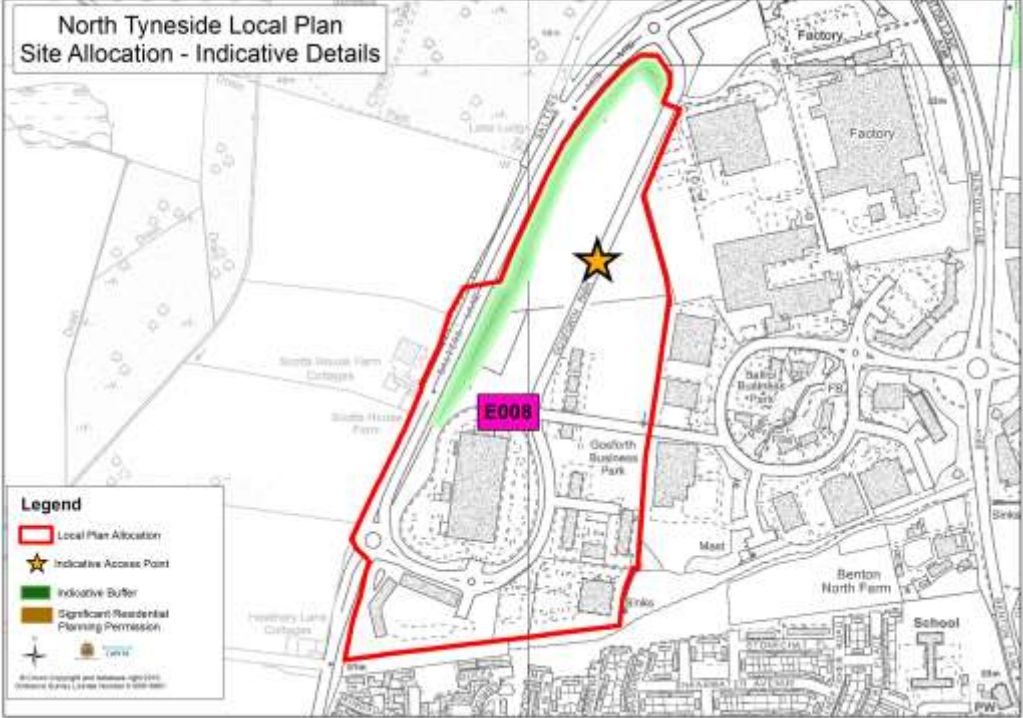
Ref	Page	Policy/Site/Para /Fig	Additional Modification
			when the housing market strengthens. business sector indicating that over the next fifteen years there are relatively few notable major development opportunities in North Tyneside, and that potential restructuring of the economic base would continue to see existing employment areas redeveloped for alternative uses and would require re-provision elsewhere within the Borough. Meanwhile, it is notable that the role of the SEP, in boosting growth, includes significant support for growing the resilience of the manufacturing sector, and it is clear within the ELR that the modelling work alone does not fully reflect the potential land requirements arising as a result of focus on this sector
AM76	37	Para 5.10	As such, in reviewing each of these factors and the historic relationship between job growth and employment land take up of circa 690 jobs and 10 hectares per year, and analysis of the potential employment capacity of available land within North Tyneside an overall employment land portfolio of at least 146-149-150 hectares is recommended in order to ensure that at least the Medium scenario of 707 jobs per annum is met.
AM78	39	Para 5.12	...coastline and a <u>part of Hadrian's Wall World Heritage Site (WHS)</u> are clear...
AM79	39	Para 5.13	...potential, with <u>the International Ferry Terminal an international ferry terminal</u> 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)...
AM80	39	Para 5.13	...or attracting visitors. The Local Plan supports the North Tyneside Tourism Strategy (2014-2021) to 'support the tourism industry in having a sustainable, positive impact on the economy of North Tyneside; boost employment; and improve the quality of life of its visitors and residents-' <u>and the North East Case for Culture, a 15-year ambition to bring about further investment in arts and heritage across the region.</u>
AM81	39	Para 5.14	Tourism facilities are defined as: <ul style="list-style-type: none"> • <u>visitor</u> visitor attractions (commercial and non-commercial) ; = theatres, theme parks, museums, galleries, visitor centres, heritage sites and monuments, gardens, natural features etc; • <u>accommodation</u> - accommodation; hotels, holiday villages, caravan/camping sites, not second homes; <u>and</u>, • <u>conference</u> conference and exhibition centres.
AM82	39	Para 5.15	Leisure facilities are defined as: <ul style="list-style-type: none"> • <u>commercial</u> commercial leisure = such as; cinema, restaurants, bowling centres, night-clubs etc; • <u>(built)</u> (built) sports facilities (commercial and non-commercial) = such as stadia, health and fitness centres;

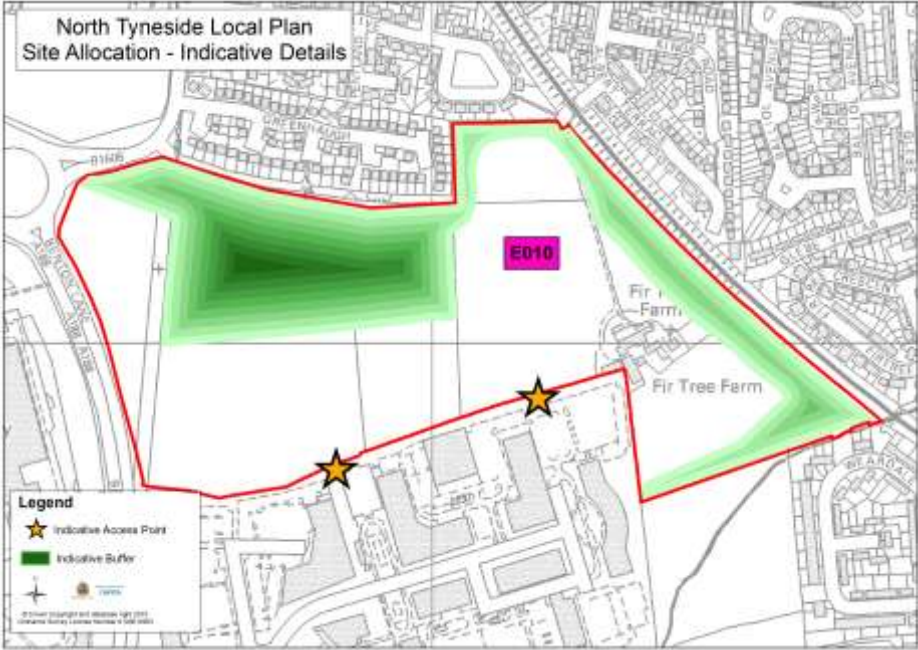
Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<ul style="list-style-type: none"> • cultural cultural facilities; and, • outdoor outdoor activities.
AM83	39	Para 5.16	...operates an award-winning International <u>Ferry Passenger Terminal</u> ...
AM84	40	Para 5.17	The former shipyards <u>ship yards</u> focused upon the Swan Hunter site...
AM85	40	Para 5.18	The A19 <u>Economic Corridor</u> economic corridor is set...
AM86	40	Para 5.18	...that may locate at the <u>Park</u> park .
AM87	40	Para 5.19	...When implemented, regard should be had to policy <u>Policy</u> DM5.6 that sets...
AM88	40	Para 5.23	... of 27,000sqm sq. m. of which 5,750sqm sq. m. was under offer and 13,500sqm sq. m. taken up in five deals.
AM89	40	Para 5.25	The A19 <u>Economic</u> Corridor and the recent...
AM90	41	Para 5.27	...general and in the A19 <u>Economic</u> Corridor in particular.
AM91	41	Para 5.29	...particular the A19 <u>Economic Corridor</u> corridor as a...
AM92	41	Para 5.31	There are good transport links provided by the Tyne & Wear Metro rail system, <u>the North Tyneside loop connecting the looped-around area to Newcastle and the wider Sunderland Tyne and Wear conurbation, with links to the east-coast mainline East Coast Main Line, providing good access to London and Edinburgh.</u>
AM93	41	Para 5.32	...distribution with the A19(T) north south <u>to</u> route to the A1(M) to the north and also to Blyth and Ashington in the north and to the south through the Tyne Tunnels to Sunderland and the Teesside conurbation. The A1058 is the main east- to west link...
AM94	41	Para 5.33	The Newcastle International Airport is located...
AM96	42	Para 5.38	...available employment land. Through the review a number of existing built employment sites have been removed on the basis that they are now in established non employment related uses, such as retailing <u>at Middle Engine Lane, Wallsend,</u> whilst it was...
AM97	45	S2.2 – Map 3	Weetslade Employment Sites

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>North Tyneside Local Plan Site Allocation - Indicative Details</p> <p>Map 3—Indicative Details—Sites E003, E004 and E005</p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			 <p data-bbox="1048 959 1774 986">Map 3 - Indicative Details Sites E003, E004 and E005</p>
AM97	46	S2.2 - Map 4	Gosforth Business Park

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			 <p data-bbox="1160 970 1659 997">Map 4 — Indicative Details Site E008</p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			 <p data-bbox="1160 994 1659 1023">Map 4 – Indicative Details Site E008</p>
AM97	47	S2.2 – Map 5	Balliol East

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			
AM97	48	S2.2 – Map 6	Tyne Tunnel Trading Estate
AM98	46	Para 5.43	...Sandy Lane roundabout; and, <u>Biodiversity safeguarding identifying the general extent of areas to be considered for retention and enhancement for wildlife and habitat. Biodiversity safeguarding expected to mean some of the available land at site remains unchanged.</u>
AM99	46	Para 5.44	... Gosforth Park Way; and, Some valuable habitat on this which would require adequate survey and mitigation.
AM100	48	Para 5.46	...access from A19(T) or A193...
AM102	50	Para 5.49	...currently available and built employment land and and an analysis of market availability and attractiveness of the Borough's existing employment land indicates that a process of restructuring will continue over the life of the <u>Plan plan</u> .

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM103	50	Para 5.50	Recognising this, to accommodate the growth that could be delivered within North Tyneside and provide sufficient choice and flexibility, 146 <u>150</u> hectares of employment land have been identified - including one new area of employment development adjacent to the A19 <u>Economic Corridor</u> economic corridor at Killingworth Moor (17ha). Meanwhile the re-allocation of existing employment land for alternative uses is approximately 17ha of overall amount built floorspace.
AM104	50	Para 5.51	A complete schedule of the sites proposed for employment use, and those existing employment sites that are now promoted for alternative development are included within the Sites Analysis and Response Site <u>Site Schedule, which addresses a range of evidence including on the historic environment and flood risk,</u> that can be viewed online with proposed site boundaries here: http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=565825
AM108	51	Para 5.55	...decline of ship building <u>shipbuilding</u> here on...
AM109	52	Para 5.58	The Former <u>former</u> Swan Hunter <u>shipyard</u> site now...
AM110	52	Para 5.59	...EZ and are in ares <u>areas</u> that could...
AM111	52	Para 5.60	...to policy <u>Policy</u> DM5.6 that sets...
AM112	52	Para 5.61	...the A1(M) 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(M) towards...
AM113	53	Policy AS2.6	The Council will promote and support further development and investment in a range of B1, B2 and B8 employment activities across the A19(T) <u>Economic Corridor</u> economic corridor , as identified on the Policies Map, 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: <ul style="list-style-type: none"> a. Continued enhancement of the road and public transport infrastructure serving the A19 <u>Economic Corridor</u> corridor. b. Priority for office (B1a, b) uses at the north of the A19(T) <u>Economic Corridor</u> economic corridor and within 500m metres <u>metres</u> of <u>Metro</u> metro stations. c. Priority for a mix of manufacturing, trade and office development to the south of the A19(T) <u>Economic Corridor</u> economic corridor.
AM114	53	Para 5.62	The A19(T) <u>Economic Corridor</u> economic corridor has played and will continue to play a central role in growth in employment in North Tyneside over the life of the <u>Plan</u> plan . As such key to the overall growth of the <u>corridor</u> corridor will be...

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM115	53	Para 5.63	...on <u>Cobalt Business Park</u> the business park - making it...
AM116	53	Para 5.64	Through this policy the Council will continue to recognise the importance of the overall economic growth corridor <u>Economic Corridor</u> , and promote and attract businesses to invest.
AM119	55	Para 6.7	Key to the policy is support for the provision of main town centre development that consists of: <ul style="list-style-type: none"> • retail <u>retail</u> development (including cash 'n' carry type shops and factory outlet centres); • leisure <u>leisure</u>, 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 <u>offices</u>; • arts <u>arts</u>, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities); <u>In addition</u>, • housing <u>housing</u> is also recognised as having an important role within town centres, but is not a main town centre use.
AM120	55	Para 6.9	... regard should be had to policy <u>Policy DM5.6</u> that...
AM121	57	Para 6.15	Forest Hall, Monkseaton and Tynemouth are the next highest performing centres for number of units. <u>Whilst</u> Tynemouth attracts a lower comparison retail spend compared to the other two, <u>it is a strong performer</u> is classed a district centre due to its strong performance in other indicators and <u>has</u> importance <u>due to</u> of its leisure industry. Northumberland Park has the potential for further expansion that may help to meet the Borough's overall needs for retail provision and is therefore recorded as a <u>district centre</u> District Centre dependent on the expansion of the centre on the edge of centre site allocated in the Local Plan. If this site is not delivered then Northumberland Park would be classed as a <u>dependent local centre</u> Local Centre .
AM122	57	Para 6.16	The remaining centres have the lowest market share of comparison spending and the lowest number of retail and services units. The updated work on the Retail and Leisure Study (2014) analysed existing neighbourhood shopping parades in the Borough and it was concluded that Howdon now performs the role of a local centre Local Centre and has therefore recognised in the hierarchy.
AM123	57	Para 6.17	Out-of-Centre Retail Areas <u>Out-of-Centre Retail Areas</u> <u>In addition to the Borough's identified centres there are also a range of established out-of-centre shopping destinations in North Tyneside. These out-of-centre locations will continue to play an important role in shopping provision in north Tyneside over the plan period. Silverlink</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			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. Other areas of the Borough that provide large retail units (over 1000sqm gross floorspace) in out of centre locations are; Royal Quays Shopping Outlet; Boundary Mills and Great Outdoors, Shiremoor; Whitley Road, Benton (sites serviced between the roundabout of Station Road and the roundabout servicing Asda supermarket); Middle Engine Lane (sites serviced from the road between the roundabout meeting Addington <u>Addington</u> Drive and the roundabout of the Police Headquarters) and the retail park at the Coast Road and Norham Road junction (<u>Coast Road Retail Park</u>).
AM124	58	Para 6.19	... restaurants, pubs and bars across the borough <u>Borough</u> up to 2032.
AM451	58	Para 6.20	Policy S6.3 <u>S3.3</u> seeks to increase the retention of retail and leisure spending currently leaked out of the Borough, creating successful town centres that help to maintain and enhance the prosperity of North Tyneside.
AM125	58	Para 6.21	... comparison retailing. The forecasts <u>Forecasts</u> from the RTLS for spending on convenience...
AM127	59	Para 6.23	...will be monitored <u>annually</u> through the Annual <u>Authority</u> Monitoring Report.
AM128	59	Para 6.24	...food store 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. However, the majority of units in the <u>town centres</u> Town-Centres only have a small floorspace, which often limits the opportunities to attract larger retailers. It is crucial for the Council to support the existing town centres to attract future investment and work with partners to increase the <u>vitality and viability of its town centres</u> Town-Centres , particularly...
AM129	59	Para 6.25	The Council's <u>sequential</u> assessment of available floorspace within town centres has shown there is <u>limited</u> approximately 6,400sqm (net) of potential retail floorspace in premises over 500sqm-(net). The Council is committed to supporting new development into town centres first, but not all the potential sites in the town centres would be flexible enough to meet future retail needs.
AM130	59	Para 6.26	In consideration of this and due to the dominance of small units in each of the <u>town centres</u> Town-Centres it is considered important that the Local Plan allocates <u>a range of sites</u> that allow growth opportunities for retailers who would usually require larger floorplates than those currently available.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM135	62	Policy S3.3 , bullet b.	...neighbourhoods and Northumberland Park Metro Station metro station with particular attention...
AM136	62	<i>Para 6.31</i>	... readily accessible to Metro metro stations or...
AM137	62	<i>Para 6.33</i>	...accord with the requirements of policy <u>Policy DM3.4</u> . The...
AM140	69	<i>Para 6.43</i>	... cafés and restaurants below 200sqm (gross) and subject to prior approval without the need for planning permission. However, considering the changing nature of the high street and the government's <u>governments</u> changes to legislation it is advisable to seek advice from the local planning authority or www.planningportal.gov.uk to learn whether planning permission is required or not.
AM141	69	<i>Para 6.44</i>	... reflects the governments <u>government's</u> changes to legislation...
AM142	69	<i>Para 6.46</i>	... local facilities out-of-centre <u>out of centre</u> , which could...
AM143	70	Policy DM3.6	Small-scale out of centre facilities serving local retail and leisure needs of less than 500sqm gross floorspace, or extensions...
AM146	73	<i>Para 7.1</i>	A decent home, that people are able to afford and <u>that adequately meets their present and future needs, is</u> 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 2032. 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.
AM154	74	<i>Para 7.4</i>	...the Borough including <u>the following</u> : <ul style="list-style-type: none"> • 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).
AM157	75	<i>Para 7.8</i>	National Planning Policy Framework (NPPF) sets a clear requirement for Local Authorities 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.
AM158	73 or 74	<i>Para. 7.9</i>	Previously published housing requirements for North Tyneside, set out within the Core Strategy Preferred Options in 2010, were in conformity with the minimum requirements

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			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.
AM159	75	Para 7.10	<p>The North Tyneside Strategic Housing Market Assessment includes a detailed Population and Household Forecasts to 2032. This has included development of a wide range of separate scenarios for potential growth in North Tyneside. The housing forecasts are based on three basic types of housing forecast:</p> <ul style="list-style-type: none"> • A benchmark ONS Projection Forecast — the latest and most up to date national population projection for North Tyneside (ONS 2012) was published in June 2014; • A Jobs Led forecast — that can be adjusted based on the balance of workers living in the Borough and available jobs, developed from forecasts of job growth within the ELR; and, • A Migration led forecast — that takes account of observed trends in migration over the recent past and can be adjusted based on possible or known factors that could affect future migration to or from North Tyneside. This in particular considers the relationship between North Tyneside, Newcastle and Northumberland.
AM160	75	Para 7.11	Development of the SHMA also included a Borough wide Household Survey directly contacting 27,000 households seeking information on householders' income and housing history, and expectations and needs for housing in the future. Analysis of economic and market signals across North Tyneside, and recent and long term trends for housing delivery in North Tyneside, the Borough's Travel to Work and Housing Market Area is also incorporated into the Draft SHMA in developing this evidence to identify the overall need for market and affordable housing in North Tyneside and the range and type of homes that would be meet the needs of residents.
AM161	75	Para 7.12	The Strategic Housing Land Availability Assessment (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, and current supply of housing land supply.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM162	76	Para 7.13	The proposed housing delivery <u>housing requirement</u> for North Tyneside is based on increased growth in jobs over the <u>Strategic Economic Plan (SEP)</u> period to 2024, followed by baseline growth to 2032. —This option is closest to trend based <u>objectively assessed need (OAN)</u> , and supports the forecast “medium” job growth, this is based on a combination of scenarios: Jobs Led Medium (Lower net out-commute) SENS3, 10 Year Migration Trend (PG10-Yr), and Sub-National Population Projection 2012 (SNPP-2012). This option results in a need for 828 homes per year.
AM166	76	Para 7.17	The Strategic Housing Land Availability Assessment (SHLAA), incorporating the annually updated 5-Year Housing Land Supply Assessment, provides the evidence of the housing land supply position in North Tyneside, including the analysis of past delivery. The SHLAA indicates that, whilst there has been recent under performance against the identified requirement the last few years, over the longer term North Tyneside still has a successful track record in the delivery of new homes when compared to the relevant housing target. The lower levels of housing completions, particularly between 2008 and 2011, are considered to be a reflection of the difficult economic conditions prevalent at a macro economic scale and are not a result of fundamental failings of the housing market within North Tyneside. As a result, it is concluded that there is not a history of significant under delivery.
AM168	77	Para 7.19	As the plan period commenced in 2011/12, the homes built in this initial period must be taken into account in determining the residual housing requirement. Therefore, the completions from 2011/12 to <u>2015/16</u> 2014/15 , together with those sites which benefit from an outstanding planning permission for residential development, will make a substantive contribute to meeting the housing need of the Borough. The table below outlines the number of additional homes that the Local Plan will need to provide <u>provides</u> for once those which have been completed or granted permission to date are taken into account.
AM170	77	Footnote to Table 5	...major sites: <ul style="list-style-type: none"> • Smith's Dock (815 homes permitted <u>through an outline consent</u> in January 2013 with reserved matters <u>applications</u> application permitted for Phase A (<u>34 homes</u>) in January 2015 <u>and Phase B (80 dwellings)</u> in April in 2016); • Station Road East (650 homes permitted following an appeal in December 2014); • Scaffold Hill (450 homes permitted following an appeal in July 2013); • Whitehouse Farm (366 homes permitted following an appeal September 2013, <u>with development now underway</u>); • Shiremoor West (590 homes permitted in 2014 by outline consent followed by approval

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>of reserved matters applications for Phase A (180 homes) and Phase B (200 homes) first two phases in 2015);</p> <ul style="list-style-type: none"> Wellfield (200 homes permitted following an appeal in 2011 with <u>125</u> 162 remaining to be built); East Wideopen (330 homes permitted following an appeal in 2011 with <u>36</u> 105 remaining to be built); REME Depot Killingworth (125 homes permitted during <u>2014</u>, with development now <u>underway</u>); and, Land South of Killingworth Avenue, Backworth, 'A19 Corridor 3' (290 homes permitted during March 2015).
AM172	78	Para 7.22	<p>It is for the Local Plan to identify a range of sustainable, deliverable and viable housing sites, crucial <u>necessary</u> to the delivery of the overall housing requirement for the Borough. The consultation process, including the input of expert opinion from a wide variety of fields, has ensured that the most appropriate sites, that <u>that</u> accord with the preferred Spatial Strategy outlined in the Local Plan, have been selected for allocation. As a result, all of the sites identified for allocation are within highly accessible locations, which are able to create and improve opportunities for recreation and have the potential to enhance biodiversity value. The Strategic Housing Land Availability Assessment (SHLAA) and the process of Local Plan consultation has <u>has</u> provided much of the evidence to inform the selection of <u>site allocations</u> process. The overall range of sites will provide for the creation of a mix of housing types across the market to meet the needs of the whole population.</p>
AM176	83	Para 7.23	<p>A more detailed schedule of the preferred housing sites, and those considered but discounted is available within the North Tyneside Sites Analysis <u>Schedule</u>, <u>which addresses a range of evidence including on historic environment and flood risk</u>. In this schedule a summary of key information about the sites, including site boundaries and primary constraints.</p>
AM180	91	Para 7.34	<p>In delivering the Borough's requirements for development there are two significant growth areas <u>at Killingworth Moor (Sites 22 to 26) and Murton (Sites 35 to 41)</u> where detailed master planning will....</p>
AM181	91	NEW PARAGRAPH, after Para 7.34 (ref 7.34a)	<p><u>Protection and enhancement of local, local and international biodiversity is also a primary consideration for any development. The Murton Gap, (Site 35 to 41) is identified within the Habitat Regulations Assessment as having the potential to cause adverse impacts on internationally protected wildlife sites due to its proximity to the Northumbria Coast Special Protection Area (SPA). The detailed policies for the strategic allocation identify the importance of appropriate mitigation of adverse biodiversity impacts. In addition, when implemented,</u></p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.
AM183	92	Policies Map in support of Policy S4.4 (a)	Indicative horse riding, pedestrian and cycle routes and community connections.
AM184	92	Policies Map in support of Policy S4.4 (a)	Ensure that the boundary for Murton strategic allocation is correct
AM185	92	<i>Para 7.36</i>	The image below provides an illustration of the indicative <u>Concept Plan</u> concept plan for Murton.
AM188	94	<i>Para 7.37</i>	The image below provides an illustration of the indicative <u>Concept Plan</u> concept plan for Killingworth Moor.
AM190	96	Policy S4.4 (c) Applications for Delivery of the Strategic Allocations	<p>At the identified <u>strategic allocations</u> Strategic Allocations of Killingworth Moor (Sites 22 to 26) and Murton (Sites 35 to 41) a comprehensive masterplan for each allocation must be prepared collaboratively, and agreed, by the relevant development consortia and the <u>North Tyneside Council</u>.</p> <p>Applications for planning permission will be granted where:</p> <ol style="list-style-type: none"> They are consistent with the comprehensive masterplan, which itself must demonstrate its general conformity with the key principles of the <u>Concept Plan</u> concept plan for Killingworth Moor and for Murton; and, The application relates to the whole allocated site or if less does not in any way prejudice the implementation of the whole allocation; and, Provision of any development that would exceed the approximate capacity for housing, retail and employment indicated by this Local Plan, within and beyond the plan period, must demonstrate its continued conformity with the principles of the Concept Plan and the infrastructure capacity of the site and <u>Borough</u> borough; and, The application is in accordance with a phasing and delivery strategy, prepared as part of the detailed masterplan that identifies the timing, funding and provision of green, social and physical infrastructure; An access and transport strategy is developed that maximises the potential for walking, cycling and use of public transport (including the potential provision, subject to overall feasibility and economic viability, of new <u>Metro</u> metre stations), as

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>demonstrated through the detailed masterplans, and the application provides a connected, legible network of streets with the proposed primary routes and public transport corridors;</p> <p>f. A heritage management strategy is provided that is informed by the mitigation measures proposed in the Local Plan Heritage Impact Assessment and Sustainability Appraisal;</p> <p>g. A landscape and visual amenity impact assessment is provided identifying key features of note on each site, demonstrating an appropriate design response (e.g. the location, orientation, density of development and landscape/planting treatment). Design quality will be secured through the application and use of appropriate design standards agreed as part of the masterplans;</p> <p>h. Appropriate remediation and mitigation measures are agreed to address any potentially harmful impacts of development upon the environmental or social conditions of North Tyneside, delivering solutions on site wherever possible unless demonstrated through suitable evidence to be more appropriately delivered off-site. Such remediation and mitigation are expected to include but not necessarily limited to consideration of:</p> <ol style="list-style-type: none"> i. The net biodiversity value of the site, ii. Ground conditions, (e.g. areas of previous open cast mining and any identified contamination of land), iii. Flood risk and water quality, iv. Air quality and noise pollution.
AM191	97	Para 7.38	...interpretation of Policies S4.4 (a), (b) and (c). To support delivery of the <u>strategic allocations</u> Strategic Allocations a range of site specific evidence has been prepared to inform development of the Concept Framework and Concept Plan.
AM192	97	Para 7.39	<p>...matters including:</p> <ul style="list-style-type: none"> • Infrastructure provision;; • The nature and role of the development structure;; • Indicative open space provision;; and, • Road and transport networks.
AM193	97	Para 7.40	The overarching priority in delivering new development at the <u>strategic allocations</u> Strategic Allocations will be to meet the development needs.....
AM194	97	Para 7.41, 1 st bullet point	Integrate the two sites into a well-connected, wider neighbourhood, whilst maintaining the unique and varied characters , and identities <u>identity and historic environment of existing</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			areas and settlements whilst maintaining an appropriate level of 'separation' and avoiding the 'merging' of settlements;
AM195	98	Para 7.41, penultimate bullet	<ul style="list-style-type: none"> • Create adequate access to local jobs (new and existing) for new and existing residents and wider workforce; <u>and</u>, • Allow for, and facilitate viable....
AM196	98	Para 7.42	<u>An Outline Development Framework and Site Specific Infrastructure Delivery Plans for Murton Gap and Killingworth Moor. These documents draw together a range of detailed evidence that informs the deliverability of the strategic sites. The preparation of a detailed development framework masterplans for each site is expected to take place prior to the submission of planning applications for development at each strategic allocation. The masterplans will be prepared through a process of engagement between the Council and development consortia. Preparation of the detailed masterplans for Murton and Killingworth Moor should incorporate consultation with all stakeholders and public engagement to secure the views and valuable input of existing communities. Cabinet approval will be required to achieve North Tyneside Council agreement of the detailed masterplans.</u>
AM197	98	Para 7.43	...development for the site and <u>Borough's</u> borough's infrastructure.
AM201	99	Para 7.47	The Council needs to ensure that sufficient sites are identified to support the level of growth set out in the <u>Plan</u> plan , ensuring it is deliverable.
AM202	99	Para 7.48	The Borough's <u>residual</u> housing requirement will be provided by the allocated housing sites, the selection of which <u>has</u> have been informed by the previous consultation process <u>and the supporting evidence base</u> . The potential capacity <u>for</u> of the development sites set out in Policy <u>S4.3</u> is S4.2 are derived from the <u>indicative assessment of yield</u> volume of deliverable and developable sites assessed through the annual Strategic Housing Land Availability Assessment (SHLAA).
AM203	99	Para 7.49	<u>Development</u> The <u>viability of development</u> and known timescales for delivery are now a fundamental cornerstone of the planning process <u>and the Area Wide Viability Assessment and Strategic Sites Viability Assessments have been prepared and will be kept up to date to ensure the Council's understanding of the economic conditions and viability of development are kept up to date.</u> This is <u>considered</u> in tandem with the <u>government's</u> governments drive and commitment to significantly boost the delivery of new housing.
AM206	100	Policy DM4.5	Proposals for residential development on sites not identified on the Policies Map will be considered positively where they can: <ul style="list-style-type: none"> a. Make a positive contribution to the identified housing needs of the Borough; <u>and</u>,

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>b. Create a, or contribute to, an existing, sustainable residential community; and,</p> <p>c. Be accessible to a range of sustainable transport modes; and,</p> <p>d. Make the best and most efficient use of available land, whilst incorporating appropriate green infrastructure provision within development; and,</p> <p>e. Be accommodated by, and make best use of, existing infrastructure, and where further infrastructure requirements arise, make appropriate contribution to its provision; and,</p> <p>f. Make a positive contribution towards creating healthy, safe, attractive and diverse communities; and,</p> <p>g. Demonstrate that they accord with the policies within this Local Plan.</p>
AM207	100	Para 7.51	...with planning permission by 2011/12. However, since 2011, there has been a general positive trend <u>with regard to</u> in delivery rates, with gross housing completions in <u>2015/16</u> 2014/15 representing the highest total since 2007/08 and the most recent total for outstanding planning permissions, <u>4,765</u> 5,177 homes at 31 March <u>2016</u> 2015 , representing the highest total in the last decade. It will take...
AM208	100	Para 7.52	...achieves the delivery of the new homes needed in a <u>coordinated</u> co-ordinated and sustainable manner and, at the same time, delivering the essential infrastructure that will ensure North Tyneside remains an attractive place in which to live.
AM209	101	Para 7.54	... national planning policy in ensuring that new housing development is: <ul style="list-style-type: none"> • <u>Informed</u> informed by the latest evidence of housing need; • <u>Takes</u> takes full account of its surroundings; • <u>Is</u> is demonstrated to be sustainable in terms of access, design and construction; and, • <u>Creates</u> creates a pleasant, safe and healthy environment.
AM210	101	Para 7.58	...2014 provides information on the type and size of market and affordable homes that are needed in the <u>Borough</u> borough .
AM211	102	Para 7.60	The executive housing market can be broadly defined as <u>high-quality</u> high-quality accommodation suited to the needs and aspirations of higher income households.
AM212	102	Para 7.61	Currently only 10% <u>of the</u> of the Borough's housing stock is made up of detached homes. The North East region as a whole has 14% detached homes compared to 23% nationally. Meanwhile homes in North Tyneside are weighted towards mid-range council tax bands compared to the North East as a whole. Higher council tax bands, typically classed as Bands G and H, are <u>under-represented</u> underrepresented . In North Tyneside...
AM213	102	Para 7.63	<u>Custom and Self-build</u> self-build development is defined as an individual obtaining a building plot...
AM217	103	Para 7.65	For custom and self-build housing, <u>on sites where more than one dwelling is proposed, a</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			design framework should be agreed with the Council prior to the submission of individual <u>planning applications</u> . This is to ensure...
AM218	104	Para 7.66	The NPPF defines affordable housing as: “social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.” Intermediate housing...
AM220	104	Para 7.72	...affordable homes in the Borough borough; <u>currently</u> 490 per annum. This supports the <u>requirement</u> need to ensure...
AM221	105	Para 7.74	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 Draft Area Wide Viability Assessment (AWVA), <u>updated 2016</u> 2015 , recognises...
AM227	106	Para 7.78	Housing and Planning Bill NOTE – The Housing and Planning Bill 2015 published 13th October 2015 will have may have potential implications for the future delivery and workings of proposed policies relating to the type and tenure of new housing delivery. Pending Royal Assent anticipated in April 2016 and subsequent secondary legislation the exact effects and potential amendments required cannot be determined.
AM228	107	Para 7.81	To achieve sustainable development, Para <u>paragraph</u> 17 of the NPPF sets out a set of core land-use planning principles that should underpin both plan-making and decision-taking, including: “Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”.
AM229	107	Para 7.83	Local planning authorities <u>Planning Authorities</u> have the option to set additional...
AM230	107	Para 7.84	... and justify setting appropriate policies in their Local Plans.” And ; and that: “Local planning authorities should consider the impact of using these standards as part of their Local Plan viability assessment.”
AM232	111	Policy S4.11	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: <ul style="list-style-type: none"> 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; <u>and</u>, d. Through wider regeneration schemes and improvements:

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<ul style="list-style-type: none"> 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; <u>and,</u> iii. address issues of crime and anti-social behaviour.
AM233	112	Para 7.107	<p>Over recent years, the Council already works <u>has been working effectively with over 500 landlords through a Private Landlord Steering Group and Landlord Forum a the North Tyneside Private Landlord Service (NTPLS). In 2016, the Council will be entering into a new partnership with the National Landlord Association (NLA) to provide advice and assistance to landlords, an arrangement that will replace the current set up under the NTPLS.</u> Efforts to extend this initiative take proactive approaches to information sharing and landlord training will continue. The aims....</p>
AM234	113	Para 7.113	<p>...private rented properties, <u>and a high concentration of housing in a poor condition.</u></p>
AM235	113	Para 7.114	<p>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 differs <u>varies</u> from a standard housing development and thus a separate policy is set out here that can highlight <u>highlights</u> some of the points to consider if, and when, a proposal is made to provide a site for a the travelling community-site proposal.</p>
AM236	113	Para 7.115	<p>For the purposes of this planning policy, 'travelling community' means 'Gypsies and Travellers' and 'Travelling Showpeople' as defined in 'Planning Policy for Traveller Sites' (PPTS, August 2015). <u>This sets out the Government's policies and requirements in provision of sites for the travelling community and must be taken into consideration in preparing local plans and taking planning decisions [see footnote].</u></p>
AM237	113	Footnote to Para 7.115	<p><u>At the time of writing, it is understood that there are three definitions for a Gypsy, Traveller or Travelling Showperson: the PPTS (2015) 'planning' definition; the Housing Act (2004) 'housing' definition; and, the Equality Act (2010) 'equalities' definition (only applying to Romany, Irish and Scottish Travellers as an ethnic group). However, DCLG have stated that the Government, through the current Housing and Planning Bill, will seek to amend primary legislation to clarify the duties on local authorities and bring the Housing Act definition in line with PPTS.</u></p>
AM240	114	Para 7.117	<p><u>All local authorities are required to formulate their own evidence base for the accommodation needs of the travelling community and, if necessary, to provide their own targets relating to pitches required.</u> Current evidence, in the North Tyneside Gypsy, Traveller and Travelling</p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			Showpeople Accommodation Assessment 2014 (GTAA), concludes <u>indicates</u> that there is no need for a permanent or transit site for the travelling community in the Borough. National guidance in 'Planning Policy for Traveller Sites (September 2015) " Planning Policy for Traveller Sites " (March 2012) sets out that, where there is no identified need, LPAs should adopt criteria-based <u>criteria based</u> policies to provide a basis for planning decisions.
AM241	114	Para 7.118	The above policy sets out a criteria-based approach to ensure that any proposals for <u>sites for the travelling community</u> sites are assessed on the basis of <u>the most</u> recent evidence and are appropriately located to meet the needs of potential residents of the site, respects and also to respect <u>respect</u> the interests of the settled community and <u>sustain</u> sustains the local environment.
AM242	114	Para 7.119	Settlement of a new community may require associated infrastructure including schools, utilities and an access <u>improvements to the highway network to enable suitable access</u> . Proposals will not be permitted unless the existing infrastructure can accommodate the needs, or the proposed site intends to deliver them <u>the necessary improvements</u> as part of its development.
AM244	115	Para 8.1	... features. As outlined in the relevant national government Planning Practice Guidance, green infrastructure...
AM245	115	Para 8.4	...sets out the Council's <u>council's</u> action plan and requirements for <u>allotments</u> Allotments within North Tyneside.
AM246	115	Para 8.5	Green Infrastructure does not stop at local authority boundaries <u>for instance The Northumberland Coalfield Nature Improvement Area (NIA) extends into North Tyneside. And</u> work <u>Work</u> is ongoing with neighbouring authorities, including the Northumberland Coalfield...
AM248	116	Para 8.7	...only protects <u>green infrastructure</u> Green Infrastructure but also where necessary, enhances it.
AM249	116	Para 8.9	...infrastructure is readily accessible and usable by communities, <u>for instance private agricultural land or private sport pitches</u> . The Council's Green Space Strategy 2015 has identified...
AM250	118	Para 8.16	...most important sites are internationally designated sites; the Northumbria Coast Ramsar and the Northumbria Coast Special Protection Area (<u>SPA</u>) (the former being wetlands recognised...
AM251	118	Para 8.17	...its winter bird population and and Tynemouth to Seaton Sluice...
AM252	118	Para 8.18	...locally designated sites: Local Wildlife Sites (<u>LWS</u>) and Sites of Local Conservation Importance (<u>SLCI</u>). There...
AM256	121	Para 8.24	...maps components of North Tyneside's <u>wildlife corridor</u> Wildlife Corridor network...

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM257	121	<i>Para 8.25</i>	Wildlife corridors Corridors allow the movement of...
AM258	121	<i>Para 8.26</i>	North Tyneside's wildlife corridor Wildlife Corridors are made up...
AM259	121	Policy DM5.7	Development proposals within a <u>wildlife corridor, as shown on the Policies Map, Wildlife Corridor</u> Wildlife Corridor must protect and enhance the quality and connectivity of the <u>wildlife corridor</u> Wildlife Corridor . All new developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement.
AM260	121	GI Strategy maps in support of Policy DM5.7	Strategic Wildlife Route to be added to the supporting maps in the GI Strategy (2015): north-south strategic wildlife route that links the River Tyne, through Jesmond Dene, Gosforth Park, Weetslade Country Park to Arcrot Pond.
AM261	122	Policy DM5.8	Development of "best and most versatile" agricultural land will normally <u>only</u> be permitted where it can be demonstrated that: : a. The need for the development clearly outweighs the need to protect such land in the long term; and b. In the case of temporary/potentially reversible development (for example, minerals), that the land would be reinstated to its pre-working quality; and c. There are no suitable alternative sites on previously developed or lower quality land. The Council will require all applications for development to include realistic proposals to demonstrate that soil resources were protected and used sustainably, in line with accepted best practice.
AM262	122	<i>Para 8.34</i>	...classified as Grades <u>grades 1, 2 and 3a</u> in the ALC. This is the land which is...
AM263	123	Policy DM5.9	The <u>Where it would not degrade other important habitats</u> the Council will support strategies and proposals that protect and enhance the overall condition and extent of trees, woodland and hedgerows in the Borough, and: a. Protect and manage existing woodland, trees, hedgerows and landscape features. b. 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. d. In all cases preference should be towards native species of local provenance. 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.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			Planting schemes included with new development must be accompanied by an appropriate Management Plan agreed with the Local Planning Authority local planning authority.
AM264	123	NEW PARA after Para 8.37 (ref 8.37a)	<u>The above Policy could have a positive impact on areas designated for their heritage or nature conservation interest where it would not have a negative impact on site integrity or significance.</u>
AM268	128	Para 8.52	It is important to consider local constraints to SuDS. There are areas of the Borough (i.e. Algernon <u>Industrial Estate</u> , Cobalt Business Park) where mine water levels are currently actively managed. In these cases, discharge to the ground may not be suitable due to the impermeability of the bedrock. Surface water would have to be attenuated on-site. The Borough's proximity to Newcastle Airport also means that care should be taken with open water and other and bird attracting landscaping. Bird strike <u>Strike</u> is a significant issue for aircraft and as such Newcastle <u>International</u> Airport is a statutory consultee for many applications including those with such landscaping.
AM269	128	Para 8.54	...control change. The boat yard at the north of the <u>The Links</u> 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 <u>Headland</u> headland to the border of Northumberland is recognised as requiring " <u>No Active Intervention</u> ", meaning a decision not to invest...
AM270	128	Para 8.55	...of these sea defences. Coastal defences are proposed to be maintained around St Mary's <u>Headland</u> headland , as shown on the Policies Map...
AM271	129	Policy S5.16	In the Coastal Change Management Area (CCMA), <u>as shown on the Policies Map</u> , development will only be permitted, where it can be demonstrated that: <ul style="list-style-type: none"> a. There would be no adverse impact to biodiversity arising from the proposal; <u>and</u> b. It is coastal specific, benefiting the tourism and leisure offer at the coast; <u>and</u> c. It is a temporary structure within 30m of a CCMA and not considered to be at future risk of coastal erosion; <u>and</u> d. It will not increase coastal erosion as a result of changes in surface water run-off. <p>Proposals for significant development within 30m of a CCMA will also be required to conduct an erosion vulnerability assessment.</p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			A long term aspiration for Tynemouth Longsands beach is to maintain the beach and dunes; developments on the beach or surrounding the dunes will be acceptable if they do not hinder this aspiration, meet the above criteria and accord with all other policies in this Local Plan.
AM273	130	Policies Map in support of Policy DM5.17	<i>Minerals Safeguarding Areas to be added to Policies Map 'legend'.</i>
AM275	132	<i>Para 8.69</i>	...reclaimed since the 1960s 1960's there are substantial residual areas which require treatment, for example along the riverside.
AM276	133	<i>Para 8.71</i>	...wider environment. Pollution can affect effect our health and wellbeing 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 borough are particulates and nitrogen dioxide from road transport emissions.
AM277	133	<i>Para 8.72</i>	Newcastle International Airport (NIA) is a potential source of noise pollution to the north-west corner of the Borough borough , an area...
AM278	134	<i>Para 8.76</i>	Consideration must be given to the world health organisation <u>World Health Organisation</u> levels for community noise, to the relevant legislation and guidance on traffic and railway noise...
AM279	135	<i>Para 9.1</i>	The character, distinctiveness and viability of successful areas often lies in the quality of the built and historic environment and public realm. Well designed buildings...
AM281	135	<i>Para 9.3</i>	...occupiers, e.g. Loss such as the loss of sunlight, daylight, outlook or privacy.
AM282	135	<i>Para 9.4</i>	For residential extensions the council will consider the effect upon the amenity of neighbouring residential development. The Building for Life methodology offers a systematic way of demonstrating that that residential schemes have been well designed.
AM284	136	Policy DM6.3	Careful consideration will be given to advertisements and signage effecting affecting heritage assets or their settings, especially if illuminated, so as not to have an adverse impact on development so they do not have an adverse impact.
AM285	137	Policy S6.4	To support the Council's objectives for enhancing North Tyneside's image and attractiveness, exemplar design solutions and architectural excellence will be actively supported and encouraged at the following key areas and sites of major change: e.a. Key gateways into the Borough such as the Coast Road, A19 junctions and the River Tyne.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p> <u>e_b.</u> Town centres. <u>e_c.</u> Strategic development allocations identified in the Local Plan. <u>e_d.</u> Key visitor attractions. <u>e_e.</u> The Coast, North Bank and other regeneration areas. </p> <p>Any subsequent development proposal will be required to accord with any development briefs which are produced for these sites.</p>
AM286	138	Para 9.14	<p><u>Coal mining is a major part of North Tyneside's heritage and this is evident through the waggonways throughout the Borough and the former mining communities in the North West.</u> 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...</p>
AM287	138	Para 9.15	<p>...historic interest. Other statutory designations include eight scheduled ancient monuments, including part of Hadrian's Wall, which forms part of the trans-national Frontiers of the Roman Empire World Heritage Site (WHS). <u>A specific policy on the protection and enhancement of the WHS can be found at AS8.9 within the Wallsend and Willington Quay Area Specific Strategy.</u> In addition...</p>
AM289	140	Para 9.25	<p>Heritage assets, both designated and non-designated (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, for example, views, experiences and approaches, and should be given appropriate protection too. <u>When assessing the potential impact of development on heritage assets and their settings, considerations could include scale, height, mass, footprint, materials and architectural detailing.</u></p>
AM291	143	Para 10.3	<p>If infrastructure provision and capacity would be affected or could constrain new development, it may be appropriate for developers to contribute towards it. Such arrangements can be set out in legally binding planning obligations linked with the grant of planning permission. <u>National legislation and policy only allows obligations to be sought where the impacts cannot be addressed through planning conditions and they meet set tests.</u></p>
AM292	143	Para 10.4	<p>Once introduced, developers could also be expected to make contributions through a Community Infrastructure Levy (CIL). Introduction of a CIL charge would take appropriate</p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			account of the implications of any charge upon the economic viability of different types of development over the whole borough. <u>Planning obligations can be sought once a CIL has been adopted, but a developer will not contribute to the same infrastructure through both mechanisms.</u>
AM293	144	Para 10.6	The provision of infrastructure is of importance to the delivery of most objectives of the Plan. Additional or improved infrastructure will be required to: <ul style="list-style-type: none"> • address <u>Address</u> climate change issues e.g. through flood prevention and exploitation of renewable energy; • support <u>Support</u> housing and economic development including town centre uses directly improve the quality of life of residents; • secure <u>Secure</u> the regeneration of the coast and riverside; • deliver <u>Deliver</u> the sustainable management of waste, and the provision of sustainable access; • secure <u>Secure</u> protection and, in particular, enhancement of the natural, built and historic environment, and the improvement of the image of the Borough.
AM294	144	Para 10.8	In the main, infrastructure is funded by: <ul style="list-style-type: none"> • users <u>Users</u> (e.g. through water bills, council tax); • those <u>Those</u> carrying out development requiring supporting infrastructure; • infrastructure <u>Infrastructure</u> providers, many of which are public bodies; • national <u>National</u> or local government or another public body.
AM295	146	<i>NEW HEADING & PARAGRAPH, after Para 10.14 (ref 10.14a)</i>	<u>National, Regional and Local Transport Policy</u> <u>Strategic transport matters are influenced by issues at a variety of spatial levels; from nationally-significant projects and initiatives to those formulated at a regional and more localised scale. Across the North of England, transport policy must now be considered in light of the 'Northern Powerhouse'. First introduced by Government in June 2014, this is a broad concept with the objective of addressing the economic imbalance of the North-South divide by attracting substantial levels of new investment into northern towns and cities. This emerging initiative has arisen from the conclusion that the poor economic and physical connections between northern cities are holding back growth. Following the initial launch, a range of interventions have been announced; importantly, in relation to transport and infrastructure this includes the establishment of Transport for the North (TfN), which is soon to be a statutory body, and its Northern Transport Strategy and associated strategies. Transport for the North brings together representatives from organisations such as the local</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<u>transport authorities, combined authorities, Local Enterprise Partnerships and stakeholders such as Highways England, Network Rail and HS2 Ltd, with the aim of speaking with one coherent voice on important issues. The Northern Transport Strategy, which is developed through the TfN Partnership Board, was launched in March 2015, with an update published in March 2016, and will provide a strategic investment framework including details of future work programmes and funding mechanisms.</u>
AM296	146	<i>NEW PARAGRAPH, after Para 10.14 (ref 10.14b)</i>	<u>The Strategic Economic Plan (SEP) for the North East, established in 2014, sets out economic objectives for the region, including the strategic ambitions for the transport network that are considered desirable in order to support future economic development and growth.</u>
AM297	146	<i>NEW PARAGRAPH, after Para 10.14 (ref 10.14c) (moved and amended former 10.17)</i>	<u>The North East Combined Authority (NECA), which was formed in April 2014, has a leading role to play in creating the conditions for economic growth and new investment, and exercises a range of responsibilities in relation to economic growth, job creation, skills development and transport. The Combined Authority, which assumed the responsibilities of the former Tyne and Wear Integrated Transport Authority, manages significant transport assets, including the Tyne and Wear Metro system and the Tyne Tunnels, as well as overseeing major development projects. Nexus is the name given to the Tyne and Wear Passenger Transport Executive (PTE), which acts as the Combined Authority's delivery body for public transport in Tyne and Wear.</u>
AM299	146	<i>Para 10.16</i>	<p>Arising from this <u>strategic context, a wide range of the key transport challenges for North Tyneside which it is necessary to address must be addressed through planning policy. In North Tyneside, over the plan period, priorities include</u> are:</p> <ul style="list-style-type: none"> • Improved accessibility within the Borough, particularly between residential areas and those <u>with a focus focused for on</u> employment, commercial and community uses; • Strengthening transport links, for both passengers and freight, to key locations elsewhere in the region <u>North East</u> and beyond, including the <u>regional regionally significant</u> transport hubs of Newcastle Central Station, Newcastle <u>International</u> Airport and the Port of Tyne; and, • Encouraging greater use of more sustainable forms of transport and new technologies in order to help to mitigate the impacts of <u>reduce contributing factors to</u> climate change.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM300	146	<i>Para 10.17</i>	<p>The Tyne and Wear Integrated Transport Authority (ITA) formerly acted on behalf of the five local authorities in Tyne and Wear in relation to strategic transport policy. It However, the ITA was dissolved on 15 in April 2014 when the The North East Combined Authority (NECA), which replaced the former Tyne and Wear Integrated Transport Authority in 2014, is was responsible for significant transport assets, including the Tyne and Wear Metro and the Tyne Tunnels, as well as for overseeing major development projects. came into existence;. This body assumed the transport functions of the former ITA. whilst Nexus continues as the Combined Authority’s delivery body for transport in Tyne and Wear. As part of this, the Combined Authority has a leading role to play working closely with the North East Local Enterprise Partnership (NELEP) in creating the conditions for economic growth and new investment, including the critical role that transport can play in supporting a growing economy.</p>
AM301	146	<i>NEW PARAGRAPH after Para 10.17 (ref 10.17a)</i>	<p><u>North Tyneside has a number of strategic transport links that perform an important role at a regional level. The A19(T), part of the strategic road network, provides a vital south to north route, linking to South Tyneside and Sunderland and to Northumberland, and connecting with the A1(M) at Seaton Burn. The A188/A189 corridor is a regionally important link, connecting Northumberland, the west of North Tyneside and Newcastle. There are also a number of key west to east links that provide access from the regional road network, including Newcastle city centre, through the Borough and towards the coast; these include: A1056 Sandy Lane and Killingworth Way corridor; the A191 Benton Road and Whitley Road corridor; the A1058 Coast Road and A187 Hadrian Road. The Metro system serves a large catchment of the population, linking key services and facilities throughout North Tyneside with other areas of Tyne and Wear. In addition to this, the East Coast Main Line also passes through the western edge of the Borough; the Shields Ferry and Tyne Pedestrian and Cycle Tunnels provide cross-Tyne links on foot and by cycle; and there is a comprehensive network of local bus services providing efficient links to the rest of Tyne and Wear and beyond. A comprehensive network of links for pedestrians, cyclists and horse-riders is provided, including the strategic routes on the National Cycle Network (1, 10 and 72) as well as a range of other routes of regional and more local significance. An updated Cycling Strategy for North Tyneside, which will set a network of strategic cycle routes, is to be subject to consultation during 2016. The Tyne Pedestrian and Cyclist Tunnels, opened in</u></p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<u>1951, provide a link between Howdon and Jarrow. This grade II listed structure is currently closed for refurbishment, a project which, on completion, will amount to a total investment of £6.9m, and is anticipated to reopen in summer 2017.</u>
AM302	147	Policy S7.3 , introductory paragraph	<p>Future transport provision should reflect existing demand and also take account of planned economic and housing growth to ensure an integrated approach to sustainable development and travel patterns. <u>Through the objective to deliver a modal shift to more sustainable modes of transport, there is an emphasis on increasing the modal share of public transport, walking, cycling and other non-motorised modes for journeys both within the Borough and beyond. This recognises the requirement to reduce impacts that contribute to climate change and encourage active and healthier lifestyles.</u></p> <p>North Tyneside has a number of strategic transport links that perform an important role at a regional level. The A19 provides a vital south to north route, linking South Tyneside and Sunderland to Northumberland and connecting with the A1 at Seaton Burn. There are also a number of key west to east links which provide access from Newcastle City Centre to the coast, including the A191, A1058 (Coast Road) and A187. The Metro system serves a large catchment of the population, linking key services and facilities throughout North Tyneside with other areas of Tyne and Wear. In addition to this, the East Coast Main Line also passes through the Borough and there is a comprehensive network of local bus services.</p>
AM306	147	Policies Map in support of Policy S7.3	<i>Pedestrian Tunnel to be highlighted on Policies Map</i>
AM308	149	<i>Para 10.18</i>	<p>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 <u>seeks to ensure the effective integration of land-use and transport planning in order to support improvements to the transport network across North Tyneside.</u> supports the delivery of an improved transport network for North Tyneside to ensure effective integration of land use and transport planning.</p>
AM310	149	<i>Para 10.20</i>	<p>Working with key partners, funding for new transport schemes will be identified over the course of the plan period but examples include the <u>Local Growth Fund (LGF).</u> North-East Growth Deal and Local Sustainable Transport Fund (LSTF). A number of transport improvement schemes have also been identified in the North East Strategic Economic Plan</p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			(SEP). Further detail on funding for specific projects is available in the Infrastructure Delivery Plan (IDP).
AM312	150	Para 10.21	The reinstatement of passenger services over the Ashington, Blyth and Tyne Railway is seen as a key driver for delivering growth in South East Northumberland. It is crucial that the potential should be retained for re-opening of this route to passenger traffic in the future, an importance reflected through route <u>the safeguarding of the alignment in the Local Plan. The proposal route</u> would link South East Northumberland to Newcastle with options to serve Ashington, Bedlington and Morpeth with <u>including</u> the possibility for an interchange station, between heavy rail, Metro and bus services, at Northumberland Park. Reinstatement of this passenger service is a key aspiration of Northumberland County Council <u>and North Tyneside Council. is supported by emerging planning policy in the Northumberland Core Strategy (part of the Local Plan). Significant progress has already been made, including progressing plans through a Network Rail GRIP study and in assembling funding bid packages. Various options are currently being appraised for station sites, service frequency and infrastructure requirements for both development and operation. Although closed to passenger traffic since the mid 1960s, Much the majority of the route is still already</u> in use as an existing freight line, but the North Tyneside Local Plan also includes the protection of land which would enable the option of direct access from Seghill southwards towards Percy Main (as shown on the Policies Map).
AM313	150	Para 10.22	The infrastructure for the The Tyne and Wear Metro system is owned and managed by <u>Nexus, who are also responsible for fares and timetabling. The system is currently the focus of investment worth £389 million £350 million through the 'all change' programme and over a twenty year the period 2010/11 to 2020/21 this will improve vital infrastructure, including stations, and refurbishing of the current rolling stock. During 2014 Nexus consulted on the 'The Metro Strategy 2030' which sets out ambitions for the future of the Metro system to 2030 and beyond, including the introduction of a new fleet of trains as a primary objective and initial investigation of the potential for extensions to the network through Tyne and Wear. The future development of the Metro system, including proposals for new projects and infrastructure, will be overseen by the North East Combined Authority (NECA), in parallel with its consideration of local rail services and the emerging Transport Plan for the North East.</u>
AM314	150	Para 10.23	The 'Cobalt Corridor Link' is a <u>has been identified as a potential extension route in the consultation draft Metro Strategy 2030 and now in the NECA's Metro and Local Strategy, published in summer 2016. (the revised Metro and Local Rail Strategy is expected to be</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			published in summer 2016) as highlighted in the Metro Strategy 2030 and It would involve the reinstatement of the former freight line between Northumberland Park and Percy Main/Howdon, effectively providing an 'inner loop' to the existing Metro system. This project is at the very initial stage of consideration but has the potential to connect a number of key employment areas which will be subject to significant investment and jobs growth over the Local Plan period - such as Cobalt Business Park, Silverlink, West Chirton Industrial Estate and Tyne Tunnel Trading Estate - with other areas in North Tyneside and the rest of Tyne and Wear. As well as identifying <u>Along with</u> the alignment of this route, three initial potential sites for stations have been identified, identified to reflect the earliest draft ideas. However any stations would be subject to long term financial viability including the requirement for third party funding. The future delivery of proposals will ultimately be guided by the emerging Transport Plan for the North East and the forthcoming Metro and Local Rail Strategy, which will set sets the framework for how specific schemes, such as the proposed 'Cobalt Corridor Link', will fit with the future delivery of local rail services.
AM315	150	Para 10.24	Despite this project being at a very early stage, the protection of the alignment for the route and the junctions to provide a link to the existing Metro system, both at the northern and southern end of the proposed route, will be crucial to enabling <u>is essential for the long-term</u> delivery of the project. <u>This includes the land needed to provide the junctions with the existing Metro system at both ends of the route; this is vital to the north.</u> This is considered crucial at the northern end of the proposed route, whereby land is required at Earsdon Road, Shiremoor to enable <u>accommodate</u> the junction and associated curve with the existing Metro system to the east of the existing station at Northumberland Park. Indicative ideas for the potential alignment at both ends of the Cobalt Corridor Link are shown in the inset maps below, helping to provide some additional clarity to accompany the Policies Map.
AM316	152	Para 10.25	...Port of Tyne, however, the possibility that this land may be required benefit from a new rail link to support freight movement to and from the north bank <u>North Bank</u> at some point in the future cannot be totally discounted. Whilst the final stretch of this link into Port of Tyne land....
AM317	152	Para 10.26	...the case on the Metro system between Pelaw and Jarrow and Pelaw and Sunderland respectively, something in which Network Rail and the Office of Rail <u>and Road (ORR)</u> Regulation would be involved as key partners <u>stakeholders</u> .
AM318	153	Para 10.27	There is also scope for providing additional Metro stations on the existing network in appropriate locations. <u>In particular, sites for new Metro stations at Killingworth Moor and</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			Murton Gap are under consideration. Any such proposal would first require an outline technical feasibility study to confirm the suitability of the prospective site, something that would need to be funded by a third party <u>as part of development proposals</u> . Such a study would need to consider impacts on timetabling and operational restrictions and requirements.
AM319	153	<i>NEW PARAGRAPH after Para 10.27 (ref 10.27a)</i>	<u>Although the East Coast Main Line (ECML) passes through North Tyneside there are currently no stations within the Borough, with Forest Hall, Killingworth and Annitsford stations closing to passengers in the late 1950s. However, a future proposal may be supported if considered appropriate; this would have to be progressed in partnership with all stakeholders, including the relevant train operating company (TOC) and the NECA. As an example, South East Northumberland Rail Users Group (SENUG) have highlighted a potential site at Killingworth which could be served by the existing local services to Cramlington and Morpeth (operated by the new Arriva Trains North franchise from April 2016). However, a significant amount of work would be necessary to bring a scheme forward, particularly in light of the significant capacity constraints on the ECML and, whilst the long-term potential is recognised, no formal proposal is made in Local Plan policy.</u>
AM320	153	<i>Para 10.29, replacement paragraph</i>	<u>The 1985 Transport Act deregulated the national bus network outside Greater London, resulting in a system whereby almost all aspects of service provision are at the discretion of private operators. However, there are possibilities in current and emerging legislation for local transport authorities to prepare proposals to take increased control of the local network through 'bus franchising'. As moves proceed to devolve relevant powers to Combined Authority level, the potential for local bus franchising will remain under consideration. The emerging proposal for a Quality Contracts Scheme (QCS) in Tyne and Wear could have a major impact on the wider bus network and, if approved, the impacts will have to be carefully considered. Under this proposal the Combined Authority will set ticket prices, routes and timetables across Tyne and Wear and on some routes into, and out of, County Durham and Northumberland. It will also decide what types of buses are used with Nexus then collecting the fares and paying bus companies to provide bus services through a contract system. This would be a major change from the current setup whereby bus companies decide on prices and routes. Greater certainty on this proposal is expected following the publication of the report of the independent QCS Board, currently anticipated for Autumn 2015.</u>
AM321	153	<i>Para 10.30</i>	Taxis and private hire vehicles will continue to play an important role in the wider public transport network and opportunities to integrate with <u>other modes of transport the rest of</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			the public transport network will be explored. This includes provision of additional facilities to assist in multi-modal journeys, encouraging the most sustainable methods.
AM322	153	Para 10.31	River transport will also be supported with the 'Shields Ferry' continuing to provide an important <u>pedestrian and cycle link</u> between North Shields and South Shields. Currently this service is operated by Nexus on a half-hourly <u>basis daytime frequency</u> . North Shields is also the location of the Port of Tyne International <u>Ferry Passenger Terminal</u> which offers a daily service to Ijmuiden in the Netherlands <u>operated by DFDS Seaways, as well as offering berthing facilities for an increasing numbers of cruise operators. Currently, over 625,000 passengers pass through the Port each year and any proposals to increase patronage will be supported where appropriate.</u> The promotion of sustainable access by public <u>Public transport connections</u> to these facilities will be encouraged and promoted wherever possible, with both of these facilities being served by existing bus services.
AM323	153	Para 10.32	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 in North Tyneside is relatively low, with exceptions only usually being seen at peak times in key locations on the network, these include A1056 Sandy Lane, A19(T) Tyne Tunnel, and A19(T)/A1058 Silverlink Interchange. In North Tyneside, congestion on the road network is experienced at peak times, particularly at locations including A1056 Sandy Lane, A19(T) Tyne Tunnel, and A19(T)/A1058 Silverlink Interchange, and along the A191 and A192 corridors. As such, existing and future commuting patterns will have to be carefully managed.
AM324	154	Para 10.33	...limiting the environmental effect of excessive congestion. The North Tyneside Network Management Plan sets out a strategy for making the best use of the existing highway network in a coordinated manner. Highway improvements will be expected to address the needs....
AM325	154	Para 10.34	In conjunction with Highways England, it is anticipated that some key junctions on the Strategic Road <u>Network network</u> will be improved by major schemes, notably <u>the A19(T)/A1058 Silverlink Interchange interchange</u> . This <u>interchange junction, with which currently sees</u> over 100,000 vehicle movements per day, already experiences significant congestion in both the morning and and evening peaks. <u>The Construction of the Highways England major scheme for Silverlink Interchange interchange is the subject of an application for a Development Control Order. This has undergone an examination by the Planning Inspectorate is due to start in summer 2016 and is expected to take approximately two years to complete.</u> Further detail of the latest timetable for the works is

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<u>available on Highways England website. ∴ the Inspector's recommendation is awaited and a decision by the Secretary of State may follow early in 2016. Work is therefore ongoing but in the meantime an interim scheme, recently completed by Highways England, will bring some short term relief. However, the Council will continue to support the major scheme to be brought forward.</u>
AM326	154	<i>NEW PARAGRAPH after Para 10.35 (ref 10.35a)</i>	<u>The Local Plan (and the Policies Map) identifies a number of locations on the network which are subject to improvement schemes, both where funding is already committed or is currently being identified. As an example of planned investment, over the next five years around £150million is set to be invested in the highway network across North Tyneside, to benefit all users. The proposed improvements reflect forecast economic development and jobs growth across key employment sites, such as: Quorum; Cobalt Business Park; Indigo Park (Weetslade); and, the River Tyne North Bank area. Four major improvement schemes commenced in 2016: A1058 Coast Road (Billy Mill and Norham Road) improvements; A1056 Weetslade corridor (Sandy Lane); A191 Coach Lane to Tyneview Park; and A19(T) employment corridor access improvements. A further scheme, A187-A193 North Bank of the Tyne access improvements, is to commence in 2017, subject to approval of the scheme business case and funding.</u>
AM327	154	<i>Para 10.36</i>	A <u>In accordance with the Council's Transport and Highways SPD (LDD12), all new major developments seeking planning approval...</u>
AM328	154	<i>Para 10.37</i>	All developments which generate significant amounts of movement should be <u>are required to provide a Travel Plan; details are given in the Council's Transport and Highways SPD (LDD12). A Travel Plan is a strategy and action plan to improve accessibility to a development by a range of modes, which aims to minimise single occupancy car travel. It must set out time-bound targets and clearly defined measures for achieving those targets. A Travel Plan is required whenever a Transport Assessment is provided. Where a Transport Statement is provided, either a full Travel Plan or a Travel Plan Statement must be included. A Travel Plan Statement is a document which summarises the issues relating to travel to the site, measures taken to encourage more sustainable travel, any proposed partnership working arrangements and any contributions towards an area-wide Travel Plan or a strategic transport scheme.</u>
AM329	154	<i>Para 10.38</i>	<u>Over the plan period, development proposals should be made in light of the latest transport technologies, with options for promoting low-carbon modes fully explored. This should take into account the latest guidance and research across the public, private and voluntary sectors. Although not exhaustive, this could include: car-sharing schemes; electric cars;</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			hydrogen and gas vehicle technologies; and, other innovations as and when appropriate. <u>These options will be encouraged in relation to both public and private modes of transport. Incorporating the guidance from NPPF the Council supports the inclusion of charging points for electronic electric vehicles to help encourage sustainable transport on appropriate developments.</u>
AM330	154	Heading before <i>Para 10.40</i>	<u>Pedestrians, Cyclists and Horse-Riders</u> Horse riders, pedestrians and cyclists
AM331	154	<i>Para 10.40</i>	<u>The Council is fully committed to improving opportunities for active travel and a network of comprehensive links is provided across the Borough for pedestrians, cyclists and horse-riders. These connections form an integral part of the wider transport system and include Public Rights of Way (PROW), established cycling routes and the waggonways, along with paths of a more informal nature. There are a range of different PROW classifications, all of which must be taken into account through development proposals. The statutory Tyne and Wear Rights of Way Improvement Plan (ROWIP), updated and published as part of Local Transport Plan (LTP3), provides important evidence to support the Local Plan. Appendix J sets out a number of 'missing links' in the local network and opportunities to complete these will be explored. The waggonway network provides a network of traffic-free paths for walking, cycling and horse-riding, both for leisure and as a means of transport, and plays an important role in as well as encouraging healthy lifestyles. The routes follow former industrial railway lines and, following the demise of the coal industry and subsequent investment, now provide a fantastic resource for all users. However there is scope for improvement to walking and cycling facilities and specific local measures to deliver improvements will be promoted by the Council where appropriate.</u>
AM332	154	<i>Para 10.41</i>	<u>North Tyneside is served by three routes which form part of the National Cycle Network (NCN) and that are well used by visitors travelling to and through the borough as well as for local journeys: Reivers Cycle Route (NCN10); Hadrian's Cycle Way (NCN72) (NCN72) and North Sea Cycle Route (NCN1) (Coast and Castles). There are also a wide range of other routes of local and regional significance which supplement the arterial routes on the NCN and link to networks in neighbouring areas. North Tyneside's Cycling Strategy includes a '2030 Vision' to make North Tyneside the North East's cycling borough by 2030. There has been a significant increase in cycling activity in the Borough in recent years, with journey numbers increasing by 270% between 2005 and 2015, the most significant level of growth in Tyne and Wear. Indeed, Department for Transport statistics show that the proportion of North Tyneside residents who cycled at least five times a week is the highest across the</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<u>North East. In this positive context, an update to the North Tyneside Cycling Strategy 2010 to 2014 was recommended to Council in late 2015 and once completed the updated strategy will provide further evidence to support the Local Plan process.</u>
AM334	155	<i>Para 10.42</i>	<u>Specifically, the Council is supporting improvements to the Coast Road cycle route in partnership with Newcastle City Council. This offers a fast, direct east to west link for many journeys in the Borough, including to employment destinations such as Cobalt Business Park and Newcastle city centre and has potential to form part of the National Cycle Network in the future, something which would be progressed with key stakeholders if, and when, appropriate. An updated Cycling Strategy for North Tyneside, which will set a network of strategic cycle routes, is to be subject to consultation during 2016. Working in partnership with Newcastle the Council's are supporting improvements to the Coast Road cycle route, which is a fast, direct east-west link for many journeys in the borough, including to employment destinations such as Cobalt Business Park and Newcastle city centre. It has strong potential to form part of the National Cycle Network in the future.</u>
AM336	156	<i>Para 10.47</i>	<u>...Order 1995. This states that housing developments above 10 units and development over 1000m² sqm floorspace, alongside other criteria, constitutes major development.</u>
AM337	156	<i>NEW PARAGRAPH after Para 10.50 (ref 10.50a)</i>	<u>The Low Carbon Plan 2016 – 2027 sets out North Tyneside Council's ambitions and objectives to deliver a 50% reduction in Carbon Dioxide emissions by 2027. The Low Carbon Plan prioritises reduction in usage through energy efficiency but also promotes and gives an increased focus on the generation of renewable and low carbon energy. This Local Plan and the renewable energy policy in particular has been prepared in partnership with the Council's Sustainability Team and supports and provides a framework within which programmes and schemes aimed at providing small scale and commercial renewable energy projects can be supported. The supporting note Renewable Energy and Low Carbon Statement provides further information on the context for planning and renewable energy and explores in particular the opportunities for Wind Energy Generation in North Tyneside.</u>
AM338	157	Policy S7.7	...Proposals for waste management facilities will be located in sustainable locations, appropriate to the proposed waste management use and its operational characteristics, where potentially adverse impacts on people, biodiversity and the environment can be avoided or adequately mitigated. Such proposals should have regard to the following sequential priorities: g. a- Employment sites where co-location with existing waste management processes is possible without detriment to residential amenity; h. b- Employment sites suitable for Use Classes B2 and B8;

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>i. Sustainable locations within vacant previously developed land.</p> <p>Sites for disposal of waste will only be permitted where it meets a need which cannot be met by treatment higher in the waste.</p>
AM339	159	Para 10.60	...and is integral to the approach set out in policy <u>Policy S7.7</u> .
AM340	160	Para 10.64	<p>...waste facilities. These have multiple benefits to residents businesses, developers and the Council including:</p> <ul style="list-style-type: none"> • Reduced frequency of collection • Improved design of development as each house will not need to store multiple wheelie bins allowing more space for gardens and/or parking. • Collection vehicles will not need to access every property. • <u>Reduced frequency of collection.</u>
AM341	160	Subtitle, before Para 10.66	Community Infrastructure: Education, Health, Social
AM342	160	Para 10.66	The Local Plan 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 <u>community infrastructure facilities</u> .
AM343	160	Para 10.67	Infrastructure for community facilities are those that provide <u>Community infrastructure provides</u> for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community 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.
AM344	160	Para 10.68	...broad range of indoor and outdoor recreation facilities in the Borough, including sports halls, leisure centres, swimming pools and commercial leisure opportunities. <u>The Council's Built Sports Strategy provides further evidence, identifying how the Council, and relevant partners, can protect, provide and enhance provision of sport and leisure infrastructure in North Tyneside.</u>
AM345	160	Para 10.69	<u>Across the Borough there is a comprehensive network of healthcare provision including North Tyneside General Hospital, currently supported by 29 GP Surgeries and 30 NHS Dental Practices. This is in addition to the new £75million Northumbria Specialist Emergency Care Hospital (NSECH) in Cramlington, opened in 2015 and located adjacent to</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>the local authority boundary and serving a catchment in both Northumberland and North Tyneside. There are two education systems in the borough, a two-tier system for the majority of the borough but a three-tier system remains in operation in Whitley Bay and Monkseaton. At present there are 73 schools in local authority control, along with 3 academy schools, with 10 sites offering opportunity for '6th form' education. The changing nature of education provision at a national level means that this balance is likely to change over the plan period. In addition, local authority services are supplemented by private provision for both health and education. There are 14 libraries in the Borough, including those in the Council's recently developed Customer First Centres at North Shields, Killingworth, Wallsend and Whitley Bay. There are also 6 leisure centres, supplemented by a number of swimming pools across a range of public and private facilities and members clubs. 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.</p>
AM347	161	Para 10.70	<p>Community infrastructure is facilities are an essential element in the creation of sustainable communities. The Local Plan seeks to provide a range of services facilities at the heart of every community, which. 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 healthcare and education.</p>
AM351	162	Policy DM7.11	<p>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 if where:</p> <ol style="list-style-type: none"> a. If When proposing a new mast, evidence should demonstrate that no reasonable possibilities exist of erecting apparatus on existing buildings, masts or other structures. b. The siting and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity and respect the character or appearance of the surrounding area.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>c. If <u>When</u> sited on a building, the apparatus and associated structures should be <u>are</u> sited and designed in order to seek to minimise impact to the external appearance of the host building.</p> <p>d. The development should <u>would</u> not have an unacceptable adverse impact on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest. When considering applications...</p>
AM352	163	Para 10.76	<p>...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.</p> <p>...</p>
AM353	163	Para 10.78	<p><u>The future roll out of 5G connectivity is currently in the very early stages but can be anticipated to require further continued development of mobile infrastructure.</u> Current guidance indicates that operators <u>are able to anticipate</u> largely using <u>use</u> the existing network infrastructure to improve capacity and coverage. However, this...</p>
AM354	163	Para 10.80	<p>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 20Mbps. The Council's role in achieving this <u>Government's present and future targets</u> target is to help facilitate the...</p>
AM355	164	Para 11.1	<p>Four areas of the Borough have been identified as requiring additional priority in terms of development, investment and regeneration. These are:</p> <ul style="list-style-type: none"> • Wallsend and Willington Quay; ; • North Shields; ; • The Coast (including Whitley Bay town centre) ; and ; • The North West Villages.
AM356	164	Para 11.3	<p>...the global success of shipyards like Swan Hunter's <u>Hunters</u>; the industry of local people...</p>
AM357	164	Para 11.4	<p>After many years of slow <u>industrial</u> decline through the 20th Century <u>century</u>, 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 <u>sectors like</u> the low carbon and offshore economy, supported by the North East Local Enterprise Partnership.</p>
AM358	165	Para 11.7, 2 nd bullet point	<ul style="list-style-type: none"> • Visitors arriving by Metro, bus, <u>cycle</u> bicycle or car, drawn to Wallsend to learn about its Roman history at Segedunum, 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

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			refurbished Wallsend Town Hall exhibition room and café encourage exploration of the town.
AM359	166	Policy AS8.1	<p>Within the Wallsend and Willington Quay sub-area, <u>as shown on the Policies Map</u>:</p> <ol style="list-style-type: none"> a. The north bank of the River Tyne will provide a location for a range of opportunities for investment and economic development and support growth in 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 <u>Shopping Centre shopping-centre</u>. 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 area's 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 Cycleway, shipbuilding heritage and Wallsend Parks and Wallsend Dene. g. Improve provision of new community facilities and services, including health services. h. Reduces <u>Reduce</u> the impact of intrusive employment uses upon residential amenity in the area.
AM360	167	<i>Para 11.13</i>	<p>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:</p> <ul style="list-style-type: none"> • improve <u>Improve</u> in the provision of shopping facilities; • make <u>Make</u> Wallsend a more attractive and safe place to visit; and • recognise <u>Recognise</u> the enormous potential of those features and assets in Wallsend that make the town unique.
AM480	167	Policy AS8.2	<p>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 main town centre uses at The Forum Shopping Centre, <u>as shown on the Policies Map</u>, including the extension to the west, that:</p> <ol style="list-style-type: none"> a. Enhance the role of The Forum Shopping Centre at the heart of the primary

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>shopping area in Wallsend;</p> <p>b. Provide a new retail floorspace to serve the town and wider community;</p> <p>c. Enhance the internal and external appearance of the shopping centre making the area attractive to shoppers and visitors;</p> <p>d. Would deliver enhanced community facilities and services for the whole of Wallsend, alongside the existing improved library services;</p> <p>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.</p>
AM361	169	Policy AS8.3	<p>The Council will develop <u>would support the development of</u> a master plan for the sensitive redevelopment of this area at Portugal Place and High Street West, as defined on Map 25, with the specific objectives of:</p> <p>a. Expanding the Portugal Place Health Centre;</p> <p>b. Relocating intrusive business...</p>
AM362	169	<i>Para 11.19</i>	<p>Richardson Dees Park, the Hall Grounds and the Arboretum, collectively known as "Wallsend Parks", are three wonderful parks clustered just to the north of Wallsend town centre. 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 and the Arboretum were donated to the Wallsend Corporation 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. <u>To the south of Wallsend Hall is Wallsend Green, the intact centrepiece of the medieval Wallsend Village that has provided recreation space for the community for hundreds of years and now registered as a village green.</u></p>
AM470	169	<i>Para 11.21</i>	<p>Heading upstream, the Dene stretches north from the River Tyne before heading eastwards <u>westwards</u> to effectively separate the centre of Wallsend from the rest of North Tyneside.</p>
AM363	170	Policy AS8.4	<p>AS8.4 Key Green Spaces <u>spaces</u> in Wallsend and Willington Quay</p> <p>The Council will continue to support the objectives of the Parks for People scheme through its works to and management of Wallsend Parks <u>Works to and management of Wallsend Parks should continue to support the objectives of the Parks for People scheme</u>, ensuring it remains a prime location for recreation.</p> <p>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:</p>
AM364	170	<i>Para 11.24</i>	<p>Wallsend and Willington Quay are well connected places. The Metro system allows for fast</p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			and accessible travel to Newcastle city centre <u>City Centre</u> , the coast and across Tyne and Wear. A number...
AM365	171	Policy AS8.5	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 <u>support</u> : <ul style="list-style-type: none"> a. Ensure <u>Ensuring</u> Wallsend town centre is safe and attractive with facilities that encourage visitors to walk or cycle to the town; b. Safeguard <u>Safeguarding</u> bus services to the heart of Wallsend town centre, with frequent bus services calling at The Forum Shopping Centre; c. Working with Nexus, improve <u>Improving</u> the surroundings, environment and safety of the Metro stations in the area at Wallsend, Hadrian Road and Howdon; and, d. Encourage <u>Encouraging</u> 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.
AM366	172	Policy AS8.6	The Council will encourage movement by foot and on bike <u>cycle</u> around Wallsend and Willington Quay as an important means of bringing the various elements of the area together to help deliver on the area's wider regeneration. In particular, proposals will <u>should</u> focus on improving and enhancing streets where possible with: <ul style="list-style-type: none"> a. The introduction of...
AM367	172	<i>Para 11.29</i>	High Street East and West is an important thoroughfare for buses and vehicles both in accessing the town and passing through from Howdon or North Shields on into <u>towards</u> Newcastle. This brings...
AM368	173	Policy AS8.7	The Council will look to <u>seek investment</u> invest in improving High Street East and High Street West for pedestrians, cyclists and public transport users. Work will be progressed <u>working</u> jointly with Nexus, the bus operators and taxi companies to explore measures that: <ul style="list-style-type: none"> a. Through reducing the speed...
AM369	175	<i>Para 11.37</i>	...heritage risk in the town. Once designated, the LPA will continue to positively manage the character and appearance of the area, as set out in policy <u>Policy S6.5</u> .
AM370	176	<i>Para 11.43</i>	...imposing feature on the street. For many years the hub of <u>local government</u> Local Government in Wallsend, changing times have meant the Town Hall is no longer needed for this purpose. However, with a...
AM371	176	Policy AS8.10	Several buildings within the complex, <u>as shown on the Policies Map</u> , 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 where there would be no

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>unjustified adverse effect upon their heritage significance:</p> <ul style="list-style-type: none"> ⊖ <u>a.</u> Managed Workspace ⊖ <u>b.</u> Residential ⊖ <u>c.</u> Non-residential institutions e.g. gallery, museum, place of worship, assembly hall, nursery, surgery. ⊖ <u>d.</u> Assembly and leisure uses e.g. Private hire for weddings and conferences, gym, restaurant, cafe. ⊖ <u>e.</u> Educational uses.
AM481	176	NEW INSET MAP, in support of Policy AS8.10	<p><i>NEW INSET MAP ADDED TO SUPPORT POLICY AS8.10.</i></p> <p><u>Map 26a – Town Hall, Police Court, Fire Station and Public Baths</u></p>
AM372	177	Vision for North Shields	<p>North Shields will have a revitalised town centre that is an attractive and vibrant place to visit. The <u>town centre</u> Town Centre will link to the surrounding area, including the Fish Quay, which will increase...</p>
AM373	178	Policy AS8.11	<p>Within the North Shields Priority Investment and Regeneration Area, <u>as shown on the Policies Map</u>:</p> <ol style="list-style-type: none"> a. The area's historic environment and biodiversity and geodiversity assets will be preserved and enhanced, whilst capitalising on the area's culture and heritage, particularly around Northumberland Square and the riverside; b. New investment will be attracted 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 <u>town centre</u> 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; <p>The permitted Smith's Dock major brownfield development site will be recognised as key to driving future regeneration and investment at the New Quay, Fish Quay and North Shields town centre.</p>
AM374	178	Para 11.49	<p>... the link road. As Smith's <u>Smith's Dock</u> is developed it will bring new residents to this area of North Shields helping to drive forward the regeneration that is already underway.</p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM375	179	Para 11.50	... facing great change. In the late 20 th Century century, the area's traditional industries declined, leading to the initiation of several initiatives to aid the area's regeneration. From 2001...
AM376	179	Para 11.53	This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to policy Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.
AM377	180	Para 11.56	...shops to the area. The Council will support appropriate plans that will reinvigorate the overall town centre Town Centre with a stronger outward facing retail presence from the Beacon Centre 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. Opportunities to encourage residential development in the town centre Town Centre would be encouraged where it can play an important role in ensuring the vitality of North Shields.
AM378	180	Policy AS8.13	The Beacon Centre and wider regeneration <u>Wider Regeneration of North Shields Town Centre</u> The Council will support refurbishment of the Beacon Centre and wider regeneration of North Shields town centre, <u>as shown on the Policies Map</u> , that seeks to address each of the following: a. Enhancing the....
AM380	184	Vision for the Coast, sub-title and text	The Vision for the <u>Coastal Area</u> coastal area The Coast <u>east</u> will be a popular place for people to visit with a range of facilities and activities...
AM478	184	Policy AS8.15	Within the Coastal Priority Investment and Regeneration Area, <u>as shown on the Policies Map</u> : a. Create a vibrant Whitley Bay town centre - with an appropriate mix of shopping and other town centre uses to support local businesses b. Proposals which...
AM381	184	Para 11.66	...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 lighthouse. Previous consultations responses clearly identified...
AM382	184	Para 11.67	Tourism is a key driver of the North Tyneside local economy, worth around £268 million every year (2013 figures). This Plan supports the North Tyneside Tourism Strategy "Visit

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			North Tyneside" (2014-2021) and the North East Case for Culture, a 15 year ambition to bring about further investment in arts and heritage across the region.
AM383	185	Para 11.69	... wildlife sites. When implemented, regard should be had to policy <u>Policy DM5.6</u> that sets out the requirement...
AM384	185	Policy AS8.16	... surrounding buildings; and, c. Located where the impact from increased visitors can be accommodated : i. By existing infrastructure capacity making best use of public transport provision and avoiding increased road congestion; and ii. Without significant adverse harm upon the <u>designated</u> coastal environment <u>sites</u> and <u>wider</u> biodiversity. The change of use...
AM385	185	Para 11.71	This policy <u>Policy AS8.16</u> has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites if not supported by adequate mitigation. When implemented, regard should be had to policy <u>Policy DM5.6</u> that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.
AM386	186	Policy AS8.17	The following proposals and activities have been noted as particular opportunities at the coast that could enhance its role for tourism over the life of the plan: a. Restoration and re-use of the <u>The</u> Spanish City dome and surrounding development site, including provision of improved parking, shops, a hotel and housing. b. St Mary's Headland - new visitor facilities. c. St Mary's Lighthouse and visitor centre refurbishment. d. Northern Promenade - Overnight <u>overnight</u> stay beach huts and public realm improvements e. Demolition and proposed redevelopment of High Point Hotel, The Avenue, Whiskey Bends f. Coastline Land Train - to support linkage between attractions along the coast whilst encouraging trips away from the private car. g. Longsands Temporary Events <u>Events</u> Area - The <u>the</u> site known as Beaconsfield (identified on the Policies Map and <u>Map 30</u> the inset map to follow Map 30) to be safeguarded for open space but would be considered acceptable for temporary tourism and recreational related activities and appropriate works to support such activities. All activities will be restricted between October and March to avoid impacts on nationally

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			and internationally protected nature conservation interests. Permanent loss of any part of the site would not be permitted.
AM387	187	Para 11.75	...Whitley Bay for visitors. A number of the sites are also identified as specific preferred development sites, or benefit from planning permission, but their inclusion supports implementation of <u>Policy AS8.15</u> The Coastal Sub Area and provides...
AM388	187	Para 11.76	At Longsands, 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.
AM389	187	Para 11.77	This policy <u>Policy AS8.17</u> has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites if not supported by adequate mitigation. When implemented, regard should be had to policy <u>Policy DM5.6</u> that sets out the requirement for appropriate avoidance or mitigation of...
AM390	187	Para 11.79	...new attractions and an improved seafront and promenade that will combine to create a more positive perception of the <u>town</u> Town .
AM391	188	Para 11.80	...sets out the Council's intention to work with a preferred developer and residents to develop the <u>The Spanish City</u> .
AM392	188	Para 11.81	Policy AS8.18 <u>This policy</u> has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to policy <u>Policy DM5.6</u> that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.
AM393	189	Para 11.83	In Whitley <u>Whitley</u> Bay town centre there are inconsistencies to the quality and maintenance of shop fronts 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 20th <u>Century</u> century and the street has many buildings with good architectural detail with an impressive amount of historic shop fronts.
AM394	189	Para 11.85	This policy <u>Policy AS8.19</u> has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to policy <u>Policy DM5.6</u> that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
AM395	192	Para 11.94	...Whitley Bay to become a sustainable community with residents who are less likely to be transient and help improve social cohesion in the <u>town centre</u> Town Centre .
AM396	193	Para 11.97	This policy <u>Policy AS8.22</u> has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to policy <u>Policy DM5.6</u> that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.
AM398	193	Para 11.99	...attractive centre for people to enjoy. Any proposals would need to take into consideration the needs of all users and would require further detailed analysis of its impact and how it could benefit the <u>centres</u> town centre .
AM399	193	Para 11.100	While improvement <u>Improvement</u> of accessibility to public transport services will be <u>is</u> a priority 7 . However, some people-visitors will have little choice but to make at least part of their journey to the coastal area 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 (<u>2012</u>) identifies the option to explore opportunities...
AM400	193	Para 11.101	Additional car parking space on the former library site will help to serve the town centre and the seafront. In Whitley Bay clear signage and parking information will help tackle the perception that there is a lack of parking available within the town centre. 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 and along the coast. However, car <u>Car</u> parking arrangements <u>at the coast</u> 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.
AM401	193	Para 11.102	This policy <u>Policy AS8.23</u> has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to policy <u>Policy DM5.6</u> that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.
AM403	194	Para 11.104	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, with much of the area developed alongside the nearby colliers

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			providing a rich such as its mining legacy. Older 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 <u>form a basis for the areas identity.</u>
AM404	195	Policy AS8.24	<p>Within the North West Villages Sub Area, <u>as shown on the Policies Map:</u></p> <ol style="list-style-type: none"> 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. Image and identity will be improved through good signage and interpretation, and high quality, well-maintained public realm. North Tyneside Council will work <u>positively</u> 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.
AM405	196	<i>Para 11.107</i>	The North West Villages are well-served by the local major road network, with the A1, A19(T) and A189 all within or having junctions in the North West area. It is...
AM406	196	<i>Para 11.109</i>	The North West's semi-rural location and the <u>The size and dispersed nature of the settlements villages in the North West can present challenges mean they suffer from a degree of isolation both geographically and in terms of easily accessing service provision. This increases reliance on private cars and makes the provision of sustainable access to key services within the area, and elsewhere in North Tyneside and nearby neighbouring areas of Cramlington and Newcastle important.</u>
AM407	196	Former <i>Para 11.109</i> split to create <i>NEW PARAGRAPH, after Para 11.109 (ref 11.109a)</i>	Over the years, with the decline of the mining industry, new building and regeneration projects, the areas have <u>has</u> gained many different layers of development styles <u>whilst remaining vacant or underused sites provide an opportunity to develop a more coherent identify for the villages.</u> , 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.
AM408	196	<i>Para 11.110</i>	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 the Council's aspiration for development of a 30 hectare <u>employment site Employment Site</u> at Weetslade has now advanced to the market as Indigo Park...
AM409	196	<i>Para 11.112</i>	The North West area is a gateway to the Borough that, at present, is presenting a poor

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>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 and there are many positive aspects in of the area that can and should be built on to improve perceptions. <u>However, there are a number of vacant sites in the area that detract from the character of the locality and this needs to be tackled.</u></p>
AM410	196	Para 11.113	<p>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.</p>
AM411	196	Para 11.114	<p>With each village in the North West surrounded Surrounded by Green Belt, the North West area is rich in open space and biodiversity habitats. 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 the latter being a Green Flag award winner. <u>Across the Borough's boundary, Big Waters and Gosforth Park are also areas of high ecological value that serve residents of the North West.</u> 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.</p>
AM412	197	Para 11.115	<p>The area features an impressive amount of heritage interest. The oldest structure in the North West is the mid-16th Century <u>century</u> Burradon Tower, which is a grade II listed building and scheduled ancient monument. Around the time the Tower was built 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 <u>century</u>, and is a rare</p>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			survivor of a colliery building. <u>Lying adjacent to the North West of North Tyneside, within Newcastle's boundaries, is the historic Gosforth Park.</u>
AM413	197	Para 11.116	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.
AM414	197	Para 11.117	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: <ul style="list-style-type: none"> • a loss of identity; • poor signage and interpretation; • low quality, poorly maintained street furniture; • street and road surfaces in poor condition.
AM415	198	Policy AS8.25	The Council will support <u>positive</u> measures in the North West of the Borough that can enhance the unique identity of the area <u>through the following improvements to deliver a high quality public realm:</u> and deliver improvements to the public realm through investment in: <ol style="list-style-type: none"> a. Signage and interpretation <ol style="list-style-type: none"> i. <u>a.</u> Legible and attractive signage that welcomes visitors at entrances to the Borough and settlements to define boundaries and strengthen the identities of each Village area; ii. <u>b.</u> Ensuring key attractions and facilities are well signposted, for example, John Willie Sams Centre, Seaton Burn Recreation Ground, Little Waters and Weetslade Colliery Park; iii. <u>c.</u> Promoting the special ecological and heritage value of the North West via sensitively placed interpretation boards. All signage and interpretation boards should be designed and installed as to protect, and possibly enhance the character of the area; <u>d.</u> A coordinated approach to the installation of street furniture of high quality; <u>e.</u> Good quality, natural ground surfaces that encourage pedestrian movement; and <u>f.</u> Ensuring all aspects of the public realm are maintained and repaired to a high standard.

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>a. Street furniture Good quality, attractive street furniture (for example, bins and seats) with the environs of shopping areas and community facilities being be the priority target.</p> <p>b. Improved road and pavement treatments Particularly at Market Street, Dudley and in Camperdown.</p> <p>Improvements will be maintained to the highest of standards in order to ensure that the quality of enhancement schemes is sustained into the future.</p>
AM416	198	<i>Para 11.119</i>	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.
AM417	198	<i>Para 11.120</i>	Appropriate signage that distinguishes each village and interpretation that promotes their heritage and biodiversity interest can help to build identity and civic pride.
AM418	198	<i>Para 11.121</i>	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.
AM419	198	<i>Para 11.122</i>	Improvement of the public realm is in line with the Our North Tyneside Council Plan priority "Our Places" that aims to create places that people like living in and will attract others to either visit or live.
AM420	198	<i>NEW PARA after Para 11.122 (replacement for former 11.119 to 11.122) (ref 11.122a)</i>	<u>This Policy is in line with the NPPF, which encourages the creation of safe and accessible environments, clear and legible routes and high quality public space. It also supports the Our North Tyneside Council Plan priority "Our Places" that aims to create places that people like living in and will attract others to either visit or live.</u>
AM421	199	<i>Para 11.123</i>	11.123 One of the major factors that is affecting the image of the North West is that the area suffers from pockets of vacant land. This represents low investment and looks unattractive, and is detrimental to the quality of life of residents.
AM422	199	<i>Para 11.124</i>	11.124 The vacant sites are scattered throughout the North West and they range in size. They are generally in the possession of private landowners.
AM423	199	<i>Para 11.125</i>	11.125 Whilst currently having an adverse affect on the vitality of the area, the sites represent an opportunity to bring forward development that can be beneficial to the community.
AM424	198	<i>NEW PARA after Para 11.125</i>	<u>Pockets of vacant land in the North West represent an opportunity to bring forward development that can be beneficial to the community. The vacant sites are scattered</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
		(replacement for former 11.123 to 11.125) (ref 11.125a)	<u>throughout the North West and they range in size. They are generally in the possession of private landowners.</u>
AM425	199	Policy AS8.26	North Tyneside Council will work <u>positively</u> 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 <u>on Map 33 and below</u> : <ul style="list-style-type: none"> a. Land at rear of the Drift Inn, Front Street, Seaton Burn. b. Land at Western Terrace...
AM426	199, 200	Para 11.126	Reusing these parcels of land in a more positive manner <u>would contribute to an attractive will not only remove the poor image and unattractive environment created by vacancy, but and could also deliver new homes and facilities for residents locals.</u> <ul style="list-style-type: none"> a. Land at rear of the Drift Inn, Front Street, Seaton Burn. A large expanse of unappealing hardstanding that could be <u>positively redeveloped used for with an attractive residential scheme, alongside the near the northern entrance of the Borough.</u> The proposed redevelopment of the Seaton Burn Recreation Ground would benefit from having this site improved in visual quality. This site is also identified as a residential allocation in this Plan. b. Land At Western Terrace, Dudley. A site with two separate parts, both have which have been left derelict for some time. This site is also identified as a residential allocation in this Plan. c. Land adjacent to no.1 Coronation Street, Annitsford. Although not visible to the wider public, <u>small residential redevelopment at this site could improve this site's dereliction adversely affects the amenity of this area of Annitsford, and could benefit from small residential redevelopment.</u> d. Garage site, Annitsford Drive, Annitsford. A highly unattractive area of hardstanding in an otherwise pleasant residential environment. Potentially unsuitable for any kind of building due to its small size, extending the adjacent grassed area to cover this site would make a positive difference to the appearance of this <u>pleasant residential environment area.</u> 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. Planning permission was granted in 2015 for 14 dwellings; the prompt

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>redevelopment of this prominent site is supported. A large and prominent site, its vacancy is to the detriment of Dudley's image and its prompt suitable redevelopment will be encouraged for appropriate uses. This site is also identified as a residential allocation in this Plan.</p> <p>f. Former Dudley Miners Welfare Centre, East View Terrace, Dudley. This is a large, vacant unempt <u>site in a prominent location</u>. This site is also identified as a residential allocation in this Plan. 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, there could be possibilities to 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.</p> <p>g. Former 89 Station Road, Camperdown. A prominent site at the <u>southern</u> 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.</p>
AM427	201	Para 11.128	The isolation of the North West Villages 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.
AM428	201	Para 11.129	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.
AM429	201	Para 11.130	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.
AM430	201	Para 11.131	This policy for the North West Villages reflects the aspirations of the NPPF, which advocates a transport system that is balanced in favour of sustainable transport modes.
AM431	201	Para 11.132	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

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			ensuring a positive future for residents and the borough
AM432	201	Para 11.133	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.
AM433	201	NEW PARA after Para 11.133 (replacement for former 11.128 to 11.136) (ref 11.133a)	<u>Good public transport connectivity is especially important for residents in parts of the North West due to the area's relative geographical isolation. Good bus services are important to avoid an over-reliance on the private car, and to allow for access to employment, education, services and facilities that are vital to ensuring a positive future for residents and the Borough.</u>
AM434	201	NEW PARA after Para 11.133 (replacement for former 11.128 to 11.136) (ref 11.133b)	<u>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 are well surfaced and lit, and are popular and well-used by pedestrians, cyclists and horse-riders. Active travel can only provide a viable alternative to the private car if it is encouraged through providing and protecting the correct infrastructure, and ensuring its usability and safety. Safe crossing measures should be provided, especially near schools, and opportunities to create joined-up routes including bridle ways and waggonways should be sought.</u>
AM435	201	Para 11.135	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; safe crossing measures should be provided where appropriate to allow for a joined up active travel network.
AM436	201	Para 11.136	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 at Front Street, Annitsford to avoid achieve a quicker route through Moor Farm roundabout, and through Burradon and Camperdown to avoid 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.
AM437	201	NEW PARA after Para 11.136 (replacement for former 11.128 to	<u>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.</u>

Ref	Page	Policy/Site/Para /Fig	Additional Modification
		11.136) (ref 11.136a)	
AM438	201	NEW PARA after Para 11.136 (replacement for former 11.128 to 11.136) (ref 11.136b)	This policy for the North West Villages reflects the aspirations of the NPPF, which advocates a transport system that is balanced in favour of sustainable transport modes.
AM439	202	Policy AS8.27	<p>Sustainable transport and traffic management <u>Transport and Traffic Management for the North West Villages</u></p> <p>To improve linkages between Villages in the North West and beyond, the Council <u>supports</u> will:</p> <ul style="list-style-type: none"> a. Work with Nexus and neighbouring authorities to safeguard and improve <u>Safeguarding and improving</u> the area's bus service provision. b. Ensure Protecting and enhancing the waggonways, plus and other traffic-free travel routes, will be protected from loss. They will continue to be well-maintained and managed. c. Pursue suitable <u>Suitable</u> road crossing measures, where required, to allow better active travel movement. Two potential projects are: <ul style="list-style-type: none"> 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 <u>Appropriate</u> traffic calming measures in the North West Villages, with the aim of discouraging "rat runs" to avoid congested main routes.
AM440	202	Policy AS8.28	<p>The Council will seek and support proposals for the use of the buildings and site, <u>as shown on the Policies Map</u>, where there would be no unjustified adverse effect upon their heritage significance. Proposed uses should take advantage of the facilities and accommodation that Block A and Block B can provide, including the potential for office, light manufacturing and retailing, with regard given to the potential for additional residential development at this location. Proposals should also:</p> <ul style="list-style-type: none"> e-a. Demonstrate a clear understanding of the building and the impact of the works; e-b. Propose a compatible use with the buildings and the surroundings; and e-c. Not unacceptably fragment or asset strip the building.
AM441	203	Para 12.1	The policies and proposals set out within the Local Plan are intended to be ambitious in

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			order to meet the requirements for growth and development in North Tyneside over the next fifteen years. However, national <u>National</u> planning policy <u>also sets</u> clear guidance about the importance of ensuring <u>that the policies and proposals set out in local planning policy of the Local Plan</u> are deliverable within the plan period.
AM442	203	Para 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 timescales <u>time scales</u> and; that the policies do not undermine the objectives and overall strategy of the Plan <u>plan</u> by placing unnecessary burdens upon development. It is equally important that the Local Plan remains flexible to be able to respond to changing circumstances both <u>at a local and national level</u> locally and nationally , <u>particularly</u> given that the National Planning Policy Framework requires, amongst other things, that councils <u>local authorities</u> : <ul style="list-style-type: none"> • maintain <u>Identify and maintain</u> a rolling 5-year supply of deliverable housing land; and, • keep <u>Keep</u> under regular review the changing requirements and demands of the business community in terms of the scale, type and location of land to accommodate their requirements.
AM443	203	Para 12.3	The following Policy <u>policy</u> 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 <u>plan</u> is not being delivered.
AM444	203	Policy S9.1	S9.1 Local Plan Implementation and Monitoring <u>Monitoring and Local Plan Implementation</u>
AM445	203	Policy S9.1	The policy <u>policies</u> and proposals in this Local Plan will be implemented in accordance with the Local Plan <u>Implementation and Monitoring Framework</u> Delivery and Implementation Schedule and monitored through the North Tyneside Authority Monitoring Report (AMR). <p>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:</p> <ol style="list-style-type: none"> a. Undertake a review of the relevant policy and implementation procedure to establish the issues affecting delivery; <u>and/or</u>, b. Review the delivery of site-specific allocations; <u>and/or</u>, c. Review the mechanisms for financial contributions to development, which may be impacting on development viability and ultimately <u>be affecting the</u> affect delivery of

Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<p>policies; <u>and/or,</u></p> <p>d. Develop further working relationships with various partners across the public, private and voluntary sectors in order to look at ways to facilitate implementation; <u>and/or,</u></p> <p>e. Continue to work with adjoining local authorities and agencies to address cross-boundary development needs; <u>and/or,</u></p> <p>f. Consider the preparation of Supplementary Planning Documents to provide clearer guidance as to how policies should be implemented.</p> <p>If the measures outlined in the criteria above prove to be insufficient, or are otherwise unable to overcome the barriers to delivery of the overall objectives and strategy, then the Council will consider the need for a <u>partial or of</u> full review of the Local Plan.</p>
AM446	204	Para 12.4	<p>The Local Plan <u>Implementation and Monitoring Framework Delivery and Implementation Schedule</u> 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.</p>
AM447	204	Para 12.5	<p>The <u>Implementation and Monitoring Framework Delivery and Implementation Schedule</u> sets out a series of triggers that may necessitate the implementation of the <u>implementing a range</u> contingency measures outlined <u>in at</u> Policy S9.1, in order to deliver the Plan's overall objectives. The range <u>and scale of the</u> contingency measures will vary depending upon the specific issues identified, which may, <u>in the most extreme circumstances,</u> necessitate a full or partial review to the Local Plan or, <u>more likely,</u> may simply involve a change in processes the Council presently applies. <u>As examples, although not exhaustive, this These</u> may include:</p> <ul style="list-style-type: none"> • <u>a range</u> of 'land use interventions' such as: <ul style="list-style-type: none"> • the Council actively working independently or in partnership to assemble and release land onto the market; • <u>maintaining an up to date evidence base so that</u> as land that is deemed surplus to requirements is not <u>retained held onto</u> unnecessarily; <u>and,</u> • <u>bringing</u> land forward ahead of any pre-set phasing requirements; <u>and</u> • <u>Implementing</u> changes in our own procedures such as: <ul style="list-style-type: none"> • how planning applications are processed and prioritised; • how the pre-application service is used; <u>and,</u> • whether there is a need to produce further guidance (such as supplementary planning documents) that add further detail to how specific policies should be applied.

Contents

North Tyneside Local Plan	
1. Introduction	7
The Local Plan	13
2. A Picture Of North Tyneside	15
3. Vision and Objectives	19
Vision and Objectives	19
4. North Tyneside's Strategy for the Sustainable Development of the Borough	23
Interpreting the Spatial Strategy through Delivery of the Plan	23
Spatial Strategy	23
Green Belt, Safeguarded Land and Local Green Space	29
Supporting Neighbourhood Plans	33
5. Economy	35
Economic Development	35
New Employment Land	41
6. Retail and Town Centres	54
Retail and Town Centres	54
Supporting competitive town centres	54
Future retail and leisure demand	57
Town Centre Development	61
Development within town centres	63
Local Facilities	69
7. Housing	73
New Housing	73
Type of Housing: Housing Provision for a Diverse Borough	106
Existing Housing Condition	117
Provision for Gypsies, Travellers and Travelling Showpeople	120

Contents

8. The Natural Environment	122
Green Infrastructure	122
Biodiversity and Geodiversity	124
Soil and Agricultural Land Quality	129
Trees and Woodland	130
Water Environment	130
Coastal Erosion	135
Minerals	136
Contaminated Land, Unstable Land and Pollution	139
9. The Built and Historic Environment	143
High Quality Design	143
The Historic Environment and Heritage Assets	146
10. Infrastructure	151
Infrastructure Delivery and Viability	151
Connectivity and Transport	153
Business support, skills and training	167
Energy Production and Distribution	168
Waste Management	169
Community Infrastructure	173
Telecommunications - Broadband, mobile phone masts and equipment	175
11. Area Specific Strategies	178
Wallsend and Willington Quay Sub Area	178
Introduction	178
Retail and Town Centre	181
Green Space	183
Transport and Movement	184
Public Realm and Historic Environment	187
North Shields Sub Area Strategy	191
Introduction	191
Fish Quay and New Quay	193
Retail and Town Centre	194

Contents

Coastal Sub Area Strategy	196
Introduction	196
Visitors to the Coast	200
Residential Institutions in Whitley Bay	206
Coastal Green Links	207
Transport	207
North West Villages Sub Area Strategy	208
Introduction	208
Improving Image and Identity	211
Sustainable Transport and Traffic Management	214
Former Engineering Research Centre, Killingworth	215
12. Implementation and Monitoring	217
13. Glossary	220
14. Appendix	234
List of Policies	
SI.1 Spatial Strategy for Sustainable Development	25
SI.2 Spatial Strategy for Health and Well-being	27
DMI.3 Presumption in Favour of Sustainable Development	28
SI.4 General Development Principles	28
SI.5 The Green Belt	30
DMI.6 Positive uses within the Green Belt	31
SI.7 Safeguarded Land	32
DMI.8 Development within the Safeguarded Land	32
ASI.9 Local Green Space at Killingworth Open Break	33
SI.10 Supporting Neighbourhood Planning	33
S2.1 Economic Growth Strategy	38
S2.2 Provision of Land for Employment Development	43
DM2.3 Development Affecting Employment Land and Buildings	50
DM2.4 Employment Land Development Outside Available or Existing Employment Land	51
AS2.5 River Tyne North Bank	52
AS2.6 A19(T) Economic Corridor	53

Contents

S3.1 Competitive Centres	55
S3.2 Hierarchy of Centres	56
S3.3 Future Retail Demand	61
DM3.4 Assessment of Town Centre Uses	63
DM3.5 Primary Shopping Area	64
DM3.6 Local Facilities	70
DM3.7 Hot Food Take-aways	72
S4.1 Strategic Housing	75
S4.2(a) Housing Figures	76
S4.2(b) Ensuring a Sufficient Supply of Housing Land	76
S4.3 Distribution of Housing Development Sites	82
S4.4 (a) Murton Strategic Allocation Concept Plan	96
S4.4 (b) Killingworth Moor Strategic Allocation Concept Plan	98
S4.4 (c) Applications for Delivery of the Strategic Allocations	100
DM4.5 Criteria for New Housing Development	105
DM4.6 Range of Housing Types and Sizes	108
DM4.7 Affordable Housing	112
DM4.8 Specialist Housing	113
DM4.9 Housing Standards	115
DM4.10 Houses in Multiple Occupation	117
S4.11 Improving the Quality of Existing Housing Stock	118
DM4.12 Provision for Gypsies, Travellers and Travelling Showpeople	120
S5.1 Strategic Green Infrastructure	122
DM5.2 Protection of Green Infrastructure	123
DM5.3 Green Space Provision and Standards	124
S5.4 Biodiversity and Geodiversity	125
DM5.5 Managing effects on Biodiversity and Geodiversity	126
DM5.6 Management of International Sites	127
DM5.7 Wildlife Corridors	128
DM5.8 Soil and Agricultural Land Quality	129
DM5.9 Trees, Woodland and Hedgerows	130
S5.10 Water Quality	131
S5.11 Water Management	131
DM5.12 Development and Flood Risk	132
DM5.13 Flood Reduction Works	133

Contents

DM5.14 Surface Water Run off	134
DM5.15 Sustainable Drainage	134
S5.16 Coastal Erosion	136
DM5.17 Minerals	137
DM5.18 Contaminated and Unstable Land	140
DM5.19 Pollution	141
DM6.1 Design of Development	143
DM6.2 Extending Existing Buildings	144
DM6.3 Advertisements and Signage	145
S6.4 Improving Image	145
S6.5 Heritage Assets	147
DM6.6 Protection, Preservation and Enhancement of Heritage Assets	148
DM6.7 Archaeological Heritage	150
S7.1 General Infrastructure and Funding	151
DM7.2 Development Viability	152
S7.3 Transport	156
DM7.4 New Development and Transport	158
DM7.5 Employment and Skills	167
DM7.6 Renewable Energy and Low-Carbon Technologies	168
S7.7 Waste Management	170
DM7.8 Protection of Waste Facilities	170
DM7.9 New Development and Waste	172
S7.10 Community Infrastructure	174
DM7.11 Telecommunications – Broadband, mobile phone masts and equipment	176
AS8.1 The Wallsend and Willington Quay Sub Area	180
AS8.2 The Forum Shopping Centre, Wallsend	181
AS8.3 Portugal Place and High Street West, Wallsend	183
AS8.4 Key Green Spaces in Wallsend and Willington Quay	184
AS8.5 Transport and Accessibility in Wallsend and Willington Quay	185
AS8.6 Improving Movement in Wallsend and Willington Quay	186
AS8.7 Wallsend High Street Improvements	187
AS8.8 Wallsend Town Centre Public Realm and Conservation Area	188

Contents

AS8.9 Segedunum Roman Fort and Hadrian's Wall World Heritage Site	189
AS8.10 Town Hall, Police Court, Fire Station and Public Baths	190
AS8.11 The North Shields Sub Area	192
AS8.12 Fish Quay and New Quay	193
AS8.13 The Beacon Centre and Wider Regeneration of North Shields Town Centre	194
AS8.14 North Shields Town Centre Public Realm	195
AS8.15 The Coastal Sub Area	199
AS8.16 Tourism and Visitor Accommodation at the Coast	200
AS8.17 Visitor Attractions and Activities at the Coast	201
AS8.18 The Spanish City	203
AS8.19 Whitley Bay Town Centre Public Realm	204
AS8.20 Coastal Evening Economy: Whitley Bay and Tynemouth	206
AS8.21 Residential Institutions in Whitley Bay	206
AS8.22 Coastal Green Links	207
AS8.23 Coastal Transport	208
AS8.24 The North West Villages Sub Area	210
AS8.25 North West Villages Public Realm	212
AS8.26 Opportunity Sites in the North West Villages	213
AS8.27 Sustainable Transport and Traffic Management for the North West Villages	215
AS8.28 Former Engineering Research Centre	216
S9.1 Local Plan Implementation and Monitoring	218

I Introduction

I Introduction

Purpose of this Local Plan

- I.1** This document is the Local Plan for North Tyneside.
- I.2** The Local Plan sets out the Council's policies and proposals to guide planning decisions and establishes the framework for the sustainable growth and development of North Tyneside up to 2032.
- I.3** The Local Plan covers a range of matters including the number of new homes that are needed and where they should be located; the amount and proposed location of new employment land; protection and improvement of important open areas and provision of new ones; provision of new infrastructure and improvement of town centres and community facilities in the Borough.
- I.4** The Local Plan has been prepared taking into consideration:
- The comments received during consultation on previous draft versions.
 - Robust evidence.
 - National, regional and local policy and guidance.

Why Prepare a Local Plan?

- I.5** North Tyneside Council as a Local Planning Authority (LPA) has a responsibility to produce documents for its area that set 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.
- I.6** Once adopted, the Local Plan will be the starting point for the consideration of planning applications for the development and use of land. It is therefore an important tool to give certainty to residents and businesses about North Tyneside's preferences and expectations for development in making the Borough a sustainable, attractive and prosperous place to live and work.
- I.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 in the Borough.

The Local Plan and National Planning Policy

- I.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 2012 (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.
- I.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. 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 the natural, built and historic environment.

1.11 The 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 2032.
- 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 and Willington Quay,
 - ii. North Shields,
 - iii. The Coast, and
 - iv. The North West Villages.

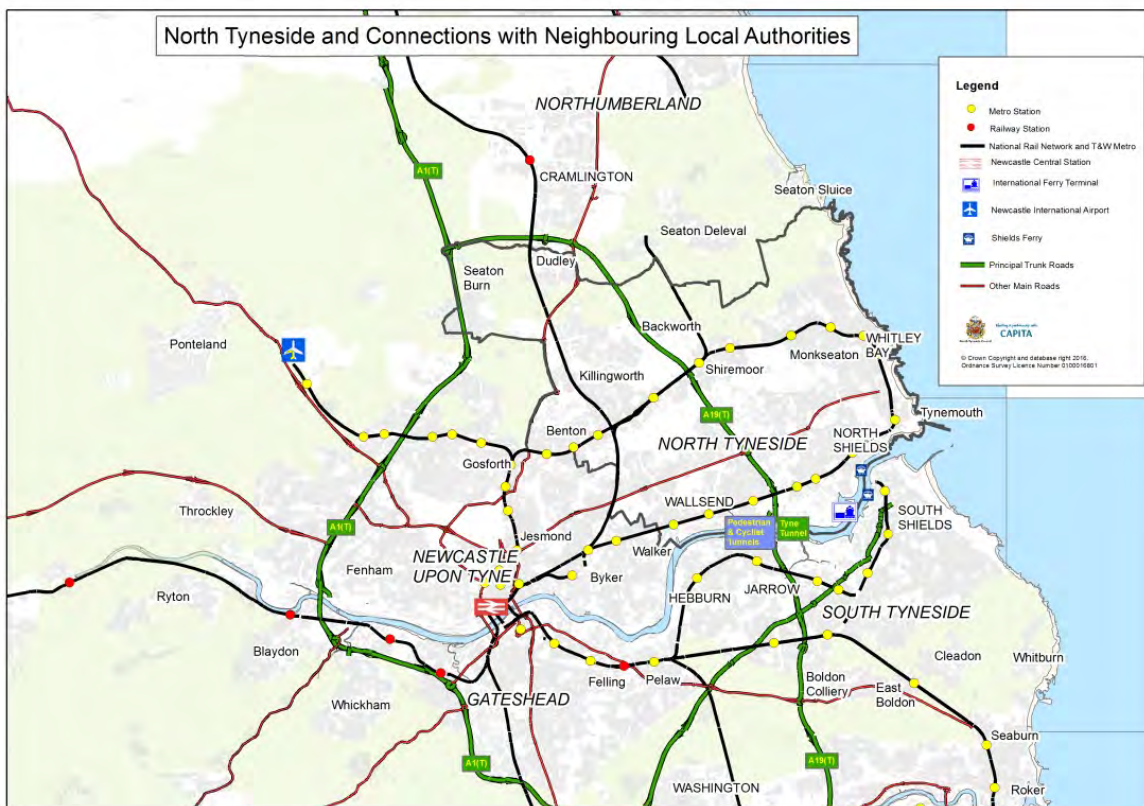
The Regional Context

1.12 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's position within this wider area.

1.13 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 ensuring the Local Plan and proposals for growth and development in North Tyneside contribute to and support the wider objectives of the area is a central element in joint working with our neighbours.

I Introduction

- 1.14** North Tyneside benefits from a variety of inter-relationships with its neighbours for employment, leisure, shopping and housing needs driven by the close connections of the Borough's road network and excellent public transport links.
- 1.15** More specifically, close physical and community links with our neighbours play a key role in the North Tyneside's housing market and travel-to-work area. Newcastle city centre is the North East's retail and employment centre and currently over 30% of North Tyneside residents commute to Newcastle for work every day. Physically much of the Borough, particularly at key transport links along the Coast Road and Metro line, is easily accessible to Newcastle, with locations such as Wallsend a little over a 10 minute journey from the city centre and forming a continuous urban area with the city. 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. To the north and south, the role of the A19 corridor is also significant with strong employment growth at locations such as Cobalt Business Park and the Tyne Tunnel Trading Estate easily accessible for residents of Northumberland and South Tyneside.
- 1.16** The growth and development proposed in these neighbouring areas is therefore intrinsically linked to 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

- **The Duty to Co-operate**

I Introduction

1.17 Whilst there is no longer 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 Heritage England 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**

1.18 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, approved 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 co-operate.

1.19 Joint working will be continued throughout the preparation of this Local Plan and the implementation of the policies and proposals where appropriate and particularly in 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; and
- Green Infrastructure

North East Local Enterprise Partnership and Combined Authority

1.20 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, the LA7, will have an important strategic role influencing particularly the economy, skills and transport across the area.

I Introduction

- 1.21** The aim of the Combined Authority is to put together a powerful case for the area to have devolved powers to stimulate economic growth, job creation, skills development and improved transport links. The benefit of having devolved funding, powers and responsibilities from central government enables the Combined Authority to make decisions based on local knowledge that will maximise the area's opportunities and potential.
- 1.22** Within North Tyneside, the identification of the former Swan Hunter ship yard 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 (LEP) can have on shaping planning strategy for North Tyneside. Through the duty to co-operate with its neighbours and other key agencies the North Tyneside will continue to draw on these regional activities to inform the Local Plan strategy.
- 1.23** The North East Strategic Economic Plan (SEP) was submitted to government on 31st March 2014. It is founded on research and evidence of the strengths of the North East economy and the opportunities that exist for economic growth, including research carried out for and the recommendations of the North East Independent Economic Review chaired by Lord Andrew Adonis. The review was supported by international experts who brought expertise, knowledge and challenge to the task of understanding the key issues facing the LEP area's economy and how the partners should respond.
- 1.24** The SEP sets out a long term economic plan for the LEP area and sets the overarching vision to deliver 60,000 private sector jobs and provide over one million jobs in the North East economy by 2024. It sets out how European Structural and Investment Funds, Local Growth Fund and private and public sector resources will be used to implement proposals for innovation, business support and access to finance, skills, employability and inclusion, transport and digital connectivity, and economic assets and infrastructure. The Local Plan has regard to the proposals of the SEP and the funding that can be drawn from it and seeks to set out a strategy that will enable the ambitions of the SEP to be achieved.
- 1.25** The Marine Management Organisation (MMO) are responsible for preparing Marine Plans and taking decisions affecting the marine environment, which includes the coast, estuaries and tidal waters, as well as developments that impact on these areas. This crossover of marine planning and land use planning would apply to the coastal and riverside areas of North Tyneside (specifically it applies to the mean high water springs mark, therefore overlapping with the Local Plan). The MMO will be preparing a marine plan for the north east coast of England that will inform and guide marine users and regulators and seek to manage the sustainable development of marine industries alongside the need to conserve and protect marine species, habitats and leisure uses.

Preparing the Plan

What does the Local Plan replace?

- 1.26** In North Tyneside the previous development plan was the Unitary Development Plan 2002 (UDP). UDP policies were "saved" and, as far as the UDP conforms with the NPPF, continue to form the basis for planning decisions until adoption of the Local Plan. The remaining 'saved' policies in the UDP will be completely replaced on the adoption of this Local Plan.

I Introduction

- 1.27** This Local Plan is the first time since the UDP was adopted that the Council has set out a complete set of proposals and policies for the entire Borough with a single Plan. Previously, work started on a Borough-wide Core Strategy containing very high level policies as well as three locationally specific Area Action Plans for North Shields, Wallsend and the Coast.
- 1.28** However, new guidance for plan-making set out in the NPPF encourages production of a single plan. In June 2013 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 a 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.
- 1.29** Some issues such as the level of growth to be planned for in North Tyneside, that was previously directed by the RSS, are now a local matter. In particular this is an issue for housing growth in North Tyneside where previously the RSS 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 Local Plan the Council has identified housing requirements that are derived from evidence of growth in households and population, and the range of housing land available to meet that requirement.

Preparing the Local Plan

- 1.30** This Local Plan has been prepared following two previous consultation documents and previous production of the North Tyneside Core Strategy and Area Action Plans for North Shields, the Coast and Wallsend.
- 1.31** Key stages of public engagement on the Local Plan include:
- Considering growth and potential site options, published between November 2013 and January 2014; and,
 - Consultation on suggested preferred levels of growth and development sites in February 2015; and,
 - Consultation on proposed levels of growth and housing sites in a Pre-Submission Draft in November and December 2015; and,
 - Examination in Public submission to the Secretary of State and formal adoption by the Council.

Sustainability Appraisal

- 1.32** A Sustainability Appraisal, published as a separate document, sets out the environmental, social and economic implications of the suggested policy 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

- 1.33** 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 internationally designated wildlife sites.

I Introduction

The Evidence Base

- I.34** The Local Plan takes into account other policies and evidence produced at the national, regional and local level. These include:
- Government policy statements, guidance and circulars;
 - Evidence developed by the North East LEP; and
 - 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.35** The evidence base for the Local Plan includes an extensive range of documents and other sources of information that, 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 the 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.
- I.36** Development sites referred to within this Local Plan have been considered with reference to a range of evidence and tests that ensure sustainable development. All the relevant site evidence is addressed in the accompanying Local Plan Site Schedule. This includes:
- Sequential tests to ensure developments can be directed to areas with the lowest probability of flooding;
 - Heritage assessments that reviewed how the significance of heritage assets or their settings could be affected by development on the site and how any potential negative impacts could be mitigated or positive opportunities maximised;
 - Area-Wide and Strategic Sites Viability Assessments that ensure that development can be said to be viable and the Local Plan is deliverable.
- I.37** All supporting evidence and documents for the Local Plan are available online via the following web link: http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=565873

Implementation and Monitoring

- I.38** 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.

The Local Plan

Structure of Local Plan

- I.39** The document sets out a series of strategic priorities, policies and proposals identified to deliver sustainable development and growth in North Tyneside to 2032.
- I.40** This influences the overall structure of the Plan that is comprised of the following key sections:

I Introduction

- ✘ **A Sustainable Development Strategy** - outlining overarching principles for development in North Tyneside.
- ✘ **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 the 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. Crucially, it proposes those sites that are best suited in planning terms to meet the Borough's long term requirements.
- ✘ **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 and Historic 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 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.
- ✘ **Area Specific Strategies** - providing key policies for investment and regeneration within priority areas.
- ✘ **Implementation and Monitoring** - setting out the approach to ensuring mechanisms are in place to ensure the objectives of the Plan are delivered.

Interpreting the Policies

- 1.41** 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.
- 1.42** The function of each policy is identified in the Policy reference as follows:

- ✘ **S** - Strategic policies
- ✘ **DM** - Development management policies
- ✘ **AS** - Area specific policies

Policies Map

- 1.43** You can access the Policies Map that displays all the proposals and potential development sites in this Local Plan here: <http://www.northtyneside.gov.uk/planning>

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(T) goes north to join with the A1 in Northumberland and south through the Tyne Tunnel to provide a route through the North East region to North Yorkshire.
- 2.2** North Tyneside's 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, and many Local Wildlife Sites, Sites of Local Conservation Interest and 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** North Tyneside has many heritage assets, including locally registered buildings, listed buildings, scheduled ancient monuments and conservation areas. Hadrian's Wall at Wallsend is part of the Frontiers of the Roman Empire World Heritage Site and is of international importance. These precious assets require careful management to ensure they are conserved and maintained so they can be appreciated now and in the future. North Tyneside Council has an excellent record of extremely successful heritage-led regeneration projects, including those that have seen the removal of assets from the Heritage at Risk register. At the current time, one of the Borough's 17 conservation areas (St. Peter's, Wallsend) is on the register.
- 2.5** North Tyneside includes a number of important water environments. The River Tyne supports the best stocks of salmon in England and Wales as well as a substantial run of sea trout. The beaches at Whitley Bay, Cullercoats and Tynemouth provide a valuable recreational amenity and benefit for the local economy.
- **Shopping and Town Centres in North Tyneside**
- 2.6** 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 A Picture Of North Tyneside

2.7 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**

2.8 Residential areas in the Borough extend from the border with Newcastle to the west, running east/west to the 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.

2.9 The Population and Household Forecasts undertaken as part of the Strategic Housing Market Assessment (SHMA) have provided robust evidence of the potential population growth in North Tyneside over the life of the Local Plan. The population of the Borough was estimated at approximately 201,200 in the 2011 mid-year population estimates published by ONS. 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 latest Sub National Population Projections 2012, published by Office for National Statistics in 2014, indicate our population is expected to rise by about 21,000 people to over 222,000 by 2032. These projections are informed by a period of poor economic performance during the recession where overall out-migration from the North East has increased. The growth scenario proposed within the Local Plan would support slightly greater population growth, of about 23,000 people and a population of 224,124 by 2032.

2.10 There have been significant levels of migration into and out of the Borough but with an overall net gain between 2002-2010 as a result of internal/domestic migration particularly from Newcastle, and south east Northumberland.

2.11 There are approximately 95,000 dwellings in North Tyneside. The Borough has experienced strong demand for housing with average completions of around 500 homes per year 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, Quorum and Gosforth Business Parks.

2 A Picture Of North Tyneside

- 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 2015 an estimated 103,900 people aged 16+ were economically active, 79.8% of the overall population (ONS annual population survey). This sees North Tyneside performing similarly with the equivalent figures for Great Britain (77.4%) and better than the North East as a whole (74.7%). Of these, an estimated 98,300 were in employment (employees and self-employed), a proportion of 75% well above the national average of 72.7% and North East average of 68%. Average weekly earnings in North Tyneside are also £22 higher than the North East average, but still £27 below the average for Great Britain (ONS, 2016).
- **Accessibility/Connectivity**
- 2.18** Overall, the Borough has good transport links that contribute to its suitability as a location for new housing and economic activity. 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. The Metro allows direct connections to the national rail service and Newcastle Airport. The Borough has external road links into Northumberland and South Tyneside via the A19(T) Tyne Tunnel. The Tyne Pedestrian and Cycle Tunnel also provides an important link between North and South Tyneside. The North West area of the Borough enjoys convenient access to the A1(M) and A19(T). The A1058 Coast Road provides a direct link to Newcastle city centre.
- 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, the area with the second highest rate of car ownership. The 2011 census showed a continued increase in car ownership over the previous 10 years in North Tyneside, increasing by 8%.
- 2.20** 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 A Picture Of North Tyneside

- 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, anticipated in spring 2017 to 2032. The primary objective of the Local Plan is to enable the delivery of sustainable development to meeting the needs of everyone. The National Planning Policy Framework Ministerial foreword defines this role for planning and explains sustainable development as follows:

" Sustainable means ensuring that better lives for ourselves don't mean worse lives for future generations. Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate. Sustainable development is about change for the better, and not only in our built environment."

- 3.2** The vision, objectives and overall aims of the North Tyneside Local Plan seek to support and deliver the Council Plan, "Our North Tyneside - 2014 to 2018 ". The Council Plan sets out four overarching priorities:

- **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 Vision and Objectives

3.3 To deliver the overall strategy over the plan period to 2032, the Plan sets out a series of priorities and key actions which will enable the delivery of affordable housing and secure regeneration and investment.

The vision for 2032

We want North Tyneside to be a place of opportunity, prosperity and vibrancy; a place that is resilient to climate change, where everyone can be happy, healthy, safe, and able to participate in a flourishing economy.

A place where local businesses are able to thrive and is attractive to inward investment with a high quality natural, built and historic environment providing attractive places for residents and visitors and excellent transport links ,and particularly with Newcastle city centre, Northumberland, South Tyneside, Newcastle International Airport and the Port of Tyne.

A place where the Borough's residents benefit from excellent access to education, have the opportunity to live in sustainable communities accommodating all ages and abilities, with quality and affordable homes reflecting high standards of design and construction and with easy access to open space, leisure and recreation facilities.

The Objectives

3.4 The 11 Local Plan objectives are set out below:

1	Ensure a sustainable future for North Tyneside with communities and infrastructure that are well placed to mitigate climate change
	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 developments which seek to minimise energy and resource consumption, whilst improving the Borough's resilience to the effects of climate change.
2	Diversify, strengthen and grow the local economy providing excellent job opportunities for everyone
	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, for tourism and culture and provide attractive and accessible employment sites supported by excellent infrastructure and services, providing jobs and the homes that residents living and working in North Tyneside need; stimulating competition, business creation and increasing skills and educational attainment.
3	Give all residents the opportunity to live free from crime and enjoy a healthy lifestyle, achieving their potential in work and education
	Plans will support improvement to the quality of education provision in the Borough and cultural wellbeing for all. New health and cultural facilities, provision of open space and all aspects of

3 Vision and Objectives

	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.
4	Provide an appropriate range and choice of housing to meet current and future evidence based needs for market and affordable housing
	The population of North Tyneside is forecast to grow, particularly with more residents aged 65 and over. Along with improvements to the existing dwelling stock, which will continue to meet most housing needs during the plan period, provision of additional homes to meet the full objectively assessed need for housing during the plan period 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, and enable growth of the Borough's economy. Such housing provision will contribute to sustainable mixed communities.
5	Revitalise the town centres
	The town centres of Wallsend, North Shields, Whitley Bay and Killingworth will be a focus for new retail, leisure and other main town centre uses and will be improved through a comprehensive 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.
6	Regenerate the Borough
	<p>Opportunities for regeneration and investment across the whole Borough will be identified and explored over the plan period. Early examples of regeneration priorities within North Tyneside include:</p> <ul style="list-style-type: none"> • The North Bank of the River Tyne, with a focus on revitalising Wallsend riverside, bringing underused areas back into beneficial use, improving links with the River and adjoining communities, and on the Port of Tyne in providing an international gateway to the Borough. • Support for the revitalisation of Wallsend town centre and Willington Quay, North Shields town centre and the heritage-led regeneration of the Fish Quay. • The Coast from North Shields Fish Quay to St. Mary's Lighthouse in Whitley Bay, with new facilities and improved public realm to develop the tourism and visitor offer whilst safeguarding the natural landscape and wildlife habitat and conserving the historic environment. • Enhance the character and attractiveness of the North West villages bringing under-used or vacant sites back into use and supporting improved accessibility and connectivity.
7	Manage waste as a resource and minimise the amount produced and sent to landfill
	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.
8	Protect and enhance the natural environment
	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 and blue

3 Vision and Objectives

	infrastructure, will be protected and enhanced for their biodiversity and recreational value, to protect and enhance water quality, and as attractive locations to visit and enjoy. Plans will help to reduce pollution and the effective use of land by reusing brownfield sites.
9	Protect and enhance the built and historic environment
	The Borough has a diverse and unique historic environment, with a wealth of both designated and non-designated heritage assets. North Tyneside will conserve and enhance these special features for present and future generations. The more recent urban development of the Borough will be conserved and where necessary enhanced to continue to provide pleasant and attractive communities in which to live.
10	Ensure sustainable access throughout the Borough, with the wider region and beyond
	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.
11	Enhance the image of the Borough
	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, built and historic environment, to develop and maintain a clear identity and focus for the Borough and to increase the attraction of the Borough to business and visitors.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

4 North Tyneside's Strategy for the Sustainable Development of the Borough

Interpreting the Spatial Strategy through Delivery of the Plan

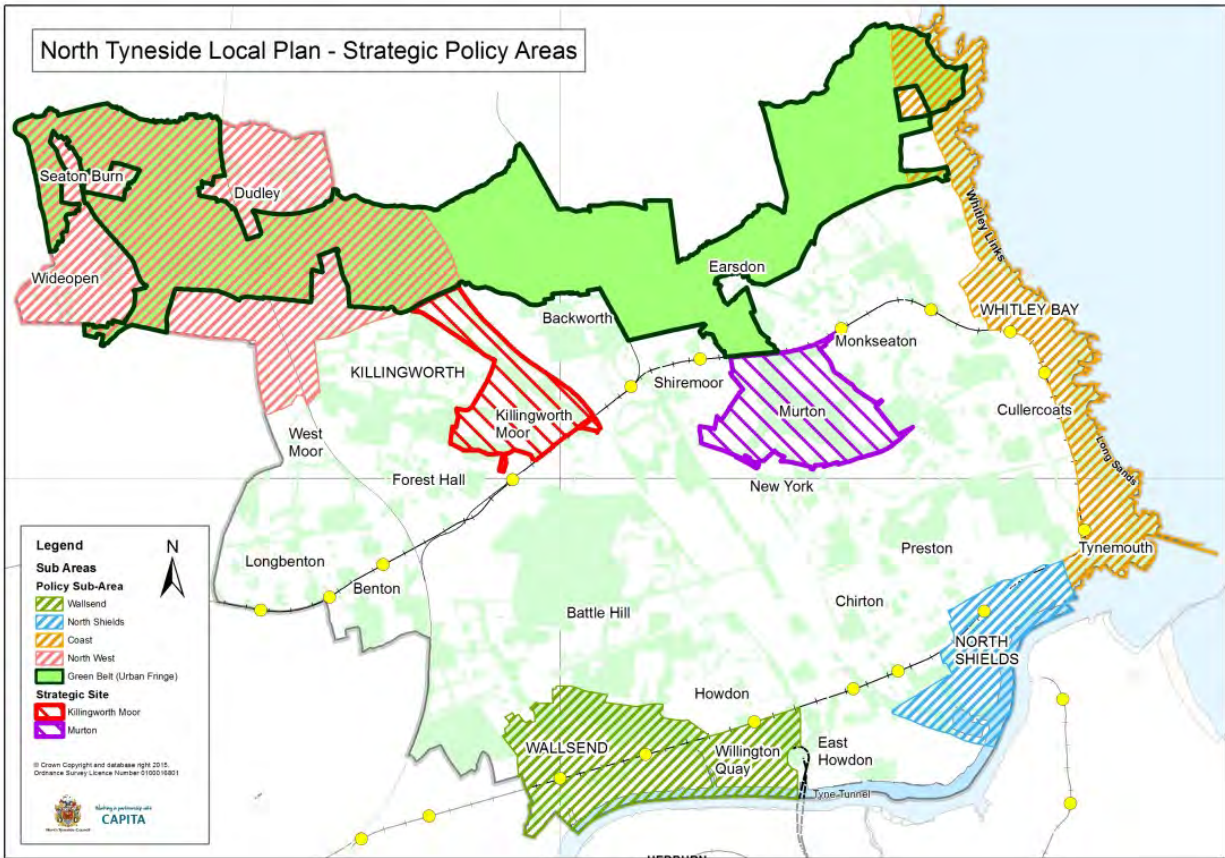
- 4.1** The Spatial Strategy sets out how new development, growth and investment in North Tyneside will be distributed over the next 15 years.
- 4.2** It identifies those locations where most development should take place and those where development should be limited, in order to create sustainable communities, 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 Local Plan and, prior to that, 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, the Sustainability Appraisal process and the complete range of evidence base documents and strategies, including the Council Plan, have informed the development of the Spatial Strategy.
- 4.4** Other influences include the Tyne and Wear Joint Local Transport Plan that 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:
- The Green Belt – the Plan ensures the extent of the Green Belt will remain unchanged. The area of land covered by this formal designation runs across the north of the Borough from Seaton Burn to the Coast. It is predominantly undeveloped and comprised of agricultural land, country parks and land for recreation uses.
 - The Area Specific Strategies – these strategies provide further detailed policy guidance for Wallsend and Willington Quay, North Shields, the Coast and the North West villages.
 - The strategic allocations at Murton and Killingworth Moor.
 - The A19 Economic Corridor.
 - The River Tyne North Bank.
- 4.6** These Strategic Policy Areas are shown on the Key Diagram (Map 2).

4 North Tyneside's Strategy for the Sustainable Development of the Borough



Map 2 - The Key Diagram

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. This principle is key to the role of the planning system in the development process. All the policies within this Local Plan contribute towards achieving sustainable development for North Tyneside and the following policy sets out the broad Spatial Strategy for delivery of the objectives of the Local Plan.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

SI.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; and,
- ii. at areas easily accessible to residents by a range of sustainable means of transport; and,
- 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. at the strategic allocations of Murton and Killingworth Moor; and,
- iii. 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 Whitley Bay, North Shields and Wallsend, including the World Heritage Site at Segedunum Roman Fort.

- 4.8** 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.
- 4.9** 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.
- 4.10** 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 North Tyneside's Strategy for the Sustainable Development of the Borough

- 4.11** 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.
- 4.12** Across North Tyneside there are marked differences in physical and mental health and life expectancy between the most deprived and most affluent neighbourhoods. Evidence shows that health inequalities are linked to social and economic issues and that action is required across the wider social determinants of health. The wider determinants of health are closely linked to the quality of life enjoyed by residents. This includes having the opportunity to earn a reasonable wage, live an active lifestyle and have access to local employment opportunities, healthy housing, open space, cultural and community facilities, healthy food and care and health facilities. Development has the ability to positively influence wellbeing and health, and spatial planning aims to consider and positively influence the determinants of health.

Health and Well-Being

- 4.13** Wellbeing, health and equality are cross-cutting themes, and Policy SI.2 should therefore be read alongside other policies that address the wider determinants of health, wellbeing and equity. These include access to community facilities, encouraging walking and cycling, providing employment opportunities, creating sustainable communities, ensuring access to green and open space and placemaking.
- 4.14** By ensuring an equitable distribution of services and amenities, the Plan can help reduce health inequalities and encourage healthy lifestyle choices. The location of development can help to sustain neighbourhoods by encouraging physical activity and the provision of accessible facilities to meet the needs of our diverse communities.
- 4.15** The provision of open space, sport and recreation facilities is an important factor in 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 quality of life. The accessibility, quality and quantity of open space, sport and recreation facilities will be addressed and monitored through the Local Plan.
- 4.16** A network of allotments and private gardens, in addition to providing green space in an area, also provide opportunities for outdoor recreation, contributing to physical and mental wellbeing. Allotments provide a place for people to interact, and to produce healthy locally grown food, which can help to improve the diet of residents. An important contributing factor to poor diet and health in certain parts of North Tyneside is the distribution and access to unhealthy eating outlets. In certain locations there is an issue where such uses cluster together, reinforcing the ease of access to unhealthy foods.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

SI.2 Spatial Strategy for Health and Well-being

The wellbeing and health of communities will be maintained and improved by:

- a. Working in partnership with the health authorities to improve the health and well-being of North Tyneside's residents.
- b. Requiring development to contribute to creating an age friendly, healthy and equitable living environment through:
 - i. Creating an inclusive built and natural environment.
 - ii. Promoting and facilitating active and healthy lifestyles, in particular walking and cycling.
 - iii. Preventing negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality.
 - iv. Providing good access for all to health and social care facilities.
 - v. Promoting access for all to green spaces, sports facilities, play and recreation opportunities.
- c. Promoting allotments and gardens for exercise, recreation and for healthy locally produced food.
- d. Controlling the location of, and access to, unhealthy eating outlets.

Sub Area Spatial Strategies

- 4.17** In addition to the general Spatial Strategy outlined above, the priority investment and regeneration areas each have specific spatial objectives that are covered in greater detail within the Area Specific Strategies chapter.

Presumption in Favour of Sustainable Development

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

4 North Tyneside's Strategy for the Sustainable Development of the Borough

DMI.3 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.

SI.4 General Development Principles

Proposals for development will be considered favourably where it can be demonstrated that they would accord with the strategic, development management or area specific policies of this Plan. Should the overall evidence based needs for development already be met additional proposals will be considered positively in accordance with the principles for sustainable development. In accordance with the nature of development those proposals should:

- a. Contribute to the mitigation of the likely effects of climate change, , taking full account of flood risk, water supply and demand and where appropriate coastal change.
- b. Be acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses.
- c. Make the most effective and efficient use of available land.
- d. Have regard to and address any identified impacts of a proposal upon the Borough's heritage assets, built and natural environment; and,
- e. 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.

4.19 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.

4.20 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

4 North Tyneside's Strategy for the Sustainable Development of the Borough

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. It is crucial that 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 Local Green Space

- 4.21** The UDP defined the current extent of the Green Belt for North Tyneside. In addition, it also designated extensive areas of safeguarded land, that is land which was to be maintained in an open state for at least the remainder of the plan period. In the case of the UDP, the plan period concluded in 2006.
- 4.22** The Local Plan now identifies which areas of this previously designated safeguarded land will be required for development to 2032, those selected being the most suitable and sustainable locations for future development. These areas of former UDP safeguarded land are sufficient to provide for the growth needed through to 2032, without the need to consider development of Green Belt land. As a result of this, and having undertaken a 'Green Belt Review' to assess the existing boundaries of the Green Belt in the Borough, it is determined that there are no exceptional circumstances to require amendments to the existing extent of the North Tyneside Green Belt.

Green Belt

- 4.23** In order for land to be designated as Green Belt it is required to meet the specific criteria outlined in national planning policy. The following strategic and development management policies together set out the role and purpose of the North Tyneside Green Belt.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

SI.5 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;
 - Seaton Burn and Dudley with Cramlington;
 - Shiremoor/Backworth with Seghill and Seaton Delaval/Holywell;
 - Shiremoor with Wellfield/Earsdon; and,
 - Whitley Bay with Seaton Delaval/Holywell and Seaton Sluice.
- c. Maintains the separate character of:
 - Seaton Burn;
 - Wideopen/ Brunswick Green;
 - Dudley/Annitsford; and,
 - Earsdon.
- c. Assists in the regeneration of the older parts of the urban area.
- d. Safeguards the Borough's countryside from further encroachment and maintains openness.

4.24 The identified Green Belt in North Tyneside fulfils the following roles and purpose of the Green Belt as set out in NPPF:

- 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.

4.25 The NPPF also provides clear guidance on development within the Green Belt. This sets out uses that are considered to be not inappropriate within the Green Belt and is clear that, for other forms of development, the construction of new buildings is not appropriate. This reflects that fact that whilst a range of development is considered inappropriate, the Green Belt has an important role in the overall sustainable development of North Tyneside, including in providing a resource for wildlife, recreation, farming and other land-based businesses.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

DMI.6 Positive uses within the Green Belt

Proposals that area not inappropriate to the Green Belt, particularly those offering increased or enhanced access to the open countryside and that provide opportunities for beneficial use as a biodiversity resource, will be supported where they preserve the openness of the Green Belt and will not harm the objectives of the designation.

The Council will not permit additional development where it considers that the cumulative impact of these would be detrimental to the objectives of the Green Belt.

- 4.26** The main purpose of the North Tyneside Green Belt is to check the spread of the built-up area by keeping land permanently open, preventing urban sprawl and merging of settlements. Government guidance in the NPPF confirms that one of the essential characteristics of a Green Belt is that of permanence, with boundaries only being able to be altered in exceptional circumstances. Therefore, the Green Belt boundaries are considered to be robust, permanent and able to endure beyond the plan period.
- 4.27** In conformity with the NPPF, the Council will regard the construction of new buildings in the Green Belt as inappropriate. However, as set out in paragraph 89, there are certain exceptions to this including, as examples: the provision of buildings for agricultural uses; appropriate facilities for outdoor sport and recreation; and extensions or alterations to an existing building. Additionally, certain other forms of development are also not inappropriate as set out in paragraph 90 of the NPPF, including, of relevance to the Plan's spatial strategy, local transport infrastructure which requires a Green Belt location. Such proposals will be determined on an individual basis and subject to the qualifications for these exceptions as set out in national policy.
- 4.28** The existing boundaries of the North Tyneside Green Belt have not been amended through the Local Plan. This position is based on the findings of the Green Belt Review (2015), following consideration of: the requirements for growth and development to 2032; the role of the designated land in the context of the NPPF objectives; and, the capacity of remaining safeguarded land. In conclusion, there remains sufficient land in sustainable locations to meet the development needs of the Borough for at least the current plan period without requiring a change to the Green Belt.

Safeguarded Land

- 4.29** Having defined the Green Belt and the growth requirements and sites necessary to meet this need, the Local Plan then identifies areas of safeguarded land, which are areas of undeveloped land outside the Green Belt and that are also not protected by other Local Plan designations such as open space. This land will be protected from development, being identified in order to meet long-term development needs, well beyond the Local Plan period.
- 4.30** As a result, through this Local Plan the remaining areas of land that are located between the urban area and the Green Belt are identified as safeguarded land. In line with national policy requirements, the safeguarded land identified on the Policies Map is to meet potential development needs beyond the plan period, in this case after 2032, and therefore is not allocated for development at the current time.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

SI.7 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 is identified on the Policies Map. These strategic areas of land will be maintained in an open state for at least the plan period.

- 4.31** Policy SI.7 and the Policies Map define the broad location and role of safeguarded land and it is important that development in these areas is strictly controlled so as not to sterilise its long term potential to accommodate major development beyond the plan period. Policy DMI.8 below provides the necessary context for considering proposals within the identified safeguarded land that are made outside the formal review of the development plan.

DMI.8 Development within the Safeguarded Land

Proposals for development within the area defined as safeguarded land will only be permitted where it:

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

- 4.32** When the Green Belt for North Tyneside was originally defined, areas of safeguarded land between the Green Belt and the urban area were also designated in order to ensure the permanence of the Green Belt and to meet longer term development needs. The Local Plan now identifies the land required for development over the plan period, allocating sites in the most sustainable locations and, in meeting those requirements, will utilise areas of land previously designated as safeguarded land.

- 4.33** In line with national policy, any future amendments to the Green Belt and the safeguarded land will only be undertaken through a formal review of the Local Plan. The triggers for such a review are identified in Chapter 12 Implementation and Monitoring, notably through the Monitoring and Local Plan Implementation Policy and the accompanying Implementation and Monitoring Framework.

Local Green Space

- 4.34** The NPPF introduced the Local Green Space designation that affords a level of protection consistent with Green Belt designation on sites that are demonstrably special to a local community and hold particular local significance, for example because of their beauty, historic significance, recreational value, tranquillity or richness of its wildlife.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

- 4.35** 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 through designation as a Local Green Space. The land was designated in the UDP as an "Open Break".

ASI.9 Local Green Space at 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 only be permitted in very special circumstances where it would not adversely affect the open character of the area and the setting of the Killingworth Village conservation area.

- 4.36** 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.

Supporting Neighbourhood Plans

- 4.37** 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.
- 4.38** 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.
- 4.39** 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 a SPD, and are keen to support other groups should they wish to pursue their own neighbourhood plan.

SI.10 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 North Tyneside's Strategy for the Sustainable Development of the Borough

- 4.40** 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.
- 4.41** Neighbourhood plans deal with the development and the use of land, and must support the level of growth set out in this Plan. A neighbourhood plan therefore 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** 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. Sustainable economic growth is key to maintaining and enhancing the overall prosperity of residents in all areas of North Tyneside, ensuring the availability of good well-paid jobs, and supporting the overall health, well being and happiness of all.
- 5.2** There are challenges in creating a prosperous future for North Tyneside following the economic downturn of 2007 to 2009, investment in the public sector into the future is not expected to match levels in previous years and the need to re-balance the economy, with growth in private sector employment will be key to overall prosperity. At 2010, 32% of all jobs in the Borough were in public services, health or education. Whilst slightly less than the 34% average across the North East, this was above the national average of 28% (ONS Business Register and Employment Survey). Since 2010 employment in this sector in North Tyneside has fallen to 28.6% of the total workforce, almost closing the gap with the average for Great Britain.
- 5.3** However, North Tyneside benefits from a diverse economic base with attractive manufacturing area and an increasing strong office based service sector, 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. The economic growth areas set out in this chapter, and on the Policies Map, build upon the existing positive attributes of the Borough.

Forecasting Employment Land Need

- 5.4** Central to consideration of the latest Employment Land Review 2015 (ELR) has been North Tyneside's changing role within the North East economy as rapid job growth at the 1990's Enterprise Zones of Cobalt Business Park and Quorum Business Park accelerate and are occupied. As these zones are completed and become fully occupied the positive effect on job growth is also expected to lessen but new opportunities for growth are being developed through the North East Low Carbon Enterprise Zone that will provide fresh impetus to job growth within the Borough. There are future challenges with the wider national and global economy and the Council is committed to delivering sustainable economic growth where achievable and building the Borough's economic resilience to the economic cycle. This will include working with partners across the region to deliver new opportunities to secure investment within the Borough that will benefit the wider North East.
- 5.5** A key factor in considering historic job growth in the Borough is the role of the Enterprise Zones in helping to meet regional needs for job growth. The office provision at Cobalt and Quorum has already been identified as helping to meet some short term shortfalls for offices in Newcastle. Meanwhile the highly connected nature of all the Borough's employment areas - including the A19 Economic Corridor, River Tyne North Bank (RTNB) and North West development areas mean that job growth in the Borough will have an increasing role in providing employment for residents from outside the Borough, whilst also providing opportunities for significantly more residents of North Tyneside to both live and work within the Borough. As noted within the Picture of North Tyneside, at the current time the balance of jobs and workers means there are currently fewer employment opportunities in North Tyneside than there are residents in work.

5 Economy

- 5.6** The Strategic Economic Plan (SEP) for the North East Local Enterprise Partnership (NELEP) has been drawn upon in progressing an update to North Tyneside's ELR to ensure that the scenarios for potential job growth are aligned with the targets of the SEP. The development of job growth forecasts, and an overall market analysis to understand the wider requirements for employment land supply have been developed in the ELR following engagement with the North East Local Economic Partnership, Council officers, and a range of other stakeholders for North Tyneside.
- 5.7** These findings provide a basis on which potential growth in jobs in North Tyneside can be assessed. The ELR identifies that past take up rates have average approximately 10 hectares per year. Meanwhile over the period 2003 to 2013, whilst changes in recording mean some inconsistencies exist, average annual growth in jobs within North Tyneside has been 690 per year (ONS Annual Business Inquiry (ABI) for 2003-2008 and Business Register and Employment Survey (BRES) for 2009-2013). The employment rate of residents of North Tyneside, approximately 50% of whom currently commute out of the Borough for work, the annual growth in employment has been 500 per year for the period 2004 to 2014 (ONS Annual Population Survey).
- 5.8** Table I outlines the job growth forecasts developed within the ELR and the modelled requirements for employment land provision.

Table I: Forecast Employment Growth 2014 to 2032

	Total growth in jobs 2014 to 2032 (average per year)	Modelled Net Employment Land Requirement
Higher + : 50% higher performance than the Medium scenario to 2024 to produce average annual jobs growth in line with APS/Census 2011 TTW analysis. Average annual growth in jobs in the period 2014-2024 has been applied to expand the projection to 2032	26,163 (1,453 p.a.)	95.1 Hectares (5.28ha p.a.)
Higher : Average annual growth in jobs in the period 2014-2024 from the Medium Scenario has been applied to expand the projection to 2032.	17,442 (969 p.a.)	63.4 Hectares (3.52ha p.a.)
Medium + : 10% higher performance than the Medium scenario to 2024 then growth at the mid point between baseline and NELEP target growth between 2024 and 2032.	16,443 (913 p.a.)	59.8 Hectares (3.32ha p.a.)
Medium : growth to match the NELEP target to 2024 then growth at the average baseline growth between 2024 and 2032	12,730 (707 p.a.)	46.3 Hectares (2.57ha p.a.)
Lower : based on baseline growth in jobs to 2032	6,840	24.9 Hectares

5 Economy

5

Table 1: Forecast Employment Growth 2014 to 2032		
	Total growth in jobs 2014 to 2032 (average per year)	Modelled Net Employment Land Requirement
	(380 p.a.)	(1.38ha p.a.)

- 5.9** The ELR draws on views from the property market industry and the business community. It reports that take-up of employment land is strong with a positive industry perception of North Tyneside as an area to invest. That perception and the anticipated strength of market interest in delivering employment development in the Borough is expected to grow as the economic recovery gathers pace. However, over the next fifteen years there was also a perception that there are relatively few major development sites in North Tyneside, capable of meeting demand following the delivery of current major sites such as Indigo Park at Weetslade. The ELR identifies the importance of providing a portfolio of employment land that is flexible to potential investment and also responds to the potential restructuring of older industrial areas that could result in losses of existing employment land particularly when the housing market strengthens. Meanwhile, it is notable that the role of the SEP in boosting growth, includes significant support for growing the resilience of the manufacturing sector, and it is clear within the ELR that the modelling work alone does not fully reflect the potential land requirements arising as a result of focus on this sector.
- 5.10** As such, in reviewing each of these factors and the historic relationship between job growth and employment land take up of circa 690 jobs and 10 hectares per year, and analysis of the potential employment capacity of available land within North Tyneside an overall employment land portfolio of at least 150 hectares is recommended in order to ensure that at least the Medium scenario of 707 jobs per annum is met.

5 Economy

S2.1 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. Town Centres and Tourism

- i. Attract a range of innovative and creative businesses to retail, leisure and office development within the Borough's town centres;
- ii. The creation, enhancement and expansion of tourist attractions, visitor accommodation and infrastructure, capitalising on the Borough's exceptional North Sea coast, River Tyne and International Ferry Terminal.
- iii. Capitalise on the historic environment including at Segedunum Fort and Hadrian's Wall World Heritage Site (WHS) in Wallsend and the Fish Quay in North Shields, while conserving and enhancing its significance.

b. Advanced Engineering, low carbon, renewable, marine and off-shore technology, Port related activity and manufacturing

- iv. Develop marine and renewable sectors of manufacturing in the River Tyne North Bank area, as shown on the Policies Map, including on the former Swan Hunter 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

- v. Support investment opportunities for regional and national scale office, research and development and manufacturing in the A19 Economic Corridor, as shown on the Policies Map, which includes the former Enterprise Zone area.
- vi. 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

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

5.11 Policy S2.1 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.

Town Centres and Tourism

5.12 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. The Borough's award winning coastline and part of Hadrian's Wall World Heritage Site (WHS) are clear attractions for visitors but greater economic benefits can be gained from these tourism assets.

5.13 Tourism is worth around £248 million every year for North Tyneside. The Borough has much tourism potential, with the International Ferry Terminal bringing in thousands of visitors every year. Much of the Borough's heritage assets have significant potential to contribute to the economy of the area through, for example, being part of regeneration schemes or attracting visitors. The Local Plan supports the North Tyneside Tourism Strategy (2014-2021) to 'support the tourism industry in having a sustainable, positive impact on the economy of North Tyneside; boost employment; and improve the quality of life of its visitors and residents' and the North East Case for Culture, a 15 year ambition to bring about further investment in arts and heritage across the region.

5.14 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.

5.15 Leisure facilities are defined as:

- commercial leisure - such as cinema, restaurants, bowling centres, night-clubs etc;
- (built) sports facilities (commercial and non-commercial) - such as stadia, health and fitness centres;
- cultural facilities; and,
- outdoor activities.

River Tyne North Bank

5.16 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 role of the Port of Tyne has diversified significantly from its early focus on coal exports. Today the Port of Tyne operates an award-winning International Ferry Terminal, a busy container terminal and a UK wide distribution network with a fleet of more than 180 trucks and trailers. In summary the Port's commercial business areas active at River Tyne North Bank extend to include:

- Car Terminals including import export for Volkswagen;
- Cruise & Ferries with the international terminal solely operating from the North Bank;
- Logistics and Estates with a focus on land being marketed to the offshore wind turbine manufacturing sector and power generators.

5 Economy

- 5.17** The former shipyards focused upon the Swan Hunter site at Wallsend also present an excellent opportunity for future investment in low carbon technologies building upon the existing highly skilled marine related industries that already operate successfully from the area.

The A19 Economic Corridor

- 5.18** The A19 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. In addition at Cobalt Business Park plans for the introduction of super high speed broadband connections, making it one of the best places in the UK for digital and media businesses to locate and providing a significant boost to connectivity for all types of business that may locate at the Park.
- 5.19** This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

Offices

- 5.20** During the recent challenging period of low demand for property, the 'Grade A' office space situated at Balliol, Cobalt and Quorum Business Parks has let relatively well.
- 5.21** It is probable that the success for the Grade A office space is a result of a combination of being readily available, i.e. it is vacant and to let, and that there a good marketing approach from both the Council's Economic Development team and that of the developer's marketing team.
- 5.22** Generally, the demand for office space in the region has been focussed in the main between Newcastle city centre locations and out of town locations of which Balliol, Cobalt and Quorum Business Parks form part. The supply of office space in Newcastle city centre is diminishing and there will be a lag in the provision of more space as the economy improves and demand for office space increases. It is probable that some of this unmet demand will locate in the out of town business parks, including that of Balliol, Cobalt and Quorum.
- 5.23** Information for Cobalt indicates that in the first six months of 2014 Cobalt had an available office floor area of 27,000sqm of which 5,750sqm was under offer and 13,500sqm taken up in five deals.

Distribution

- 5.24** The disposal of manufacturing and distribution space has done less well, but the activity at North Bank, River Tyne has shown good growth. This area of North Bank, River Tyne was identified as a strategic location for the development of the maritime, marine and low carbon sectors.
- 5.25** The A19 Economic Corridor and the recent completion of the second Tyne Tunnel has provided infrastructure, which forms an attractive location for manufacturing and distribution.
- 5.26** At a time when speculative development has been non-existent, the recently announced speculative development of industrial space by Helen's Group at Tyne Tunnel Industrial Estate is currently providing new modern industrial space.

5 Economy

5

- 5.27** There is however a shortfall in the provision of manufacturing and distribution space in areas of good location in the region in general and in the A19 Economic Corridor in particular.
- 5.28** The present stock of manufacturing and distribution space is in general reaching the end of economic life. As energy costs continue to increase occupiers will begin to seek accommodation that is less costly in terms of production. Unless there is an adequate supply of accommodation it is probable that there will be displacement of occupiers to other locations outside of the Borough.
- 5.29** The manufacturing and distribution B2 and B8 uses identify North Tyneside, in particular the A19 Economic Corridor as a good location because of the ease of getting to and from the area and this has been further improved by the recent opening of the second Tyne Tunnel. Further infrastructure improvements are planned that will overcome road congestion and make this location further attractive to occupiers.
- 5.30** Over the plan period there is clearly a need for the provision of more employment land, both for B1 office use and B2 and B8 manufacturing and distribution uses.
- 5.31** There are good transport links provided by the Tyne & Wear Metro system, the North Tyneside loop connecting the area to Newcastle and the wider Tyne and Wear conurbation, with links to the East Coast Main Line providing good access to London and Edinburgh.
- 5.32** The road system provides good distribution with the A19(T) north to south route to the A1(M) to the north and also to Blyth and Ashington in the north and to the south through the Tyne Tunnels to Sunderland and the Teesside conurbation. The A1058 is the main east to west link road to the City of Newcastle upon Tyne, linking to the A1(M), also to the north west of the area are good road links to the A1(M), connecting to the national road network.
- 5.33** Newcastle International Airport is located about 12 miles to the west, providing direct links to other UK airports, as well as Europe, Dubai and New York
- 5.34** The Port of Tyne, named Port of the Year 2014 in the National Transport Awards, is one of the UK's major deep sea ports located on both the north and south banks of the River Tyne provide passenger ferry from North Shields and cargo transport, providing a vital trading gateway to Europe and beyond.
- 5.35** Weetslade (Indigo Park) – including what has already been taken up, is a 49ha development site offering the opportunity for bespoke manufacturing and distribution buildings. The site is one of the largest in the north and can offer units ranging in size from 3,716sqm to 139,355sqm.

New Employment Land

- 5.36** 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.
- 5.37** 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

- 5.38** The ELR 2015 included an assessment of 1,591 hectares of land for its employment potential. This included 955 hectares of currently allocated or existing employment and 210 hectares of available employment land. Through the review a number of existing built employment sites have been removed on the basis that they are now in established non employment related uses such as retailing at Middle Engine Lane, Wallsend, whilst it was also noted that other existing employment areas currently occupied in part have also been identified over the life of the Local Plan as available and developable for alternative uses.
- 5.39** Overall provision of a suite of employment land, capable of accommodating at least the Medium level of job growth, forecast as 707 jobs per year was recommended within the ELR.

S2.2 Provision of Land for Employment Development

To ensure an attractive and flexible supply of employment land is available to deliver the Council's strategy for economic prosperity and job growth and investment a total of 822ha of currently occupied or available employment land is recognised of particular value to the economy and the following land will be available for development to 2032:

- a. 150ha of general employment land available for development during the plan period, an annual average of 8ha per year 2014 to 2032. Indicative mapping identifying potential access arrangements and possible areas of open space have been prepared for sites "E003 Weetslade", "E008 Gosforth Business Park", "E010 Balliol East Business Park", "E029 Tyne Tunnel Trading Estate" and "E050 Esso" where additional guidance could benefit future delivery. Planning applications related to those sites should have regard to these indicative plans.
- b. A further 30ha identified as reserved land, is within the curtilage of existing businesses and is therefore to be treated as potential expansion for businesses.

Unless specified elsewhere in the Local Plan, the employment sites identified on the Policies Map and listed below will ensure a sufficient supply, range and choice of land for development in class B1, B2 and B8 uses.

Policy Map Reference	Site Name	Ward	Total Available (Ha)	Total Reserved (Ha)
E002	Dudley Industrial Area	Weetslade		0.80
E003	Weetslade	Weetslade	31.86	
E004	Weetslade East A	Weetslade	1.40	
E006	Camperdown Industrial Estate	Camperdown		2.12
E007	Station Road Industrial Estate	Camperdown		2.12
E008	Gosforth Business Park	Longbenton	10.26	
E009	Balliol Business Park West	Longbenton		2.05
E010	Balliol Business Park East	Longbenton	25.29	
E013	Proctor & Gamble Industrial Site	Killingworth		8.51
E014	Bellway Industrial Site	Killingworth	0.44	0.27
E016	North Tyne Industrial Estate	Killingworth		0.31

5 Economy

E018	Holystone	Killingworth	0.46	
E019	A19 Corridor Killingworth Moor	Killingworth	17.00	
E020	Shiremoor West	Valley	1.12	
E021	Cobalt Business Park	Valley/Collingwood	6.25	
E024	New York Industrial Estate	Collingwood		0.49
E025	West Chirton North Trading Estate	Collingwood	0.74	0.60
E027	West Chirton Middle Industrial Estate	Collingwood		11.45
E028	Silverlink Industrial Estate	Collingwood	0.63	
E029	Tyne Tunnel Trading Estate	Chirton	19.48	7.11
E030	Brewers Lane	Riverside	2.67	
E031	Wallsend Road Industrial Area	Chirton/Percy Main	1.55	
E032	East Howdon	Riverside	3.10	
E034	Swan Hunters	Wallsend	1.13	
E036	Thermal Syndicate	Wallsend	2.04	
E040	Hadrian Road South	Wallsend	1.15	
E043	Willington Quay	Riverside	0.27	
E044	Swales Industrial Site	Riverside	0.74	
E048	Chemson	Riverside		1.22
E050	Esso	Riverside	20.85	
E052	Whitehill Point	Riverside	1.13	0.62
Total Area			150.23 (Ha)	29.76(Ha)

Those mixed-use sites allocated at Policy S4.3 may also provide an additional contribution to the supply of employment land. Proposals for employment uses that are compatible with residential development will be supported where they are consistent with other policies of this Local Plan.

5 Economy

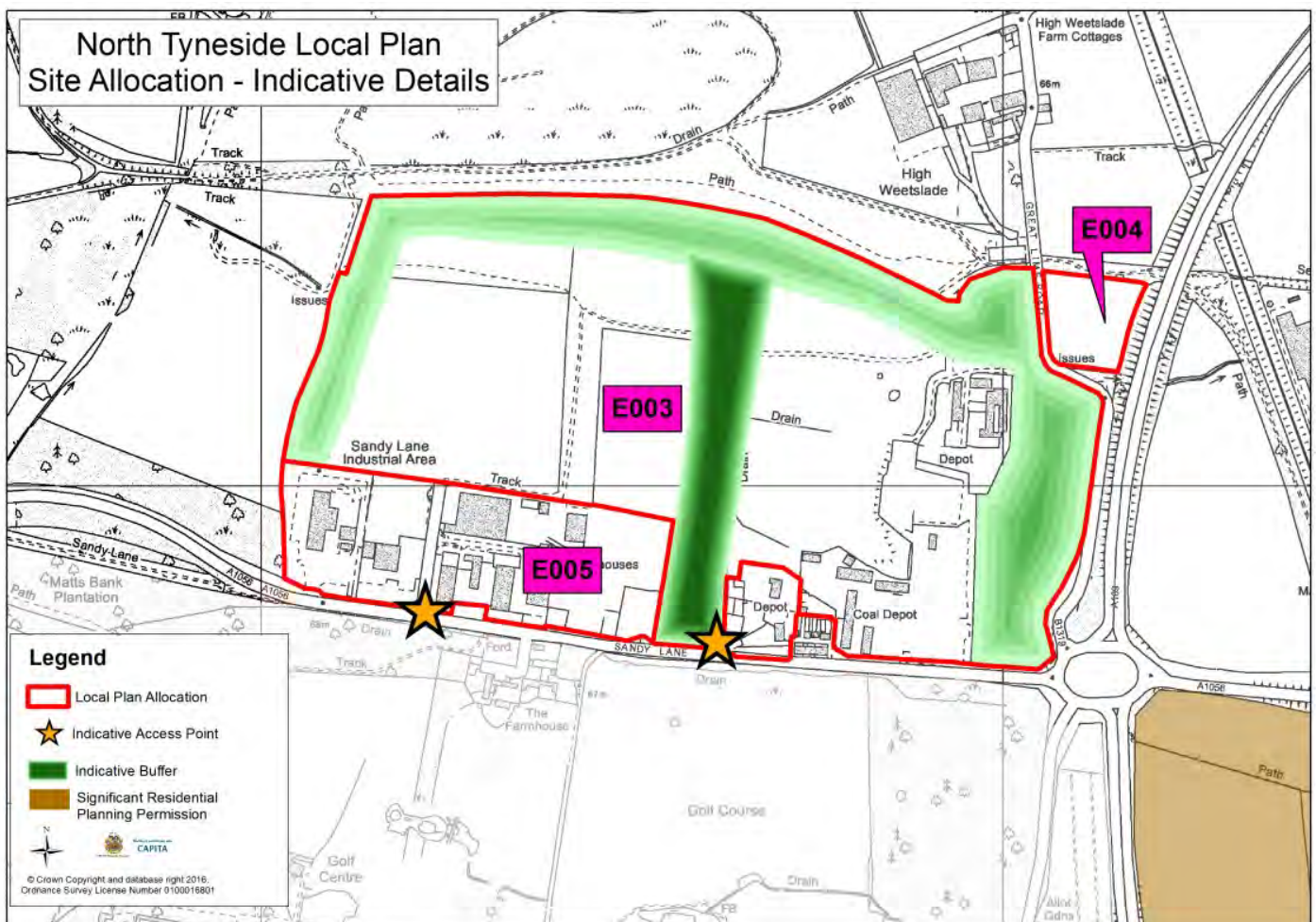
5

5.40 Available employment land is recognised defined as being developable and deliverable within the Plan period.

5.41 Reserve land is not expected to be available for development during the Plan period. Reserve land generally forms land around existing businesses and is within the curtilage of the land controlled by those businesses. Often such land could only reasonably be developed as a result of expansion of the existing business, or potentially other employment development. Policy DM2.4 relating to proposals for new employment uses outside of available or existing employment land should be considered for the future development of reserve land.

Indicative Site Maps

5.42 In order to guide future delivery the following maps set out provide indicative mapping of potential access and environmental solutions. The maps are only to be used as guides for development.



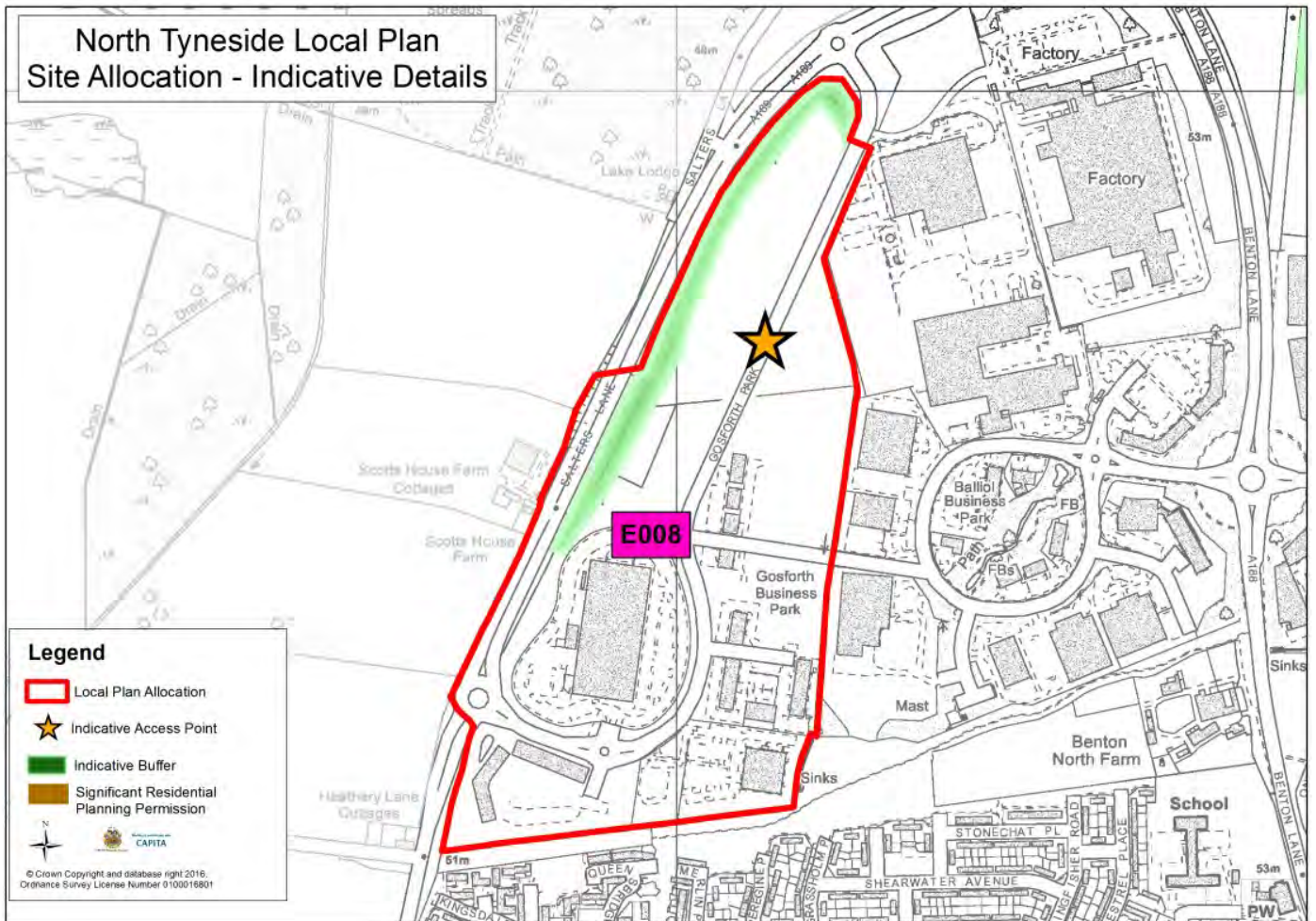
Map 3 – Indicative Details - Sites E003, E004 and E005

5.43 **Site E003** - Weetslade; **Site E004** - Weetslade A; and, **Site E005** - Sandy Lane Industrial Site, key considerations:

- Access from A1056 Sandy Lane;

5 Economy

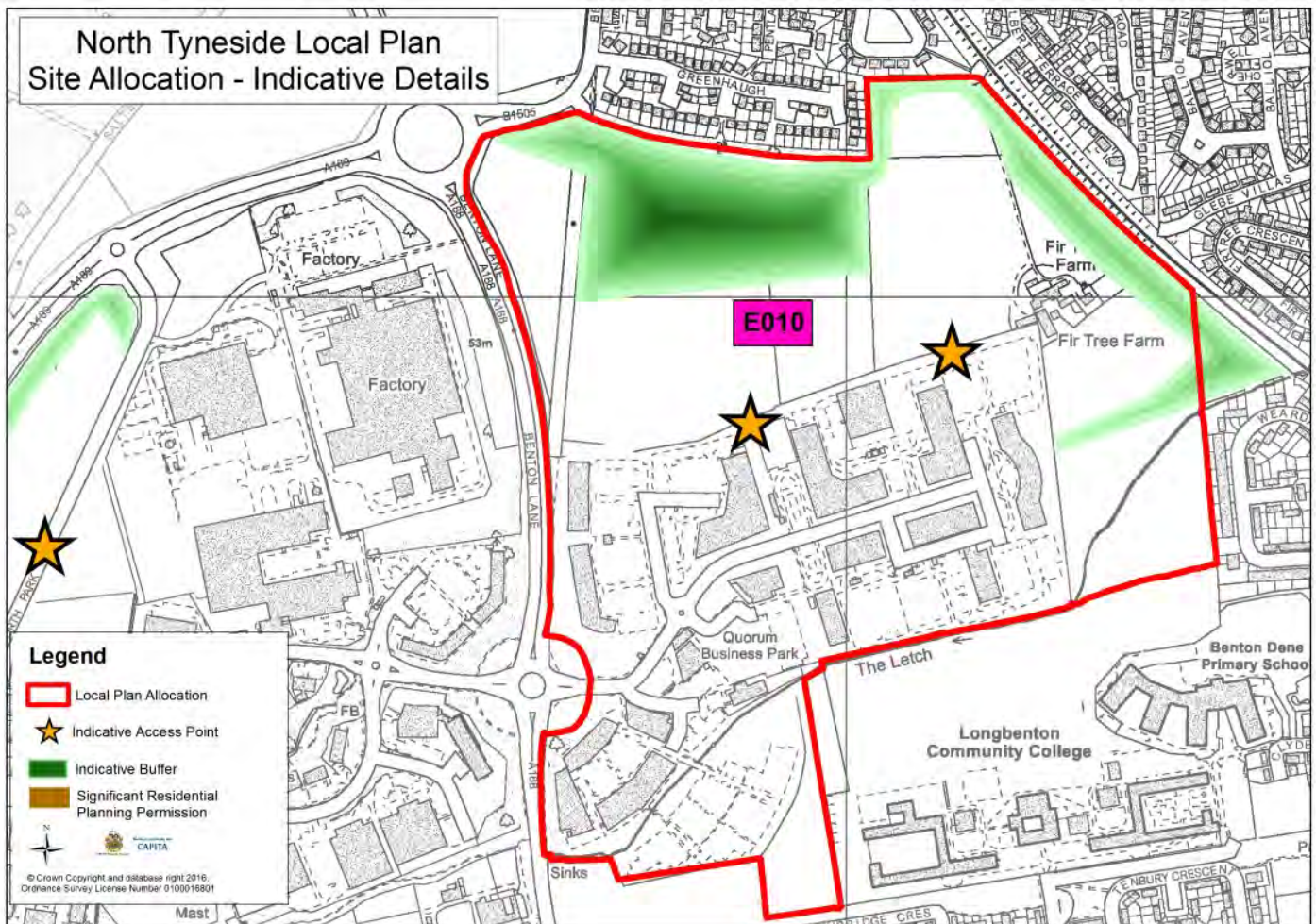
- Potential for additional accesses from A1056 Sandy Lane;
- B1319 Great Lime Road potential unsuitable for additional traffic accessing on Sandy Lane roundabout; and,
- Biodiversity safeguarding identifying the general extent of areas to be considered for retention and enhancement for wildlife and habitat.



Map 4 – Indicative Details - Site E008

5.44 Site E008 - Gosforth Business Park, key considerations:

- Suitable access point for development from Gosforth Park Way; and,
- Some valuable habitat on this which would require adequate survey and mitigation

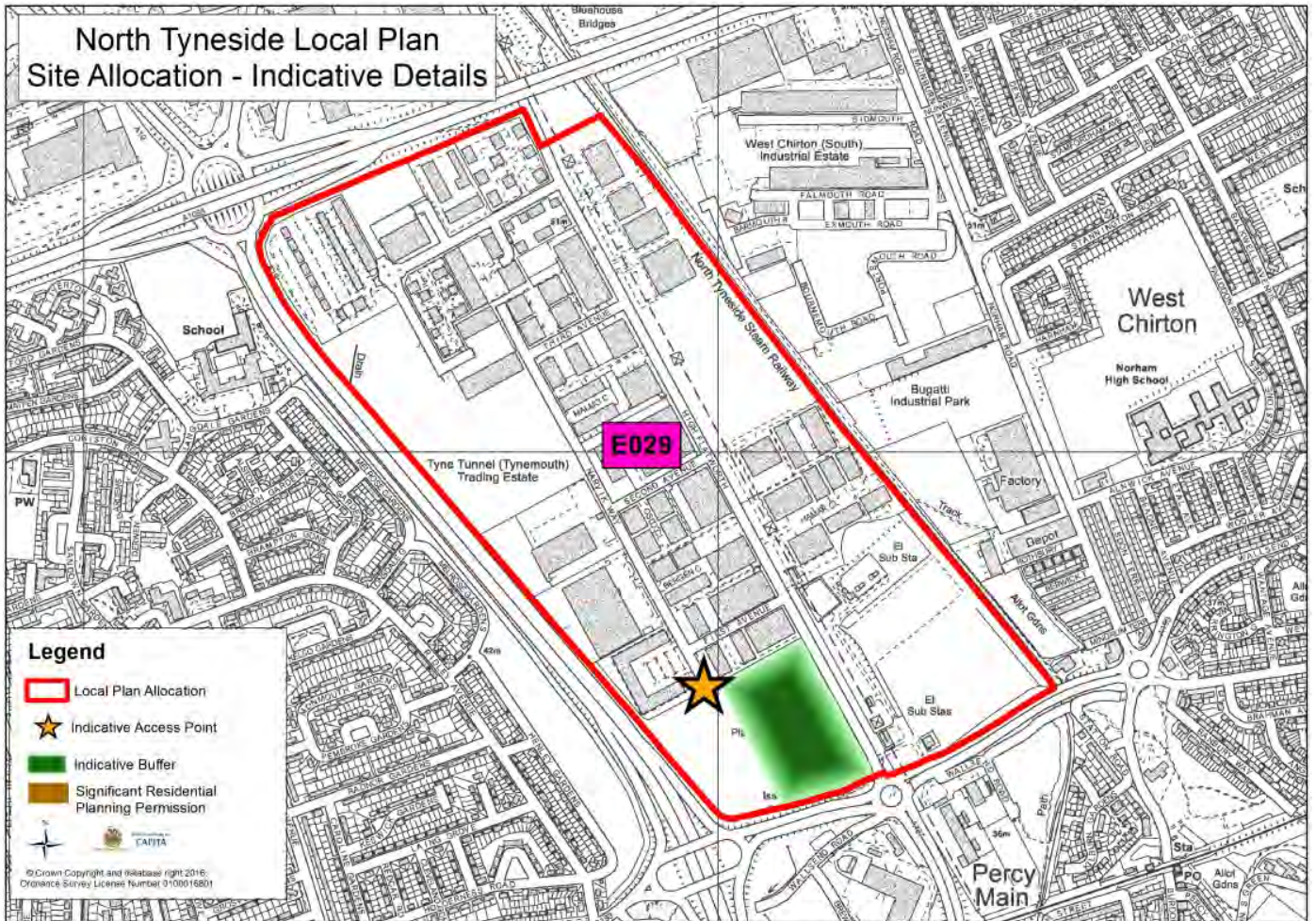


Map 5 – Indicative Details - Site E010

5.45 Site E010 - Balliol Business Park East, key considerations:

- Access via existing business park;
- Ensure the protection of the watercourse through providing an appropriate buffer zone free from development;
- North east section is designated as a Site of Local Conservation Interest (SLCI); and,
- Need to provide coherent ecological networks resilient to current and future pressures.

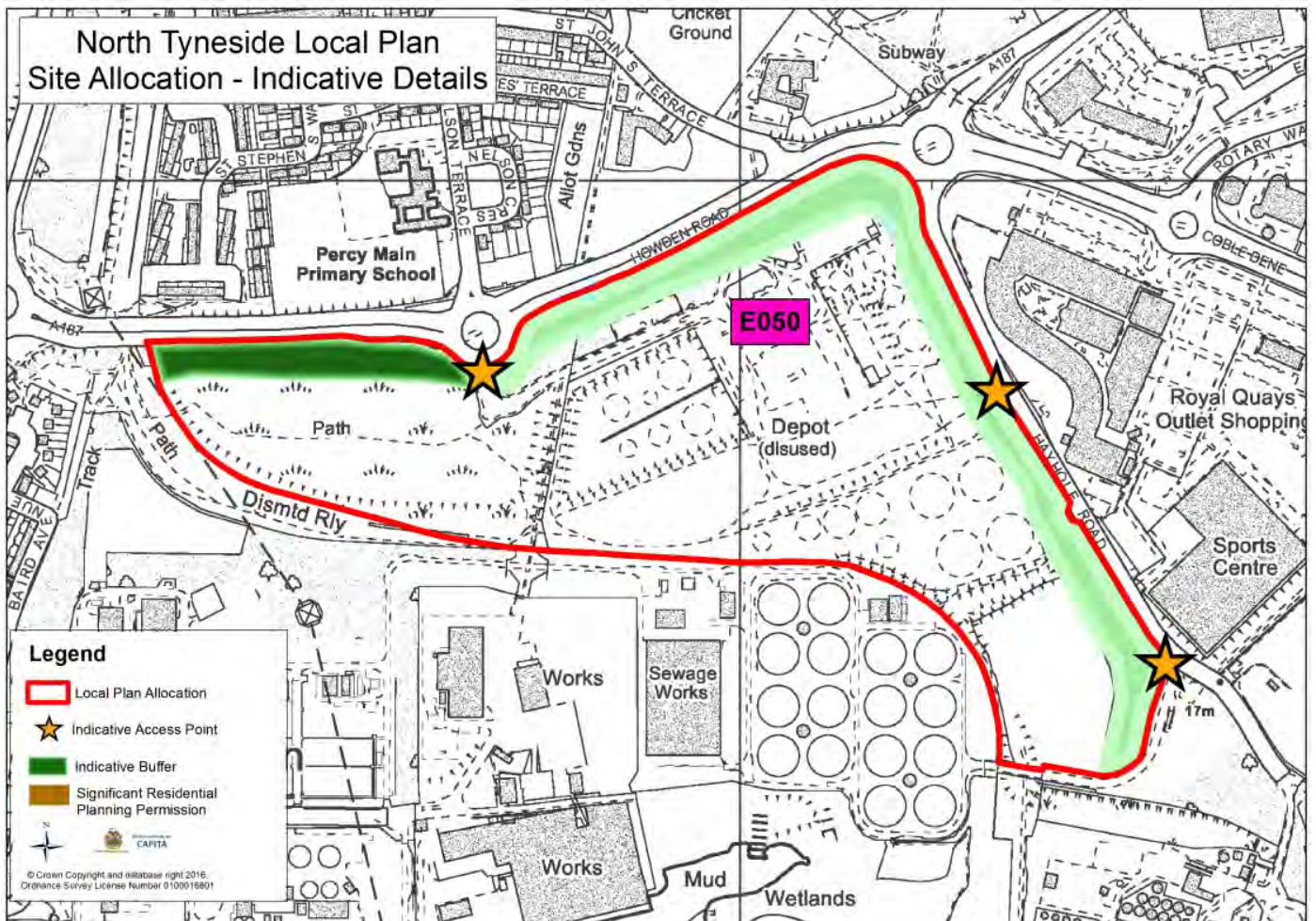
5 Economy



Map 6 - Indicative Details - Site E029

5.46 E029 - Tyne Tunnel Trading Estate, key considerations:

- Access from Narvik Way;
- No access from A19(T) or A193;
- Potential financial contribution to scheme at High Flatworth roundabout; and,
- Playing field at its southern boundary. If suitable replacement site could be found for the playing fields it would allow the employment area to expand.



Map 7 - Indicative Details - Site E050

5.47 E050 - Esso, key considerations:

- Main access from Howdon Road/Nelson Terrace roundabout;
- Potential for secondary access from Hayhole Road; and,
- Protection of good quality habitat within the site and adequate mitigation.

5.48 The ELR 2015 provides an updated and robust statement on the amount and distribution of employment land required in North Tyneside and is the main evidence base for the provision of employment land. The ELR includes an overview of past trends in development of employment land, growth in employed residents in North Tyneside and growth in jobs available within the Borough. From this, and taking into consideration the role of the policy drivers for growth such as the North East SEP, the ELR provides a series of forecasts for potential growth and job creation in the Borough to 2032.

5 Economy

5.49 In addition to the economic forecasts and modelling of employment land requirements, analysis of past trends over the last ten years establishes that North Tyneside has seen an average of 10 hectares of employment land developed each year for equivalent levels of job growth. Meanwhile the approach of the overall plan will involve reallocation of some currently available and built employment land and an analysis of market availability and attractiveness of the Borough's existing employment land indicates that a process of restructuring will continue over the life of the Plan.

5.50 Recognising this, to accommodate the growth that could be delivered within North Tyneside and provide sufficient choice and flexibility, 150 hectares of employment land have been identified - including one new area of employment development adjacent to the A19 economic corridor at Killingworth Moor (17ha). Meanwhile the re-allocation of existing employment land for alternative uses is approximately 17ha of overall amount built floorspace.

Overview of Changes to the Employment Land Portfolio

5.51 A complete schedule of the sites proposed for employment use, and those existing employment sites that are now promoted for alternative development are included within the Sites Schedule, which addresses a range of evidence including on the historic environment and flood risk that can be viewed online with proposed site boundaries here:
http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=565825. You can also refer to the ELR that is available online here:
http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=504297&p_subjectCategory=809

Development Affecting New and Existing Employment Land and Buildings

DM2.3 Development Affecting Employment Land and Buildings

The Council will support proposals on employment land, as shown on the Policies Map, for new or additional development for uses within use classes B1, B2 or B8 or that which is deemed ancillary.

Proposals on identified employment land or other buildings in use-class B1, B2 or B8, for uses that could conflict with the development and regeneration of sites for economic development, will be permitted where these proposals would not:

- a. Result in the unacceptable loss of operating businesses and jobs; and,
- b. 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,
- c. Have an adverse impact upon the amenity and operation of neighbouring properties and businesses.

5.52 Policy DM2.3 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 Economy

5

- 5.53** 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.
- 5.54** National policy is clear that local authorities need to plan for future needs of economic development but a balance needs to be struck between making land available and not reserving land which has little likelihood of being taken up. An employment site, which is considered as having no reasonable prospect of coming into use, would need to justify whether the site is no longer suitable, available and or economically viable, including evidence of appropriate marketing and future market demand.

DM2.4 Employment Land Development Outside Available or Existing Employment Land

Proposals for new employment uses outside the 150ha of available land or existing areas of employment land 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 contribution to job creation and diversification of the economy in North Tyneside; and,
- c. Can be provided with appropriate vehicular access, and supports access to sustainable transport connections; and,
- d. Would not be detrimental to local amenity.

- 5.55** 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

- 5.56** 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 shipbuilding 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.
- 5.57** 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.

5 Economy

AS2.5 River Tyne North Bank

Across the River Tyne North Bank area, as identified on the Policies Map, and specific locations identified below, proposals for all forms of employment development will be supported to enable economic growth, investment and regeneration of the area where they do not restrict riverside access that could compromise the capacity of the River Tyne North Bank to support marine and off-shore related industry.

The Council will support and encourage 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. Existing and available employment land adjacent to a. and b. above within the River Tyne North Bank area.

- 5.58** 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.
- 5.59** The former Swan Hunter shipyard 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.
- 5.60** The Oceana Business Park and Hadrian Yard, land adjacent to Heraeus Quartz Ltd and land at Willington Quay is not within the Low Carbon 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.
- 5.61** This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

The A19(T) Economic Corridor

- 5.62** 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(M) 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(M) towards Northumberland and Scotland.

AS2.6 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, as identified on the Policies Map, 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 500m of Metro stations.
- c. Priority for a mix of manufacturing, trade and office development to the south of the A19(T) Economic Corridor.

- 5.63** 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.
- 5.64** Much of the office development, at locations such as Cobalt Business Park and Balliol 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 Cobalt Business Park - making it one of the largest in the UK.
- 5.65** Through this policy the Council will continue to recognise the importance of the overall Economic Corridor, and promote and attract businesses to invest.

6 Retail and Town Centres

6 Retail and Town Centres

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. References in the Local Plan to town centres or centres apply to town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres. This follows the same approach adopted in the NPPF and applies to policies as well as supportive text.
- 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.
- 6.3** The Local Plan recognises that each of the town centres in the Borough are individual and face a variety of different issues. Chapter eleven contains area specific strategies, which includes policies to help support North Shields, Wallsend and Whitley Bay town centres, Tynemouth district centre and the North West Villages.

Supporting competitive town centres

- 6.4** 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.
- 6.5** 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.

6 Retail and Town Centres

S3.1 Competitive Centres

Within the Borough's defined centres the Council will seek ways to support 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 and distinctiveness of the centre, while sustaining and enhancing its heritage assets.
- 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 public transport, walking, cycling and by car.
- g. Introduce measures that reduce crime and the fear of crime and any other disorder issues.

- 6.6** 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 Plan's 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, walking and cycling. They 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.
- 6.7** Key to the policy is support for the provision of main town centre development that consists of:
- 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);
 - in addition housing is also recognised as having an important role within town centres, but is not a main town centre use.
- 6.8** The Retail and Leisure Study (2014) 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.
- 6.9** This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

6 Retail and Town Centres

A Hierarchy of Centres

6.10 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.

S3.2 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 proposed main town centre uses.

a)Town Centre	b)District Centre	c)Local Centre
i. North Shields	v. Forest Hall	x. Battle Hill
ii. Wallsend	vii. Monkseaton	xi. Howdon
iii. Whitley Bay	viii. Tynemouth	xii. Longbenton
iv. Killingworth	ix. Northumberland Park	xiii. Preston Grange

6.11 In the light of the updated Retail and Leisure Study (2014), 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**

6.12 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**

6.13 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

6.14 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 and the regeneration of Wallsend surrounding The Forum Shopping Centre does allow for increased retail floorspace.

- **District Centres**

6.15 Forest Hall, Monkseaton and Tynemouth are the next highest performing centres for number of units. Whilst Tynemouth attracts a lower comparison retail spend compared to the other two, it is a strong performer in other indicators and has importance due to its leisure industry. Northumberland Park has the potential for further expansion that may help to meet the Borough's overall needs for retail provision and is therefore recorded as a district centre dependent on the expansion of the centre on the edge of centre site allocated in the Local Plan. If this site is not delivered then Northumberland Park would be classed as a local centre.

- **Local Centres**

6.16 The remaining centres have the lowest market share of comparison spending and the lowest number of retail and services units.

- **Out-of-Centre Retail Areas**

6.17 In addition to the Borough's identified centres there are also a range of established out-of-centre shopping destinations in North Tyneside. These out-of-centre locations will continue to play an important role in shopping provision in north Tyneside over the plan period. 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. Other areas of the Borough that provide large retail units (over 1000sqm gross floorspace) in out of centre locations are; Royal Quays Shopping Outlet; Boundary Mills and Great Outdoors, Shiremoor; Whitley Road, Benton (sites serviced between the roundabout of Station Road and the roundabout servicing Asda supermarket); Middle Engine Lane (sites serviced from the road between the roundabout meeting Addington Drive and the roundabout of the Police Headquarters) and the retail park at the Coast Road and Norham Road junction (Coast Road Retail Park).

Future retail and leisure demand

Future Leisure Demand

6.18 The Retail and Leisure Study 2014 (RTLS) sets out the evidence and requirements for additional floorspace over the period of the Local Plan for future leisure space and retail needs covering everyday items (convenience goods) and the more bulky, less frequently purchased items (comparison goods).

6 Retail and Town Centres

6.19 The Study found no overarching requirement for major leisure development in the plan period, but did provide 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 the Study indicates that, there is no qualitative requirement for further major leisure developments of a bingo or cinema, but there is significant scope for the development of a further mix restaurants, pubs and bars across the Borough up to 2032.

Future Retail Demand

6.20 The Retail and Leisure Study identifies that a large proportion of comparison goods spending occurs outside of the Borough. The Council recognises the importance of Newcastle and Cramlington, which although outside the authority area, are within close proximity to North Tyneside and both are sustainable centres for future retail growth. Newcastle city centre has a significant role in the retail function of the Borough, 28.4% (£186.5m) of comparison goods spending of the Borough. North Tyneside recognises the continued significance of its function and support continued growth of the City Centre, such as future regeneration proposals for Pilgrim Street. Policy S3.3 seeks to increase the retention of retail and leisure spending currently leaked out of the Borough, creating successful town centres that help to maintain and enhance the prosperity of North Tyneside.

6.21 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 %. Between 2009 and 2012 there was a real decline, with levels of spending only returning to (and exceeding) pre-2008 levels during 2013. Although there are indications of consumer and investor confidence beginning to return, the overall economic sentiment remains one of caution. The forecasts from the RTLS do not envisage a return to high levels of previous growth, remaining at between 3.0 per cent to 3.5 per cent per annum for comparison retailing. The forecasts from the RTLS for spending on convenience goods do not predict significant growth in future years; accordingly, predicted levels of per head expenditure growth remain low at between 0.4 per cent and 0.8 per cent per annum.

6.22 The amount of additional retail floorspace identified in the RTLS is provided in the Local Plan (Policy S3.3), but the thresholds should not restrict development proposals that are above these. The first five years estimates of floorspace need are considered the most accurate whereas the later years are more to be viewed as general estimations.

6.23 Development that would exceed the floorspace requirements may be acceptable, but the floorspace figures set the requirement for the Plan to allocate appropriate sites. The committed floorspace that informs the overall requirements for the Borough will be monitored annually through the Authority Monitoring Report.

6.24 There is a good range and choice of large food stores both in centres and out of centre, but the RTLS found there was a qualitative need for a new food store in Wallsend to inject additional consumer choice into the local convenience sector. Each of the centres would benefit from greater number, and range of, comparison stores to deliver greater choice to the public. However, the majority of units in the town centres only have a small floorspace, which often limits the opportunities

6 Retail and Town Centres

to attract larger retailers. It is crucial for the Council to support the existing town centres to attract future investment and work with partners to increase the vitality and viability of its town centres, particularly encouraging larger floorplates with associated car parking to increase the range of retail space available.

- 6.25** The Council's sequential assessment of available floorspace within town centres has shown there is limited retail floorspace in premises over 500sqm (net). The Council is committed to supporting new development into town centres first, but not all the potential sites in the town centres would be flexible enough to meet future retail needs.
- 6.26** In consideration of this and due to the dominance of small units in each of the town centres it is considered important that the Local Plan allocates a range of sites that allow growth opportunities for retailers who would usually require larger floorplates than those currently available.
- 6.27** Table 2 identifies the amount of retail floorspace required over the next 15 years, with indicative rates of delivery (that have been surpassed). Table 2 identifies the outstanding retail floorspace required during the Plan period, accounting for retail floorspace committed since the RTLS was published, the amount of retail floorspace converted to another use and other retail floorspace within the town centres that could accommodate future growth. Northumberland Park 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 approximately 10,000sqm of retail floorspace. The expansion of Northumberland Park is more than the required floorspace shown in Table 2, but considering its proximity to the existing centre and excellent access to the Northumberland Park Metro Station, it allows for the delivery of comparison retail units with large floorplates in a sequentially preferable location.
- 6.28** The proposed patterns of housing growth across North Tyneside presents an opportunity to expand the provision of local shopping facilities due to the size of the development proposed at Murton and Killingworth. These developments sites are likely to accommodate some retail and or leisure provision meet the needs of the new population, but also serving the existing communities in the surrounding area.
- 6.29** Since the RTLS was published there have been a number of retail commitments, most notably planning approval for 9,474sqm (net) of comparison floorspace at the former Travelodge site adjacent to the Silverlink Shopping Park. Silverlink Shopping Park is the principal hub of retail activity in the Borough and attracts more comparison expenditure than all four town centres combined.

Table 2: Retail Floorspace 2014-2032

	Floorspace (m ² Net)						Overall
	Convenience			Comparison			
	2014-19	2019-24	2024-32	2014-19	2019-24	2024-32	
	1,499	1,876	3,004	960	3,676	10,613	

6 Retail and Town Centres

Table 2: Retail Floorspace 2014-2032

	Floorspace (m ² Net)						
	Convenience			Comparison			Overall
A) Retail Floorspace Requirement	6,378			15,249			21,627
B) Retail floorspace committed (Planning permissions since 2014)*	7,687			9,682			17,369
C) Retail floorspace converted to another use since 2014	-			-			2,130
D) Identified retail floorspace in town centres over 500m ²	-			-			2,211
Overall Retail Floorspace Required 2014-2032 (A-B+C-D)							4,177

* NB Land West of Boulevard Shopping Centre (1,140m² net) granted planning permission and counted in row B)

6 Retail and Town Centres

S3.3 Future Retail Demand

Provision should be made for at least 6,378m² convenience (net) and 15,249m² comparison (net) additional retail floorspace. Future provision should be in accordance with the latest available evidence and in accordance with other policies in the Local Plan.

Key sites identified for retail development over the plan period are:

Site Name	Designated Centre	Total Floorspace (m ² Net)
Northumberland Park	Northumberland Park	10,160
Land West of The Forum Shopping Centre	Wallsend	1,200
Land West of Boulevard Shopping Centre	Longbenton District Centre	1,140
Tynemouth Station	Tynemouth	1,011
Murton Strategic Development Site	Neighbourhood Parade	1,000
Killingworth Moor Strategic Development Site	Neighbourhood Parade	500

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

- Predominantly meet the comparison retail needs of the Borough based on net floorspace of the overall uses proposed in the extension;
- The development of the extension of the District Centre 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
- The scale of any new floorspace reflects its position as a District Centre.

Town Centre Development

Town Centre Development

- 6.30** The Council supports a town centre first approach towards new development for main town centre uses in accordance with national guidance (NPPF and NPPG). If there are no available sites in a centre then edge of centre sites should be considered before out of centre sites.

6 Retail and Town Centres

- 6.31** In accordance with the NPPF, out of centre proposals should strive to identify further opportunities in town centre or edge-of-centre locations in the first instance before any out-of-centre locations are considered. Should the applicant and/or agent be unable to find any further in-centre or edge-of-centre opportunities beyond those already identified to meet future floorspace requirements, existing out-of-centre development sites previously occupied by appropriate main town centre uses that are readily accessible to Metro stations or other transport connections to the town centres should be considered sequentially preferable to other out-of-centre locations.
- 6.32** The accessibility of locations that are well connected to a town centre would be recognised as an important consideration in future locations of retail growth that is out of centre.
- 6.33** 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. Policies must therefore be flexible enough to accommodate the floor space required, but it is important that any proposal for town centre use does not harm the Borough's identified centres and all proposals must accord with the requirements of Policy DM3.4. The Council is keen to work with developers interested in bringing forward town centre development in the Borough and would encourage early engagement.

Impact Assessment

- 6.34** Due to the Borough having four 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 retail development to undertake an impact assessment is lower than current government guidance, but is based on our Retail and Leisure Study (2011 & 2014). New town centre developments should not have a significant adverse impact on the vitality and viability of any other existing centre and proposals for leisure and office development outside a town centre and over 2,500m² gross will require an impact assessment.

6 Retail and Town Centres

DM3.4 Assessment of Town Centre Uses

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

- a. In order of priority, there are no sequentially preferable sites in-centre, then edge of centre, and then existing out-of-centre development sites previously occupied by appropriate main town centre uses that are readily accessible to Metro stations or other transport connections to the town centres and then finally existing out-of-centre locations;
- b. The suitability, availability and viability of sites should be considered in the sequential assessment, with particular regard to the nature of the need that is to be addressed, 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 centres.

Proposals for retail development outside a town centre will require an impact assessment where they would provide either:

- e. 500m² gross of comparison retail floorspace, or more; or
- f. 1,000m² gross of retail floorspace for supermarkets/superstores, or more.

The proposal would be supported when the necessary Impact Assessment has shown that:

- g. The proposal would have no significant adverse impacts, either individually or cumulatively, on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- h. The proposal would have no significant adverse impact on the vitality and viability of a town centre, including consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused.

Development within town centres

Development within Town Centres

- 6.35** As set out in Policy S3.2, development for main town centre uses is supported within identified centres. Policy DM3.5 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 shopping frontages, where most retail activity is concentrated, will help to guide such development to enhance the vitality and viability of centres.

6 Retail and Town Centres

- 6.36** 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.

DM3.5 Primary Shopping Area

Primary Shopping Areas, as shown on the Policies Map, are defined for:

1. North Shields;
2. Wallsend;
3. Whitley Bay; and,
4. Killingworth.

Within these Primary Shopping Areas, proposals for development will be permitted in the Primary Shopping Frontages, as shown on the Policies Map, where they would:

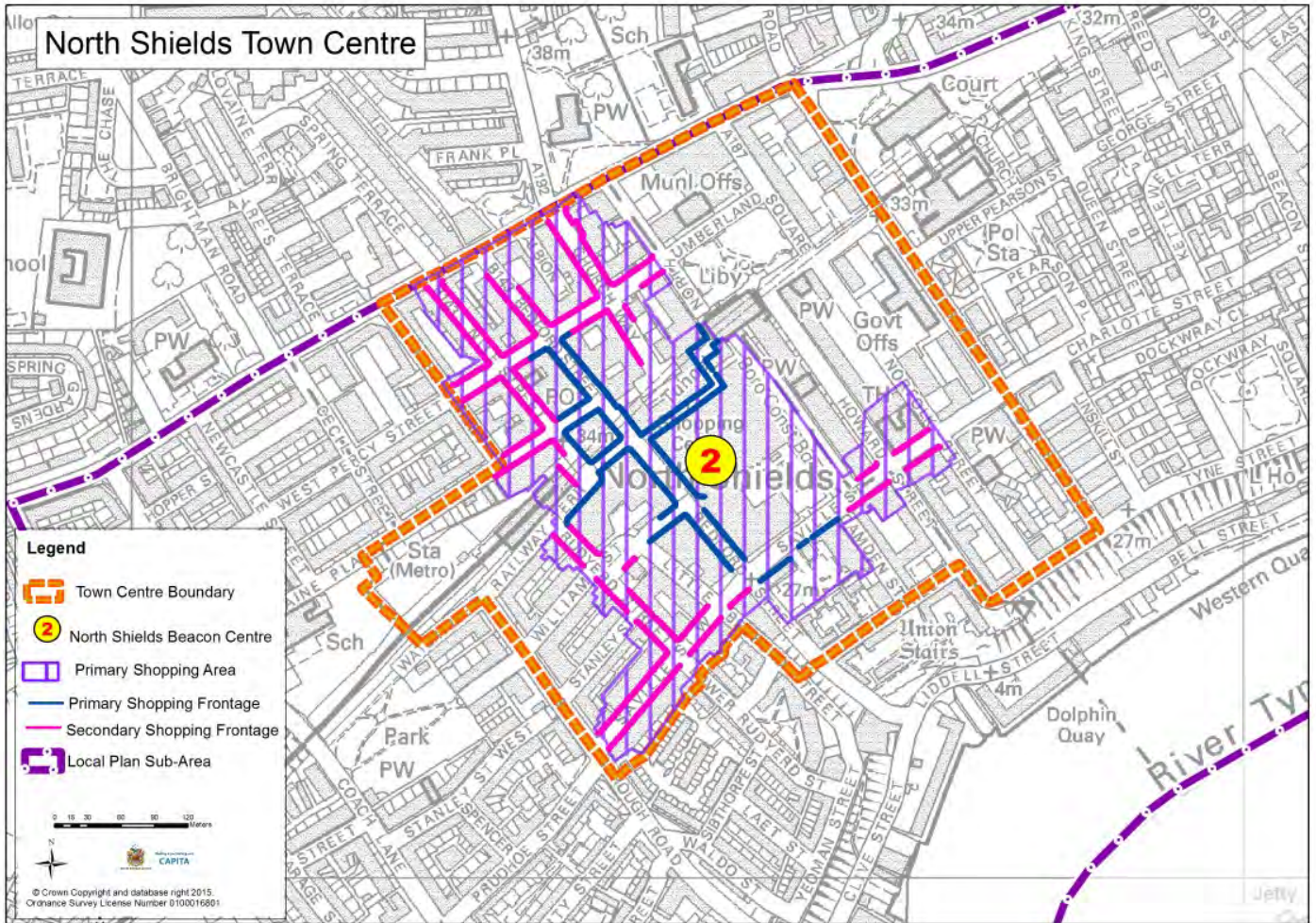
- a. Enhance or complement the principal role of the location as an area of retail activity.
- b. Promote the vitality and viability of the centre, including proposals for residential development and conversion of upper floors.
- c. Avoid a cumulation of uses that can undermine the centre's overall retail function and character.
- d. Deliver high quality active ground floor frontages.
- e. Not result in more than three adjacent units being in the same non A1, A2 and A3 use.
- f. In the Primary Shopping Frontage not result in less than 80% of frontages being in A1, A2 and A3 use and the following factors will be taken into account in assessing the impact of a proposal:
 - i. the nature of the use proposed, in particular the extent to which it would be attractive to shoppers and contribute genuinely to diversity;
 - ii. the size (frontage width) and prominence of the property;
 - iii. if vacant, the prospects of the property finding another A1, A2 and A3 use in the foreseeable future;
 - iv. recent trends in the balance of shop and non-shop uses in the frontage, whether stable or changing, and at what pace;
 - v. which would result in an A1, A2 and A3 frontage of between 75% and 80% will normally be more acceptable than those which result in a level below 75%

Proposals for development will be permitted in the Secondary Shopping Frontages, as shown on the Policies Map, where they would:

- g. Enhance or complement the principal role of the location for town centre activity.
- h. Promote the vitality and viability of the centre, including proposals for residential development and conversion of upper floors.
- i. Avoid a cumulation of uses that can undermine the centre's overall function and character.
- j. Deliver high quality active ground floor frontages.

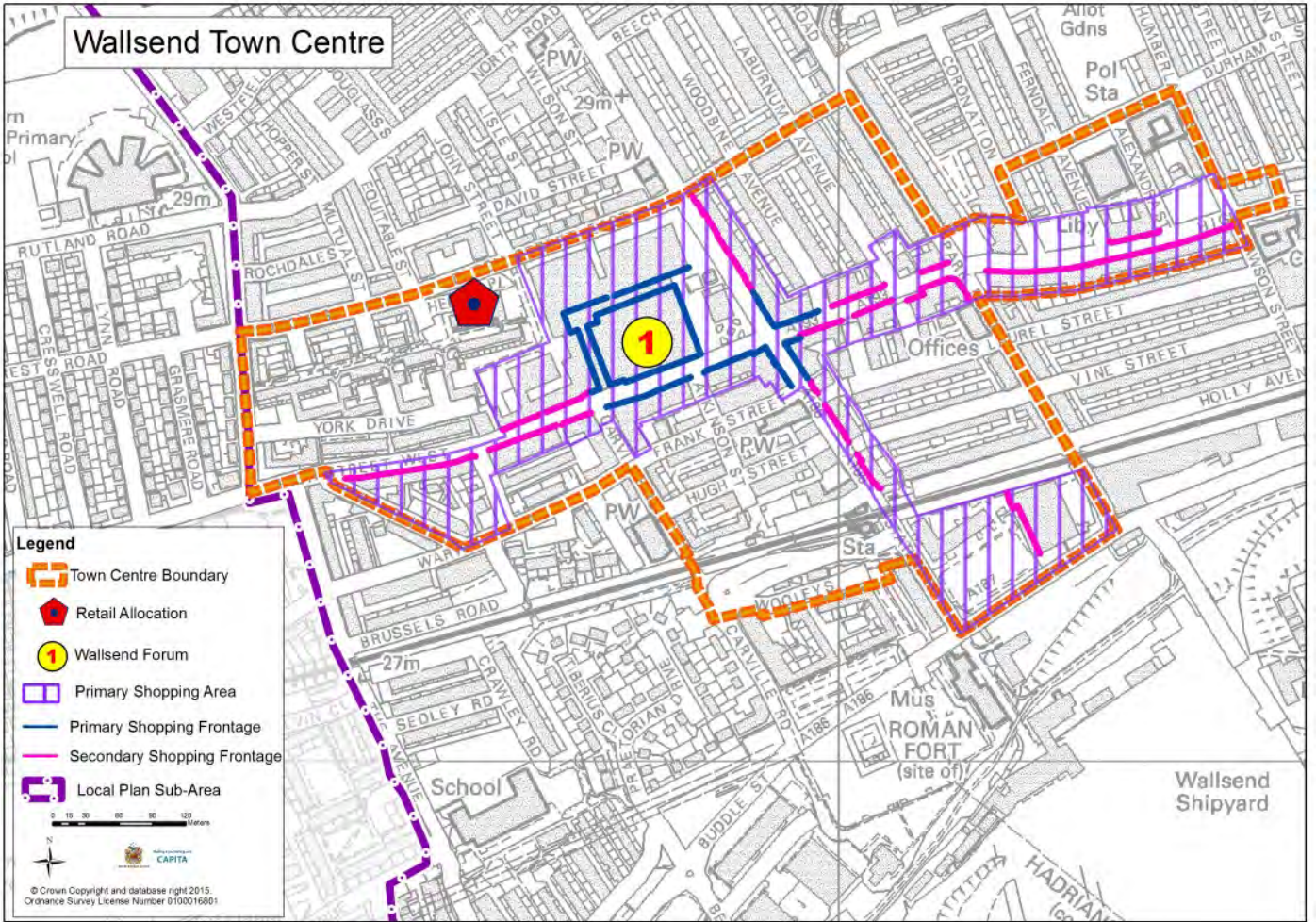
6 Retail and Town Centres

6.37 The town centre boundaries, primary shopping areas and primary and secondary shopping frontages for each of the town centres are set out in the maps to follow.



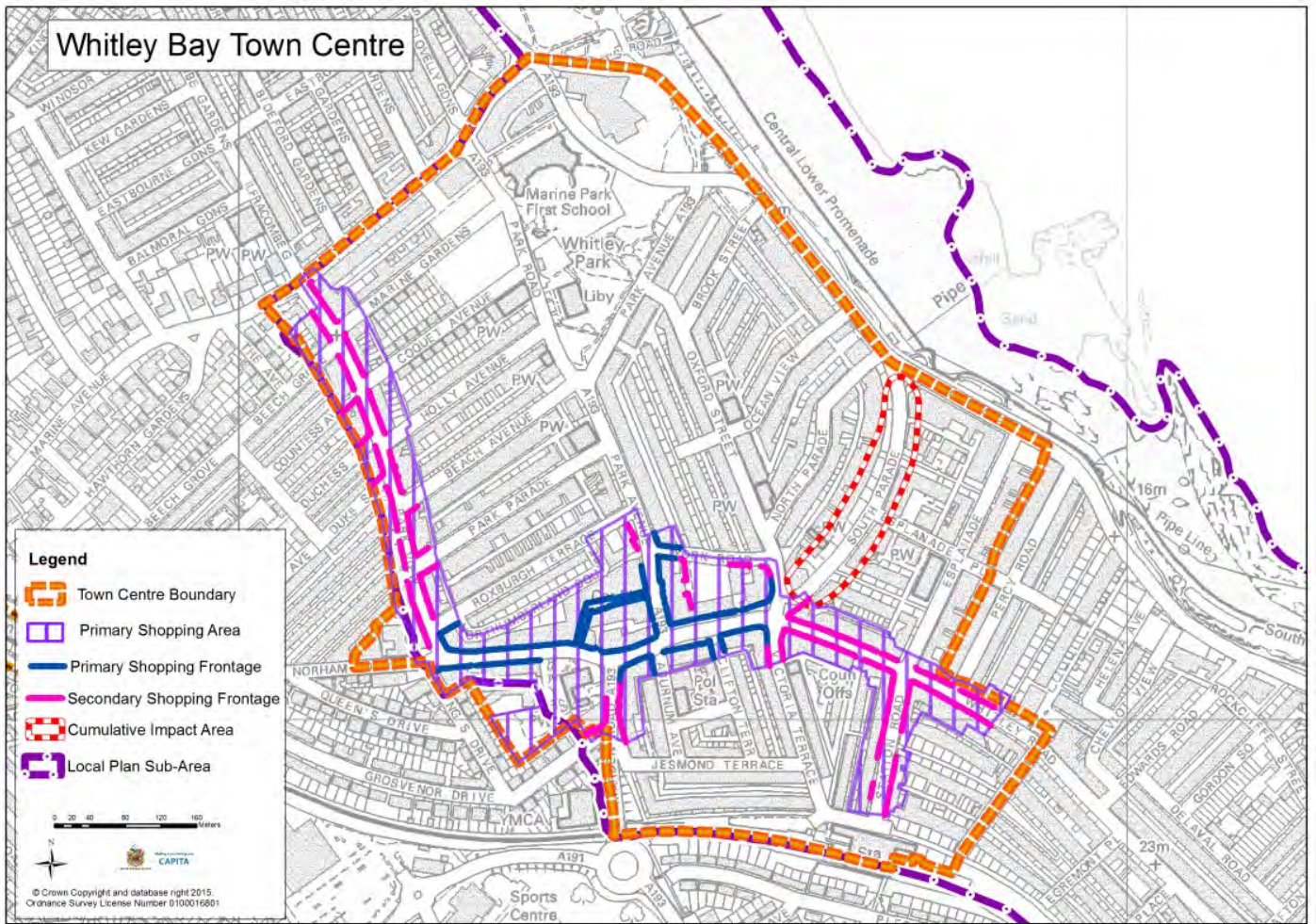
Map 8 - North Shields Town Centre Boundary

6 Retail and Town Centres



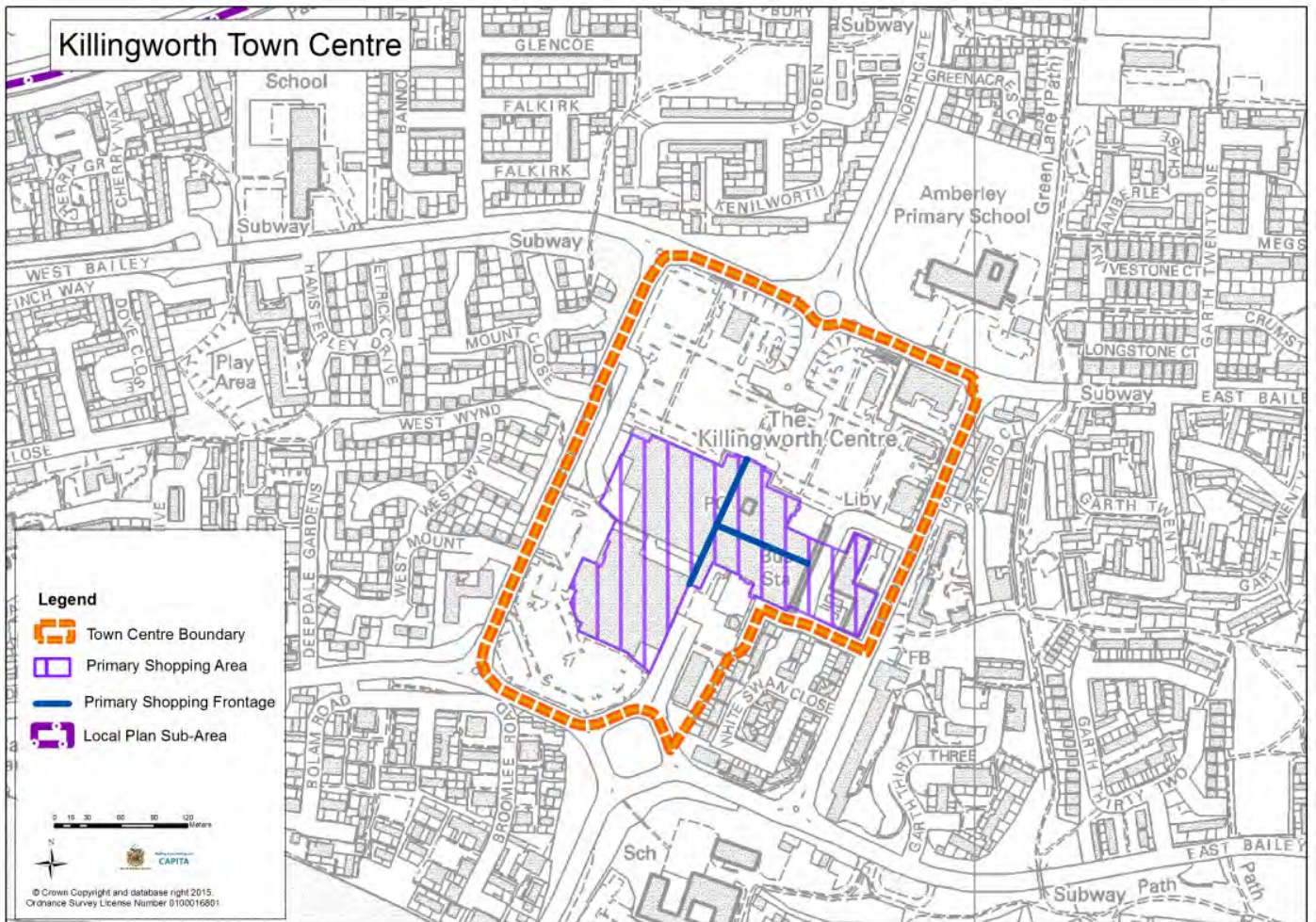
Map 9 - Wallsend Town Centre Boundary

6 Retail and Town Centres



Map 10 - Whitley Bay Town Centre Boundary

6 Retail and Town Centres



Map 11 - Killingworth Town Centre Boundary

- 6.38** The findings of the Retail and Leisure Study (2014) 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.
- 6.39** 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.
- 6.40** Primary shopping 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 other businesses.

6 Retail and Town Centres

- 6.41** 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. The identified percentage threshold set out within the policy reflect current evidence of the overall mix of retail and non-retail uses in shopping frontages within North Tyneside.
- 6.42** A change of use will be more acceptable in a frontage where the balance of shop and non-shop uses has been relatively stable than in one where there have been significant recent shifts, the consequences of which may still not be fully apparent. Proposals for the conversion of a small, inconspicuous, property will be more likely to be permitted than those for a prominent, large unit which might set the tone for a frontage.
- 6.43** The Government has implemented a significant number of changes to liberalise permitted development rights as part of a package of measures aimed at boosting development and growth in the economy. These have included a number of measures aimed specifically at town centres including allowing the conversion of office-to-residential (with exemptions) and allowing the change of use from retail to cafés and restaurants below 200sqm (gross) and subject to prior approval without the need for planning permission. However, considering the changing nature of the high street and the government's changes to legislation it is advisable to seek advice from the local planning authority or <http://www.planningportal.co.uk> to learn whether planning permission is required or not.
- 6.44** The impact of these changes is yet to be felt, however they clearly emphasise the government's agenda to liberalise permitted development rights with the intention of helping ailing high streets and high vacancy levels. The changes implemented in 2015 may have particular significance as it is likely to increase the attractiveness of smaller units such as those found within the Boroughs town centres. Accordingly, Policy DM3.5 will be kept under review and the town centres are regularly monitored. The percentage policy for the primary shopping frontage reflects the government's changes to legislation to allow development to be undertaken without submitting a planning application, subject to prior approval and size of premise in question. The current percentage of A1, A2 and A3 frontage is just over 80% in each town centre and the Council considers that to maintain a healthy town centre this is an appropriate threshold.
- 6.45** 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.

Local Facilities

Local Facilities

- 6.46** 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 in appropriate retail and leisure uses, without having a significant impact on nearby centres recognised in the Centres Hierarchy. Policy S7.10 Community Infrastructure, recognises the importance of community facilities serving more localised neighbourhood catchments and proposals for the loss of such facilities are covered in that policy.

6 Retail and Town Centres

DM3.6 Local Facilities

Small-scale out of centre facilities serving local retail and leisure needs of less than 500sqm gross floorspace, or extensions to existing facilities, will be permitted if it can be shown that all of the following requirements are met:

- a. The proposal is of an appropriate size and function to meet specific day-to-day needs of a neighbourhood population within convenient, safe walking distance (300m);
- b. It will not have an adverse effect on the amenity of neighbouring uses;
- c. Contribute to social inclusion and sustainable development;
- d. Safeguard the retail character and function of existing centres and not detract from their vitality and viability.

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

Hot Food Take-aways

- 6.47** NICE (2010) Guidance on prevention of cardiovascular disease[i] outlines that food from take-aways and the ‘informal eating out sector’ comprises a significant part of many people's diet and indicates that local planning authorities have powers to control fast-food outlets. It recommends that local planning authorities should be encouraged to restrict planning permission for take-aways and other food retail outlets in specific areas (for example, within walking distance of schools) as well as consider the concentration of fast food outlets in specific areas to address disease prevention.
- 6.48** Reducing levels of obesity is a key objective of the Council. One way this can be achieved is to encourage healthy eating. Large concentrations of hot food take-aways within our commercial centres and surrounding our Local schools can have the opposite effect by encouraging unhealthy eating habits. Obesity levels have more than trebled in the last 30 years and a quarter of 4-5 year old, over one third of 10-11 year old and two thirds of adults in North Tyneside are either overweight or obese. The Council aims to reduce the proportion of children categorised as very overweight across the Borough. The aim is for a prevalence of very overweight in both reception and year 6 to be no more than 10% by 2020.
- 6.49** There prevalence of overweight children in reception hovers at around 10%. However, there are some wards that have more than 10% and we should aim to bring this below 10% in all wards.
- 6.50** By the time our young people have entered year 6 in some areas of the Borough this figure more than doubles. There are no wards in the Borough that have levels less than 10%. Therefore in terms of the policy to help work toward an overall target of 10% we are setting a threshold for year 6 pupils at 15% very overweight.

6 Retail and Town Centres

- 6.51** An over-concentration of hot food take-aways can also have a detrimental impact on vitality and viability of centres. They can also give rise to complaints about noise, disturbance, odours and litter. In assessing proposals within commercial centres, consideration will therefore be given to the detrimental impact that an over-provision of A5 uses may have. An assessment has been carried out of the number of take-away A5 units within North Tyneside's commercial centres. This has identified that some have existing high numbers of A5 uses within them ranging from 13.7% in Wallsend town centre to 0.5% at Preston Grange local centre.
- 6.52** Up-to-date data for childhood obesity and prevalence of hot food takeaways can be found within the evidence base document 'Data available within the Public Health Evidence for control of Hot Food Takeaways':
http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=563031 or obtained directly from the Council.

Table 3: Percentage of hot food take-aways within North Tyneside Centres

Location	Number	Total	Percentage of all Take-aways
Main Town Centre			
North Shields	14		7.7%
Wallsend	25		13.7%
Whitley Bay	19		10.4%
Killingworth	0		0.0%
		58	31.9%
District Centres			
Forest Hall	4		2.2%
Monkseaton	4		2.2%
Tynemouth	1		0.5%
Northumberland Park	1		0.5%
		10	5.5%
Local Centre			
Battle Hill	3		1.6%
Howdon	0		0.0%
Longbenton	3		1.6%

6 Retail and Town Centres

Table 3: Percentage of hot food take-aways within North Tyneside Centres

Location	Number	Total	Percentage of all Take-aways
Preston Grange	1		0.5%
Whitley Lodge	4		2.2%
		11	6.0%
Outside Centres	103		56.6%
Total	182		43.4%

6.53 In assessing proposals within commercial centres, consideration will therefore be given to the detrimental impact that an over-provision of A5 uses may have.

DM3.7 Hot Food Take-aways

Proposals for A5 hot food take-aways will be permitted unless:

- It would result in a clustering of A5 uses to the detriment of the character, function, vitality and viability of the defined centres or it would have an adverse impact on the standard of amenity for existing and future occupants of adjacent land and buildings.
- There are two or more consecutive A5 uses in any one length of frontage. Where A5 uses already exist in any length of frontage, a gap of at least two non A5 use shall be required before a further A5 use will be permitted in the same length of frontage.

To promote healthier communities, the Council will:

- Prevent the development of A5 use within a 400m radius of entry points to all middle and secondary schools, as shown on the Policies Map.
- Prevent the development of A5 use in wards where there is more than 15% of the year 6 pupils or 10% of reception pupils classified as very overweight*.
- Assess on an individual basis, the impact hot food take-aways have on the well-being of residents.

* Data available within the 'Public Health Evidence for control of Hot Food Takeaways':

http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=563031

7 Housing

New Housing

- 7.1** A decent home, that people are able to afford and that adequately meets their present and future needs, is 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 2032. 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 location of the most significant new housing developments over the next 15 to 20 years.
- 7.2** The 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.
- 7.3** Evidence informing the needs for housing in the Borough is set out in the North Tyneside Strategic Housing Market Assessment (SHMA) includes detailed supporting evidence in the form of Population and Household Forecasts to 2032. This has included development of a wide range of separate scenarios for potential growth in North Tyneside. The housing forecasts are based on three basic types of housing forecast:
- A benchmark ONS Projection Forecast – the latest and most up to date national population projection for North Tyneside (is now 2014 ONS and CLG data);
 - A Jobs Led forecast - that can be adjusted based on the balance of workers living in the Borough and available jobs, developed from forecasts of job growth within the ELR; and,
 - A Migration led forecast - that takes account of observed trends in migration over the recent past and can be adjusted based on possible or known factors that could affect future migration to or from North Tyneside. This in particular considers the relationship between North Tyneside, Newcastle and Northumberland.
- 7.4** Development of the SHMA 2014 also included a Borough wide Household Survey directly contacting 27,000 households seeking information on householders' income and housing history, and expectations and needs for housing in the future. Analysis of economic and market signals across North Tyneside, and recent and long term trends for housing delivery in North Tyneside, the Borough's Travel to Work and Housing Market Area is also incorporated into the SHMA in developing this evidence to identify the overall need for market and affordable housing in North Tyneside and the range and type of homes that would be meet the needs of residents. In addition to these housing forecasts the objectively assessed housing need for the Borough incorporates a modest uplift to respond to market signals and issues of housing affordability. The uplift is 15% from 2021/22 reflecting the need for a stepped approach to sustainable housing delivery and as such equates to a total 9% increase over the plan period. This represents a principal adjustment to the demographic baseline housing need. Consequently, the Council will continue to monitor indicators related to housing market signals, including affordability, to inform future assessments of the quantity of housing needed to meet the needs of the Borough.

7 Housing

- 7.5** The Strategic Housing Land Availability Assessment (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, and the current housing land supply position is determined.
- 7.6** The Housing and Planning Act 2016 would require local planning authorities to introduce a 'brownfield register'. Therefore, in line with this emerging national context, as part of the SHLAA, the Council is developing a 'brownfield register' to help identify derelict and under-used sites within the Borough which could be utilised for housing development. Identification of sites through the 'register' would allow opportunities for funding and investment to be explored and, where appropriate, for delivery of the site to be accelerated. This includes the idea of a 'permission in principle' to assist with the development process. Further work on establishing a Brownfield Register was undertaken during 2016 as part of the SHLAA process. This baseline work sets the parameters for the first register being published in 2017.

Housing North Tyneside

- 7.7** 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 life of the Local Plan will be used to ensure the needs of both the existing and future communities are met.
- 7.8** 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 arising from demographic growth and analysis of job led forecasts, and the overarching Spatial Strategy, in order to contribute to providing sufficient attractive, well designed places in which to live for current and future residents of North Tyneside.

S4.1 Strategic Housing

The full objectively assessed housing needs of North Tyneside will be met through the provision of sufficient specific deliverable housing sites, including the positive identification of brownfield land and sustainable greenfield sites that do not fall within the Borough's Green Belt, whilst also making best use of the existing housing stock.

In doing so, this will reflect the following key priorities of:

- a. Providing enough new homes to meet current and future need and ensuring the Borough maintains a rolling five year supply of deliverable housing land;
- b. Delivering a distribution of new housing that is sustainable, taking account of the economic, social and environmental impacts of development and infrastructure requirements;
- c. The delivery of brownfield land, whilst taking into consideration the viability of land for development;
- 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;
- g. Ensuring the delivery of specialist stock to meet specific needs such as larger housing, and extra care facilities;
- h. Promoting good management of Houses in Multiple Occupation including encouraging landlords to work with the Council through specific improvement schemes and initiatives;
- i. Offering opportunities for self-build schemes, including the identification of parcels of land on larger housing sites; and,
- j. Ensuring that there remains a choice and variety of viable housing sites, capable of meeting a range of housing needs.

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

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

7.10 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

7.11 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.

7.12 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

S4.2(a) Housing Figures

To provide for the growth and development needed in North Tyneside to meet the Borough's objectively assessed need for new homes, provision is made for the development of at least 16,593 homes from 2011/12 to 2031/32. This overall requirement will be provided through a phased approach, to deliver an average of 790 new homes per annum over the plan period.

S4.2(b) Ensuring a Sufficient Supply of Housing Land

A sufficient supply of housing land will be maintained over the plan period in order to ensure the delivery of the overall housing requirement as outlined in Policy S4.2(a). The rate of housing delivery and supply will be assessed through the monitoring process on an annual basis, with performance being measured against the stepped housing trajectory. If monitoring demonstrates that the number of completed dwellings falls below the cumulative target over the appropriate 12-month monitoring period (1 April to 31 March), the Council will prioritise the delivery of housing in the subsequent monitoring periods. This will be ensured through appropriate mechanisms which, depending on the scale and nature of potential under-delivery, will include:

- a. Preparation of an interim position statement and drawing on evidence from the Strategic Housing Land Availability Assessment to identify additional housing land;
- b. Preparation of new development plan documents, development briefs and use of the Council's powers to support delivery, such as Compulsory Purchase Orders; and/or
- c. A partial review of the Local Plan, including options for safeguarded land and, if exceptional circumstances prevail, consideration of a review of the Green Belt.

The Plan contains a range of proposals relating to housing, including the two strategic sites that are crucial to the delivery of the overall spatial strategy. The Council will work with developers and other stakeholders to ensure the timely development of these strategic proposals, including the associated key infrastructure requirements. Any material delay in the implementation of infrastructure necessary to sustain housing delivery, which would lead to under-delivery of supply, will inform whether the range of measures set out above are triggered. This process will ensure that plan-led corrective measures are put in place at the appropriate time.

- 7.13** In meeting the overall housing needs of the Borough, the requirement for new homes is phased in a manner that will best deliver the strategy for growth over the plan period. The rationale for this phasing is set out in the SHMA 2016 Addendum and SHLAA 2016 Addendum, with key evidence being provided in analysis produced by Edge Analytics. This work was undertaken to reflect the latest data issued by the Department for Local Government (DCLG) and the Office for National Statistics (ONS), specifically following publication of the sub-national population projections (2014-SNPP) and household forecasts in summer 2016. As a result, 16,593 dwellings are required to 2032 separated into tranches, as set out in Table 4.

7 Housing

7

Table 4: Phased Housing Requirement

	Phase 1 – 2011/12 to 2015/16	Phase 2 – 2016/17 to 2020/21	Phase 3 – 2021/22 to 2025/26	Phase 4 – 2026/27 to 2030/31	Phase 5 – 2032	Total Requirement
Total	2,755	3,700	4,690	4,540	908	16,593
Per Annum	551	740	938	908	908	790

- 7.14** The stepped approach identified in Table 4 above reflects the annual rate of growth anticipated across the plan period informed by the evidence and analysis provided within the Demographic and Household Forecasts Update 2016 and the further evidence considering housing needs provided in the Strategic Housing Market Assessment Addendum 2016.
- 7.15** In considering anticipated annual growth, established through this latest and most up to date evidence, the Council has been able to identify a phased approach to housing requirements that ensures appropriate alignment between annual dwelling provision, population growth and economic forecasts. The stepped per annum rates in Table 4 would be the basis for monitoring and assessing land supply (including the five year housing land supply) throughout the plan period. For calculation of the five year housing land supply, due to persistent under-delivery a buffer of 20% is considered appropriate. Additionally, a non-implementation rate of 5% is to be applied. However, on-going monitoring of performance may demonstrate an alternative basis for calculating the five year housing land supply, including a lower non-implementation rate. This will be considered as part of the annual monitoring report process.
- 7.16** Enabling the delivery of new homes to meet the phased requirement outlined will be dependent on the successful provision of key infrastructure to support development in a timely manner. This includes highway infrastructure and other important supporting facilities and services. Particularly with regard to the strategic allocations at Killingworth Moor and Murton, the early delivery of essential infrastructure will be critical in assisting development to come forward in line with the programme for housebuilding, as set out in the trajectory, and to enabling development to continue at a sustained rate. In order to meet objectives this includes, but is not limited to, the following examples of critical infrastructure:
- Murton Strategic Link Road;
 - Potential new Metro station; and,
 - Schools and education provision.
- 7.17** The delivery of this infrastructure will be monitored throughout the plan period with any measures to rectify delay pursued when appropriate. If the delays cannot be mitigated or appropriately addressed then the Council will make use of the mechanisms outlined in Policy S4.2(b).

7 Housing

The proposals for growth

7.18 The housing requirement for North Tyneside is based on increased growth in jobs over the Strategic Economic Plan (SEP) period to 2024, followed by baseline growth to 2032. This option is closest to trend based objectively assessed need (OAN), and supports the forecast “medium” job growth, this is based on a combination of scenarios: Jobs Led Medium (Lower net out-commute) SENS3, 10 Year Migration Trend (PG10-Yr), and Sub-National Population Projection 2012 (SNPP-2012). This option results in a need for 828 homes per year.

7.19 **Key Information:** The forecasting for this scenario is based on a continued improvement in the balance between workers and jobs within North Tyneside, providing.

- 790 homes per year, using a phased approach to provide a total of 16,593 from 2011 to 2032;
- 654 jobs per year from 2011 to 2032 (707 jobs per year, from 2014 to 2032 as identified within the Employment Land Review economic forecast).

7.20 Population profile analysis indicates that by 2032 total net in-migration of 17,700 residents will support maintenance of the Borough's working age population. At 2011 there was less than one job available in the Borough for each resident worker in North Tyneside. The strategy therefore leads to an improvement in the balance between jobs and employees in the Borough, with the amount of new jobs created exceeding growth in the workforce. An extra 4,891 over 64s will potentially be in need of social care, exceeding growth in working age population, and there will also be an extra 1,000 primary and 1,000 secondary age children.

Table 5: Population Profile Analysis

Population Age Groups	2011	2032	Change	Percentage
0 to 15 years old	35,717	37,644	1,927	5.4%
16 to 64 years old	129,902	130,737	835	0.6%
65 plus years old	35,587	55,742	20,155	56.6%
Total years old	201,206	224,123	22,917	11.4%

Meeting the requirement for housing delivery

7.21 The overall requirement for at least 16, 593 new homes between 2011 and 2032, with a phased approach to delivery, provides for the identified objectively assessed need (OAN) for new housing. This represents a level of house-building that is considered to be both achievable over the plan period and also desirable in the context of ensuring that there is sufficient growth in the housing stock of the Borough to 2032 to deliver the Local Plan objectives for population growth and diversity.

7.22 The Strategic Housing Land Availability Assessment (SHLAA), incorporating the annually updated 5-Year Housing Land Supply Assessment, provides the evidence of the housing land supply position in North Tyneside, including the analysis of past delivery.

7 Housing

7

- 7.23** Based on past delivery and the required boost in house-building that will result from providing growth of 790 homes per year, the requirement for new homes in the next five years can be determined. As outlined in the 2016 SHLAA, the annual target for housing land supply, when incorporating a 20% buffer, would currently require the building of 931 new homes per annum over the next five years to 31 March 2021. This is a position which will continue to be monitored throughout the plan period so that the appropriate ‘buffer’ can be applied to the immediate residual housing requirement, in-line with NPPF.
- 7.24** As the plan period commenced in 2011/12, the homes built in this initial period must be taken into account in determining the residual housing requirement. Therefore, the completions from 2011/12 to 2015/16, together with those sites which benefit from an outstanding planning permission for residential development, will make a substantive contribute to meeting the housing need of the Borough. Table 6 below outlines the number of additional homes that the Local Plan provides for once those which have been completed or granted permission to date are taken into account.
- 7.25** The assessment of the housing land supply position is based upon the robust methodology set out in the 2016 SHLAA. At the time of adoption of this Plan, based on the period 1 April 2016 to the 31 March 2021, a 5.56 year supply of housing land can be identified, with the deliverable supply made up from the sources outlined in the SHLAA and housing trajectory. This is based upon the following key components, which are incorporated into the calculation in order to reach the conclusion:
- An overall requirement for 16,593 homes to 2032 at an average of 790 dwellings per annum;
 - A phased approach to delivery, incorporating an uplift in the middle and latter tranches of the plan period – requiring 6,455 homes from 2011/12 to 2020/21;
 - Using the *Liverpool* method to dealing with the residual need – to 31 March 2016, an undersupply of 585 homes against the phased requirement;
 - A robust forecast of future deliverable supply from all potential sources – including planning permissions, allocated sites, other site-specific sources and a small allowance for windfall and small sites; and,
 - The application of a 5% discount rate to all forecast future delivery, in order to allow for non-implementation.
- 7.26** Following detailed analysis through the 2016 SHLAA, the Council acknowledge that there has been a shortfall in delivery over recent years and that this has led to an undersupply of new housing against the relevant target. Whilst these particular circumstances are apparent for a wide range of reasons, notably market factors and the significant uplift in requirements as a result of the revocation of the RSS, this evidence of “persistent under delivery” (in-line with the NPPF) does necessitate the incorporation of a 20% buffer into the calculation of residual need. At the time of adoption, the higher buffer is considered the best approach to meeting immediate housing need and also to ensuring that there is necessary choice and competition in the market. However, this is a position that will be reviewed by the Council on an annual basis, through a variety of means, the context for which will be provided by Policy S9.1 and specifically Policy S4.2(b).
- 7.27** The critical evidence of housing land supply will be assessed through the latest SHLAA and the mechanisms outlined in the Implementation and Monitoring Framework (see Appendix to this Plan). When it is clear that the circumstances of “persistent under delivery” are no longer evident, the Council will instead revert to a lower 5% buffer. As a result, in future years the Council will calculate the five-year housing land supply position on the following basis:

7 Housing

- An overall requirement based on the latest evidence of need, to cover 1 April 2011 to the end of the coming relevant 5 year period – as outlined in the adopted Plan;
- Calculation of the residual need, by deducting the net number of homes provided since the start of the plan period to the end of the previous monitoring year;
- If an undersupply is apparent, application of the appropriate method of spreading this residual need – currently the *Liverpool* approach but, if more suitable in the future, a *Sedgefield* method;
- The addition of the appropriate buffer as required by the NPPF – either 5% or 20% based on specific local circumstances;
- The forecast of future delivery from all deliverable sources of supply, as evidenced by the latest SHLAA, following robust site-specific assessment; and,
- Application of an allowance for non-implementation to the above supply – currently a 5% discount but again based on the latest evidence of local circumstances.

Table 6: Identifying the outstanding requirement for housing land supply

A) Net Housing Target 2011/12 to 2031/32	16,593
B) Total additional homes provided 2011/12 to 2015/16	2,170
C) Outstanding Planning Permissions (as at 31 March 2016)**	4,652
D) Outstanding Gross Housing Target 2011/12 to 2031/32 (A minus B minus C = D)	9,771

**n.b. This only includes the outstanding housing supply from sites of 5 dwellings and above, with small sites potentially contributing a further 103 units to this total. This total includes, but is not limited to, the following major sites:

- Smith's Dock (815 homes permitted through an outline consent in January 2013 with reserved matters applications permitted for Phase A (34 homes) in January 2015 and Phase B (80 dwellings) in April in 2016);
- Station Road East (650 homes permitted following an appeal in December 2014);
- Scaffold Hill (450 homes permitted following an appeal in July 2013);
- Whitehouse Farm (366 homes permitted following an appeal September 2013, with development now underway);
- Shiremoor West (590 homes permitted in 2014 by outline consent followed by reserved matters applications for Phase A (180 homes) and Phase B (200 homes) in 2015);
- Wellfield (200 homes permitted following an appeal in 2011 with 125 remaining to be built);
- East Wideopen (330 homes permitted following an appeal in 2011 with 36 remaining to be built);
- REME Depot Killingworth (125 homes permitted during 2014, with development now underway); and,
- Land South of Killingworth Avenue, Backworth, 'A19 Corridor 3' (290 homes permitted during March 2015).

7 Housing

7

Working with North Tyneside's partners on housing delivery

- 7.28** The level of growth established through the Household and Population Projections 2014, and Update 2015, are based on the analysis of past trends, but also reflect how demographic changes, including ageing populations and the number of residents of working age within the Borough, will impact upon future housing need. 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, the future plans for Newcastle and Northumberland will have significant impacts for North Tyneside.
- 7.29** Working closely with neighbouring authorities will ensure that planned housing growth across the three authorities is complementary. The Local Plan for Newcastle, the 'Core Strategy and Urban Core Plan' adopted in March 2015, and the emerging Local Plan for Northumberland both include the objective to provide sufficient housing in order to retain and attract working age families to help support and maintain sustainable communities in those locations. If successful, this complementary strategy would reduce historic patterns of migration from Newcastle to North Tyneside, whilst delivering growth in Northumberland that can support the employment needs of North Tyneside and reflects the stable level of growth set out in Policy S4.1. The preferred growth scenario that has been developed results in levels of employment growth that are considered achievable with adequate supporting housing provision, delivered at sustainable locations both within North Tyneside and Northumberland. This would lead to a change not only in the level of migration from Newcastle to North Tyneside, but also in the proportion of residents living and working within North Tyneside and strengthen the live-work relationship between Northumberland and North Tyneside. Further consideration and analysis of this strategic approach to growth is outlined in the North Tyneside Local Plan – Growth Strategy Background Paper.

Identifying Sites and Locations for Housing Development

- 7.30** It is for the Local Plan to identify a range of sustainable, deliverable and viable housing sites, necessary to the delivery of the overall housing requirement for the Borough. The consultation process, including the input of expert opinion from a wide variety of fields, has ensured that the most appropriate sites, which accord with the preferred Spatial Strategy outlined in the Local Plan, have been selected for allocation. As a result, all of the sites identified for allocation are within highly accessible locations, which are able to create and improve opportunities for recreation and have the potential to enhance biodiversity value. The Strategic Housing Land Availability Assessment (SHLAA) and the process of Local Plan consultation provided much of the evidence to inform the selection of site allocations. The overall range of sites will provide for the creation of a mix of housing types across the market to meet the needs of the whole population.

7 Housing

S4.3 Distribution of Housing Development Sites

The sites allocated for housing development are identified on the Policies Map, including those identified for both housing and mixed-use schemes. The Strategic Housing Land Availability Assessment 2016 outlines that these sites have an overall capacity of approximately 8,838 homes, assessed as being deliverable and developable over the plan period to 2032.

Indicative mapping identifying potential access arrangements and possible areas of open space have been prepared for a selected range of sites where additional guidance could benefit future delivery. Planning applications related to those sites should have regard to these indicative plans. Additional policy for the strategic allocations at Murton and Killingworth Moor should be considered to inform the preparation of detailed site wide masterplans and applications for development.

RESIDENTIAL SITES

Map Ref	Site Name	Ward	Greenfield / Brownfield	Potential Homes
2	Grieves Row, Dudley	Weetslade	Brownfield	90
3	Annitsford Farm, Annitsford	Weetslade	Greenfield	400
13	Site at Station Road, Forest Hall	Benton	Brownfield	22
17	Station Road (West), Station Road, Wallsend	Northumberland	Greenfield	450
21	Devonshire Drive, Whitley Road, Holystone	Killingworth	Mixed	30
22 - 26	Killingworth Moor (strategic site)	Killingworth	Greenfield	Apprx. 2,000
27	Land at Castle Square, Backworth	Valley	Greenfield	14
35 - 41	Murton (strategic site)	Collingwood / Valley	Greenfield	Apprx. 3,000
42	Moorhouses Reservoir, Billy Mill, North Shields	Collingwood	Greenfield	50
45	Land at Charlton Court, Cedartree Gardens, Whitley Bay	Monkseaton South	Mostly greenfield	13
48	Site at Coquet Avenue, Whitley Bay	Whitley Bay	Brownfield	41

7 Housing 7

50	Whisky Bends, Promenade, Whitley Bay	Whitley Bay	Brownfield	5
52	Land at Shap Road, Marden, North Shields	Cullercoats	Greenfield	15
53	Wallington Court, Wallington Avenue, Cullercoats	Cullercoats	Brownfield	12
58	Tanners Bank West (S), North Shields	Tynemouth	Brownfield	100
60	Stephenson House, Stephenson Street, North Shields	Tynemouth	Brownfield	5
62	Land at Albion Road, North Shields	Tynemouth	Brownfield	10
63	Site at Hawkey's Lane, North Shields	Preston	Brownfield	54
64	Albion House, Albion Road, North Shields	Tynemouth	Brownfield	36
65	Bingo Hall, Lovaine Place, North Shields	Riverside	Brownfield	6
66	Land at North Shields Metro, Russell Street, North Shields	Tynemouth	Brownfield	30
67	Land at Waldo Street, North Shields	Riverside	Brownfield	6
68	Land at 26-37 Clive Street, North Shields	Riverside	Brownfield	50
69	Fleur De Lis, Dock Road Industrial Estate, North Shields	Riverside	Brownfield	35
70	Dock Road Industrial Estate, Lawson Street, North Shields	Riverside	Brownfield	128
71	Metro Sidings at Waterville Road, North Shields	Riverside	Brownfield	45
72	Gasometer at Minton Lane, North Shields	Riverside	Brownfield	59
73	Land at Minton Lane, North Shields	Riverside	Brownfield	33

7 Housing

74	Site 18R, Royal Quays, North Shields	Riverside	Brownfield	50
75	Land at Coble Dene, Royal Quays, North Shields	Riverside	Brownfield	7
79	Langdale Gardens, Howdon	Howdon	Brownfield	69
80	Bonchester Court, Battle Hill Drive, Wallsend	Battle Hill	Brownfield	16
81	Beadnell Court, Battle Hill Drive, Wallsend	Battle Hill	Brownfield	18
85	Portugal Place Block, High Street West, Wallsend	Wallsend	Brownfield	25
88	Land Adjacent to RAOB Club, Brussels Road, Wallsend	Wallsend	Brownfield	5
97	Cedar Grove Block, Wallsend	Wallsend	Brownfield	25
98	Hadrian Road (land south of Metro), Wallsend	Wallsend	Brownfield	41
99	Rosehill Road, Ropery Lane, Wallsend	Riverside	Brownfield	30
101	Howdon Gas Works, Howdon Lane, Howdon	Riverside	Brownfield	66
104	Howdon Green, Willington Quay	Riverside	Brownfield	83
105	Land at Telford Street, East Howdon	Riverside	Greenfield	18
111	East Benton Farm, Wallsend	Northumberland	Greenfield	100
113	High Farm (Oliver), Killingworth	Killingworth	Greenfield	28
118	Land at Western Terrace	Weetslade	Brownfield	14
119	Site off Burradon Road, Dudley	Weetslade	Brownfield	12
120	Land adjacent to Benton Metro	Benton	Brownfield	12
121	Norway House, Royal Quays	Riverside	Brownfield	8
123	The Avenue, Whitley Bay	Whitley Bay	Brownfield	12

7 Housing

7

124	Ash Court, Rake Lane	Collingwood	Brownfield	10
125	Tynemouth Court, Hawkeys Lane, North Shields	Preston	Brownfield	18
127	Site at Laburnum Ave, Whitley Bay	Whitley Bay	Brownfield	6
129	Silverbirch, Camperdown	Camperdown	Brownfield	31
133	Drift Inn, Seaton Burn	Weetslade	Brownfield	8
137	Coleman NE Ltd, North Shields	Tynemouth	Brownfield	14
138	Site at Esplanade, Whitley Bay	Whitley Bay	Brownfield	28
140	Former Dudley Miners Welfare Centre	Weetslade	Greenfield	10
141	Site of the former Seaton Burn First School	Weetslade	Greenfield	8
143	Site at Western Terrace (east), Dudley	Weetslade	Brownfield	6
144	Trembles Yard, Benton	Northumberland	Brownfield	65
Total Homes				7,582

MIXED-USE SITES

7 Housing

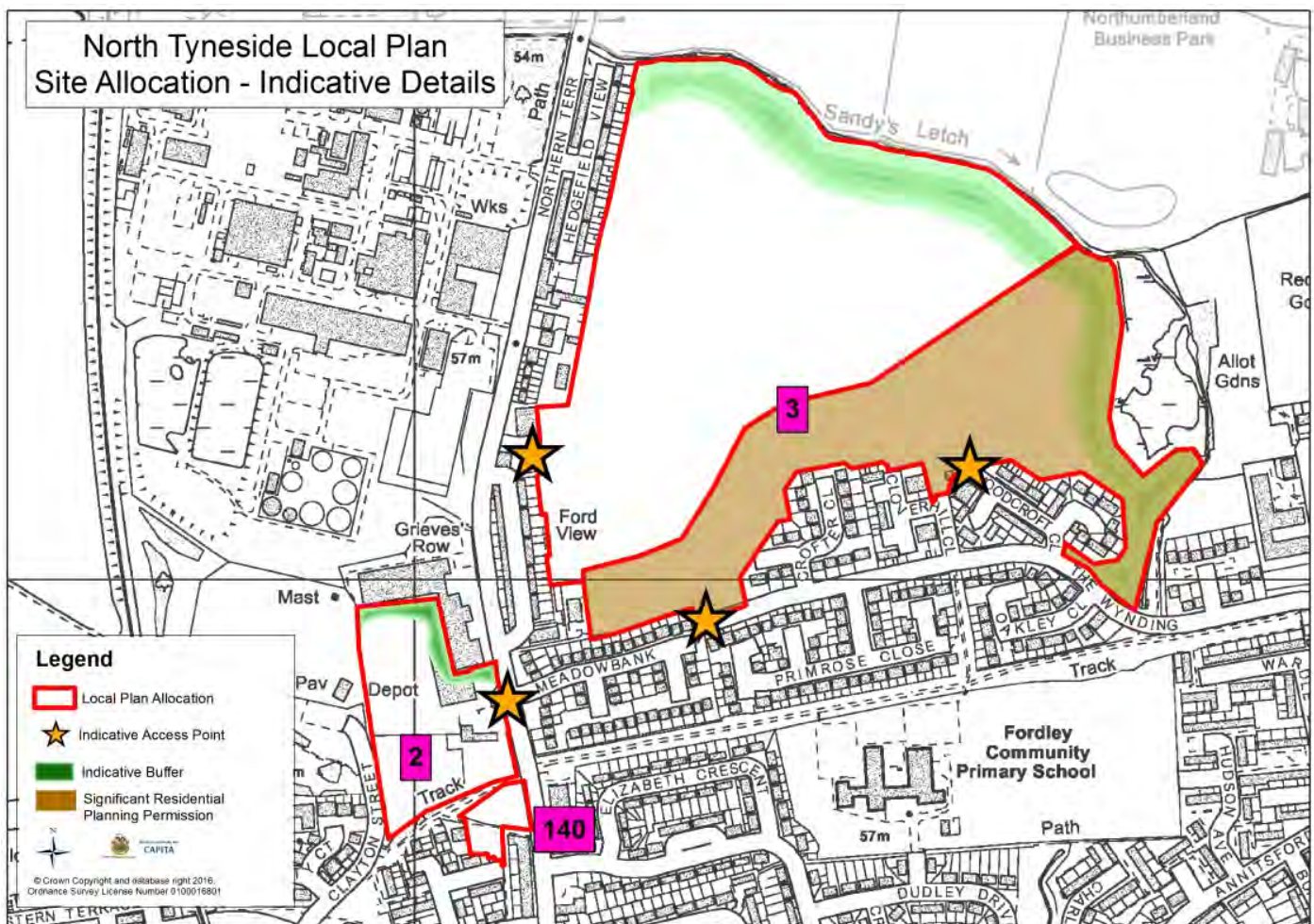
Map Ref	Site Name	Ward	Greenfield / Brownfield	Potential Homes (where applicable)
5	Harvey Combe, Station Road, Killingworth	Camperdown	Brownfield	140
6	Stephenson Industrial Estate West, Killingworth	Camperdown	Brownfield	164
7	Stephenson Industrial Estate East, Killingworth	Camperdown	Brownfield	92
29	Backworth Business Park & Cottages, Backworth	Valley	Mostly greenfield	65
46	Foxhunters, Hillheads Road, Whitley Bay	Monkseaton South	Brownfield	61
54 - 57	East George St and surrounding area, North Shields	Tynemouth	Brownfield	174
59	Tanners Bank East, North Shields	Tynemouth	Brownfield	42
61	Norfolk St/Stephenson St Car Parks Office, North Shields	Tynemouth	Brownfield	41
77	Percy Main Bus Depot, Norham Road, North Shields	Chirton	Brownfield	12
78	West Chirton South, Norham Road, North Shields	Chirton	Brownfield	400
136	Unit 1 & 2 Wesley Way	Killingworth	Brownfield	65
Total Homes				1,256

7.31 This Policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

7.32 A more detailed schedule of the preferred housing sites, and those considered but discounted is available within the North Tyneside Sites Schedule, which addresses a range of evidence including on the historic environment and flood risk. In this schedule a summary of key information about the sites, including site boundaries and primary constraints, residents comments and an officer response and conclusions.

Indicative Site Maps

7.33 The following maps are only to be used as guides for development. The sites included here have been identified as requiring and benefiting from some initial early guidance. This is based upon potential requirements for indicative areas of open space or arising due to land use conflicts or biodiversity requirements, overall scale including where a number of sites may be clustered in close proximity, and access. These indicative maps are not intended to provide an exhaustive range of considerations.



Map 12 - Indicative Details - Sites 2, 3 and 140

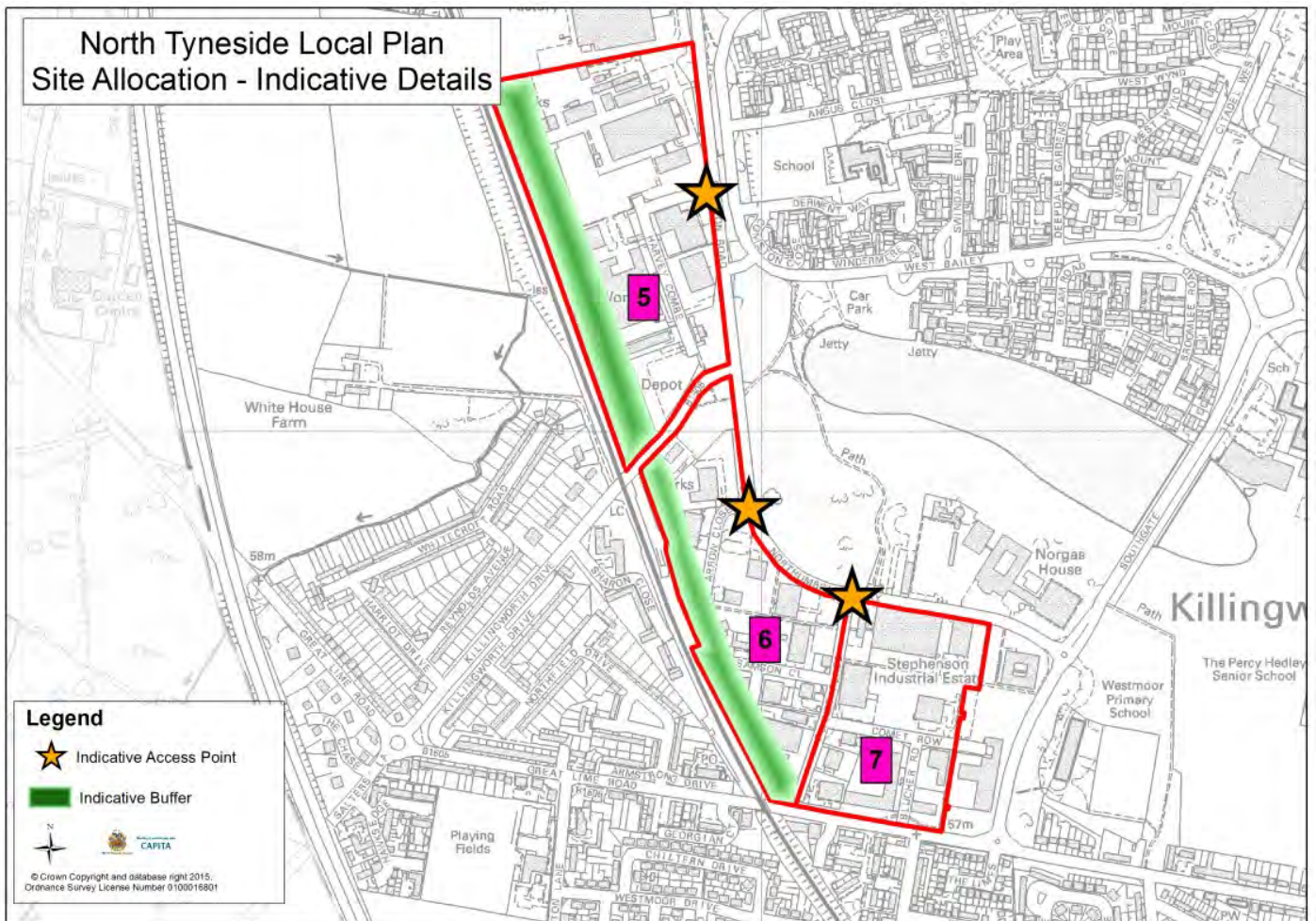
7.34 **Site 2** - Grieves Row, Dudley; and **Site 140** - Former Dudley Miners Welfare Centre; key considerations:

- Existing painted mini-roundabout (B1319) upgraded to full physical roundabout with pedestrian/Cycle crossing points.
- Indicative open space buffer to boundary with retained employment land.

7.35 **Site 3** - Annitsford Farm; key considerations:

7 Housing

- Indicative strategic open space retained at boundary of site that is subject to Flood Risk arising from Sandy's Letch and is of higher biodiversity value.
- Opportunities to explore access to the north via Northumberland Business Park should be explored.
- Potential access to points from south and east identified:
 - Clayton Arms - signalled junction for possible access road between public house and furniture store;
 - The Wynding - with total number of dwellings limited to protect amenity of existing residents;
 - Clolverhill/Woodcoft - with total number of dwellings limited to protect amenity of existing residents.



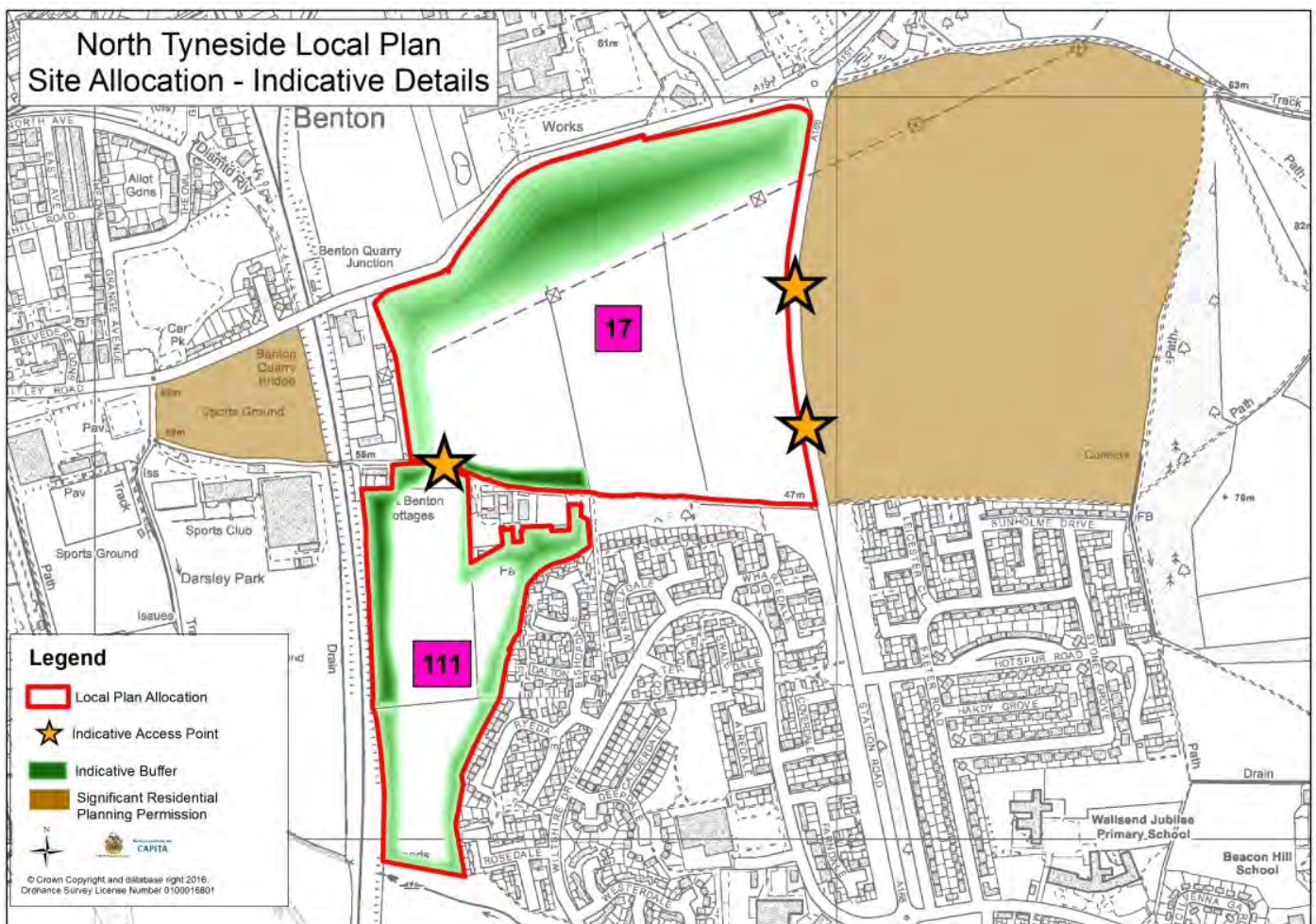
Map 13 - Indicative Details - Sites 5, 6 and 7

7.36 Site 5 - Harvey Combe; Site 6 - Stephenson Industrial Estate West; and, Site 7 - Stephenson Industrial Estate West; key considerations:

7 Housing

7

- Potential open space buffer proposed to western boundary to East Coast Main Line.
- A range of potential access points are available:
 - Harvey Combe - Utilising existing access with potential upgrade of signals and pedestrian/cycle links;
 - Single point of access for Arrow Close & Planet Place preferred.
 - Arrow Close - Utilising existing access with potential upgrade to signals and pedestrian/cycle links, should be linked with adjacent site (Planet Place);
 - Planet Place - Utilising existing access with potential upgrade to signals and pedestrian/cycle links, should be linked with adjacent site (Arrow Close).



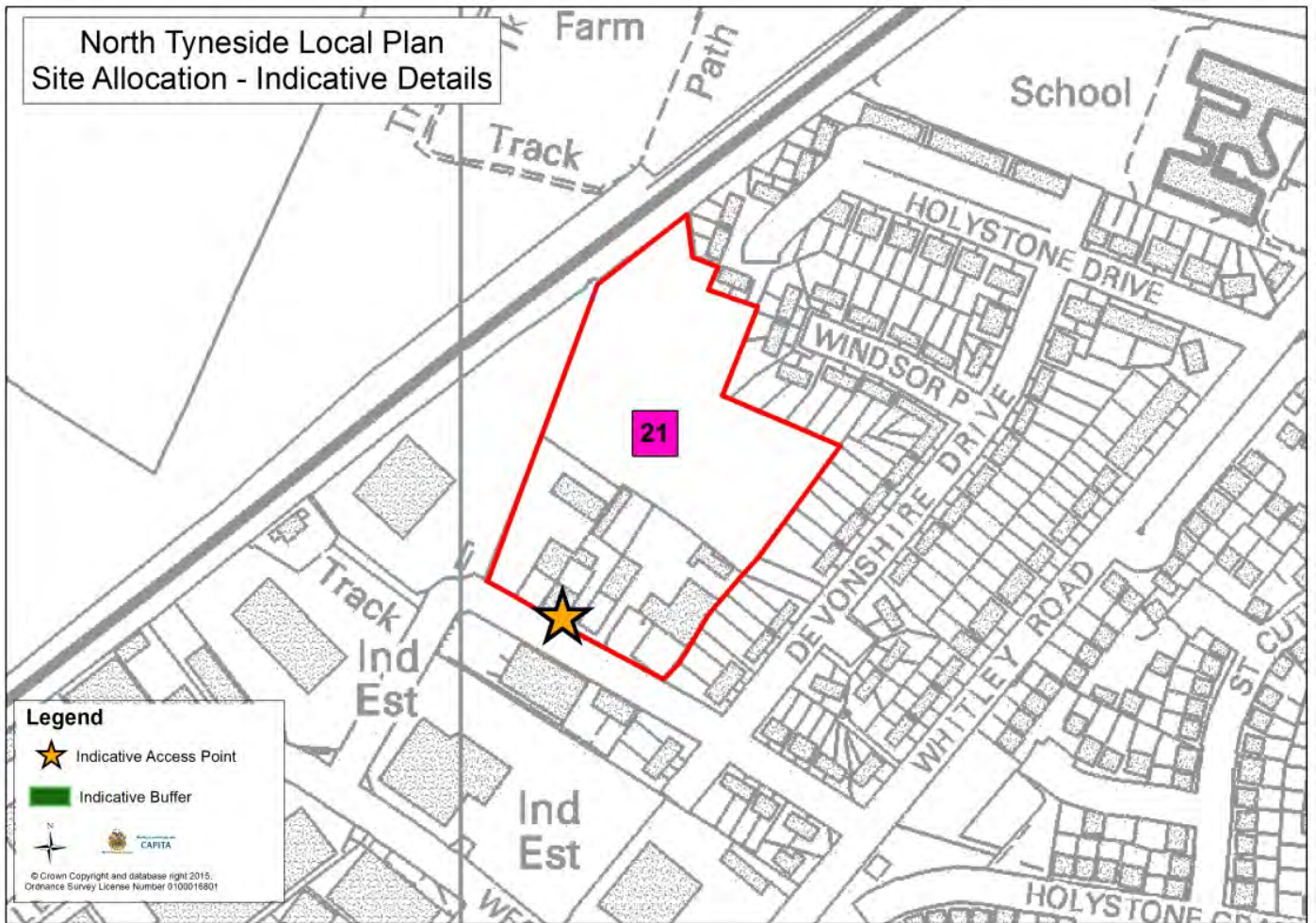
Map 14 - Indicative Details - Sites 17 and 111

7.37 Site 17 - Station Road West; and Site 111 - East Benton Farm; key considerations:

- Indicative open space buffers:

7 Housing

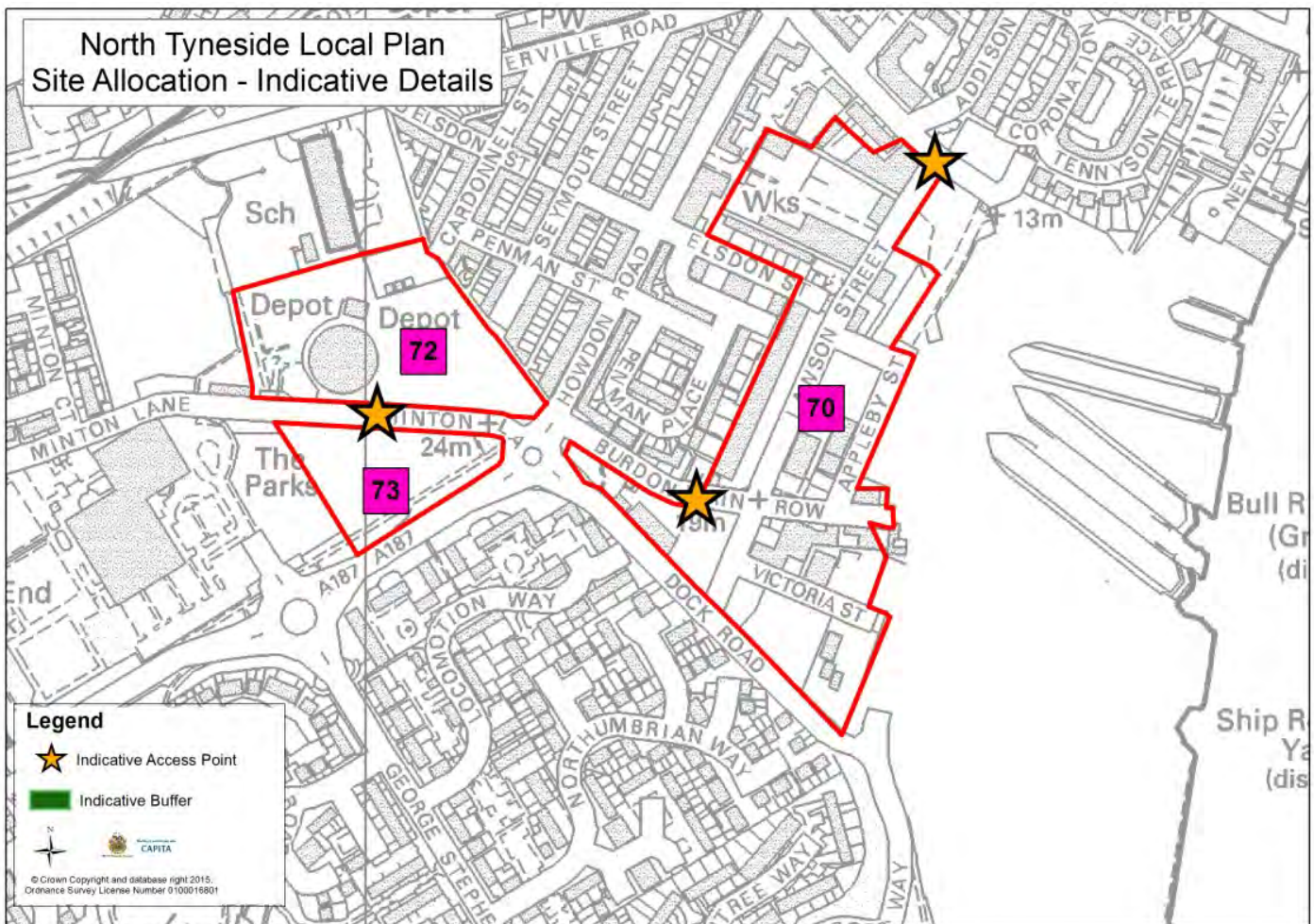
- to north to maintain existing character and identity of the area and mirror the existing relationship to Whitely Road presented by industrial development to the North;
- to the east adjacent to the East Coast Main Line;
- Access to link with agreed roundabout for Station Road North;
- Secondary access near Benton Cottages to link with main site and lead to Station Road North.



Map 15 - Indicative Details - Site 21

7.38 Site 21 - Devonshire Drive; key considerations:

- Retention of proportion of open space.
- Access is from a non-adopted road that will require resolution via connection to Devonshire Drive.

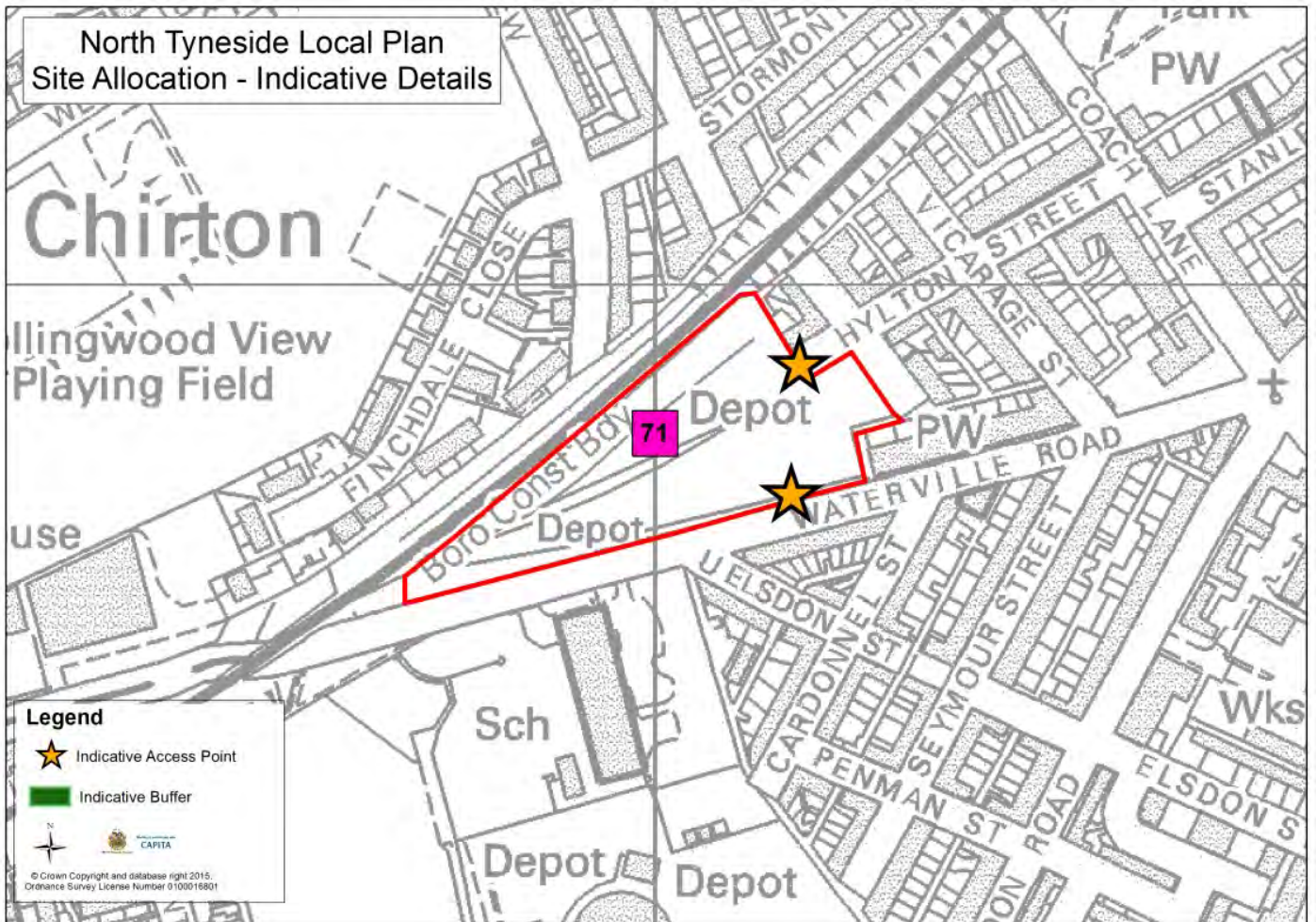


Map 16 - Indicative Details - Sites 70, 71 and 72

7.39 **Site 70** - Dock Road; **Site 72** - Gasometer at Minton Lane; and **Site 73** - Land at Minton Lane; key considerations:

- A potential upgrade of the existing roundabout on the A187 Howdon Lane may be required to serve development;
- A range of potential access points are available, including:
 - Minton Lane;
 - Burdon Main Row;
 - Lawson Street.

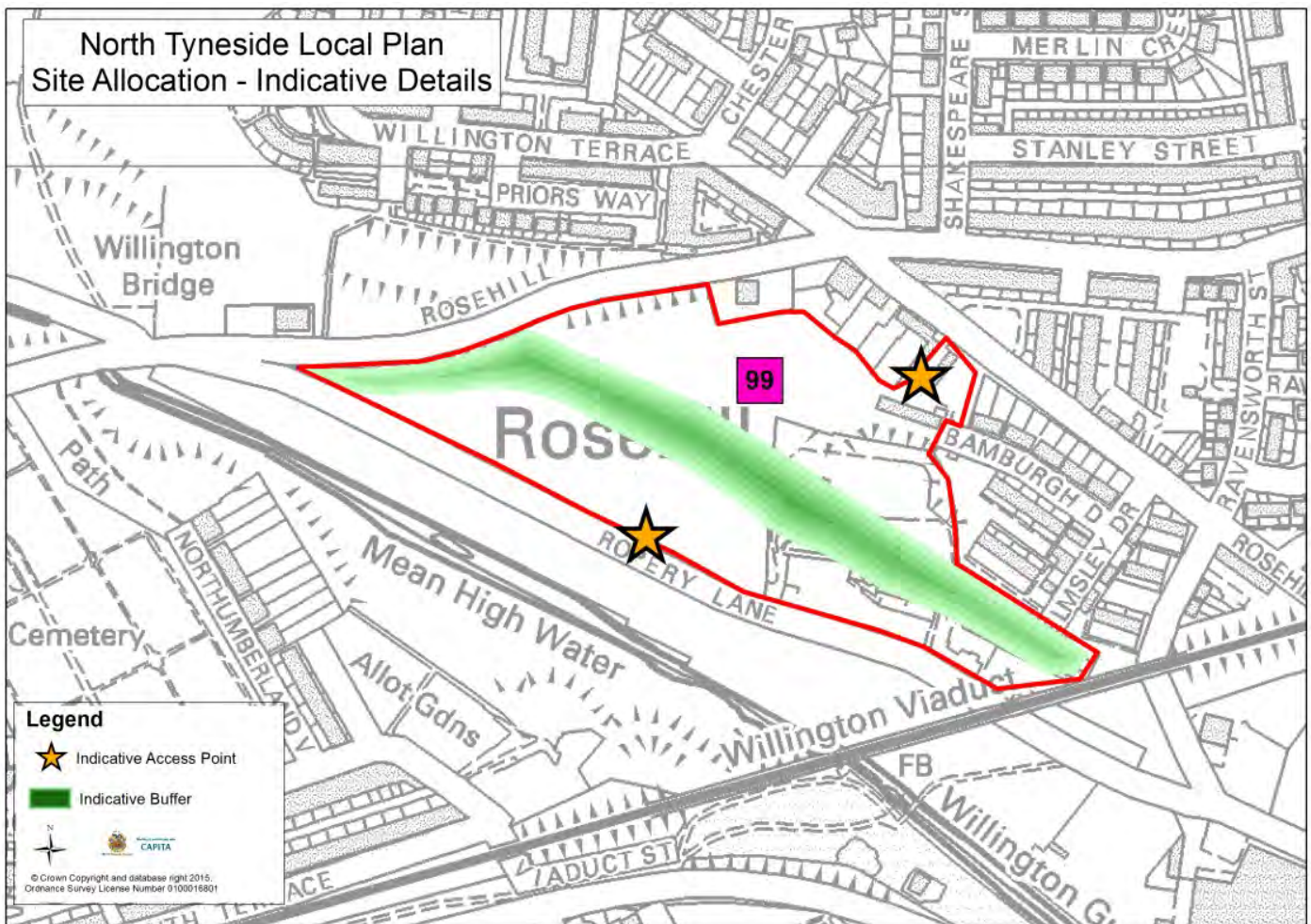
7 Housing



Map 17 - Indicative Details - Site 71

7.40 Site 71 - Metro Sidings at Waterville Road; key considerations:

- A range of potential access points are available, but require further resolution, including:
 - Hylton Street - access here may required additional highway safety measures;
 - Waterville Road - Subject to addressing level differences and visibility splays.

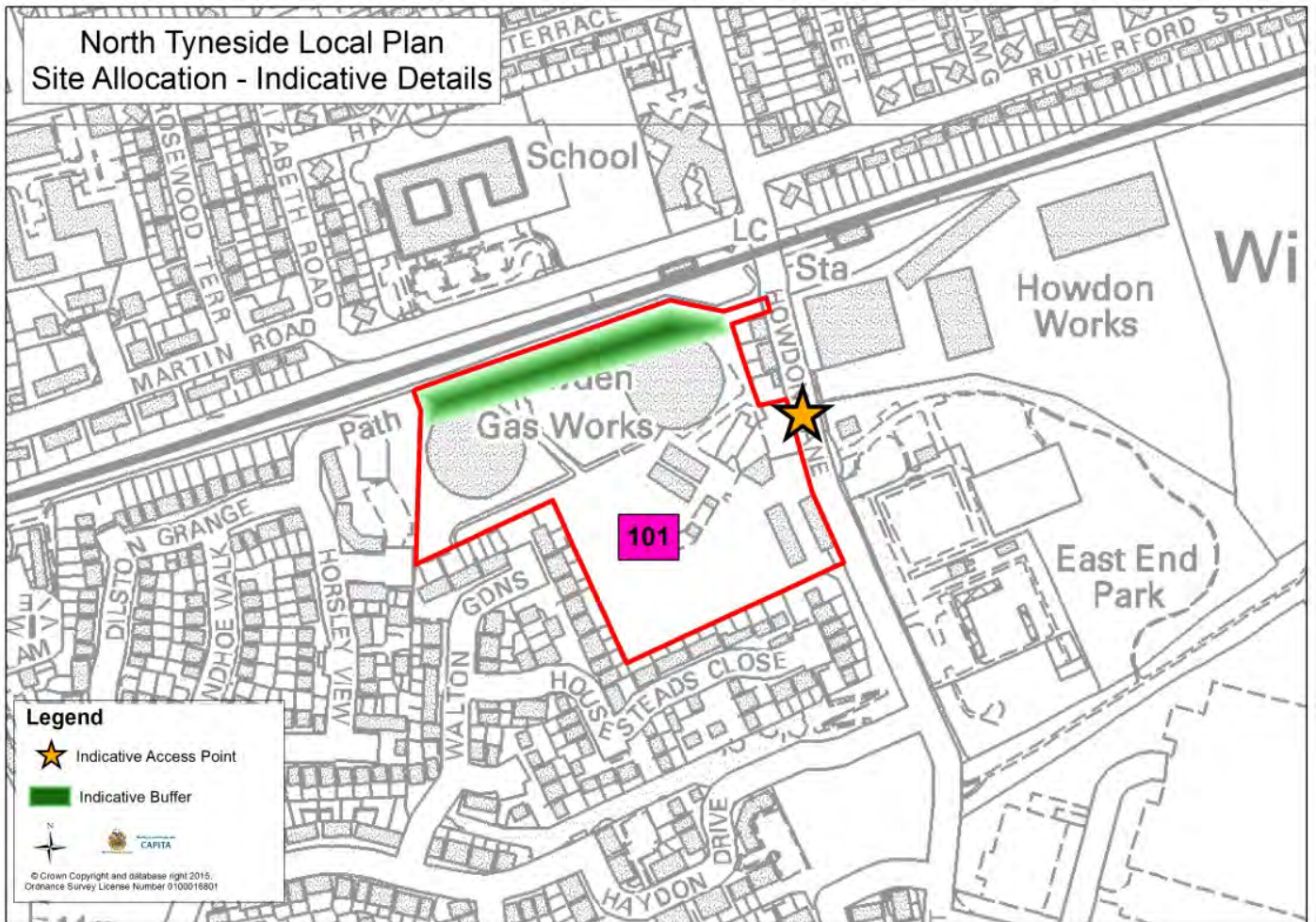


Map 18 - Indicative Details - Site 99

7.41 Site 99 - Rosehill Road, key considerations:

- Indicative open space provision should achieve continuation of the Wildlife Corridor along Wallsend Burn;
- A range of potential access points are available, but require further resolution, including:
 - Rosehill Road - level difference issues;
 - Ropery Lane - level difference issues.

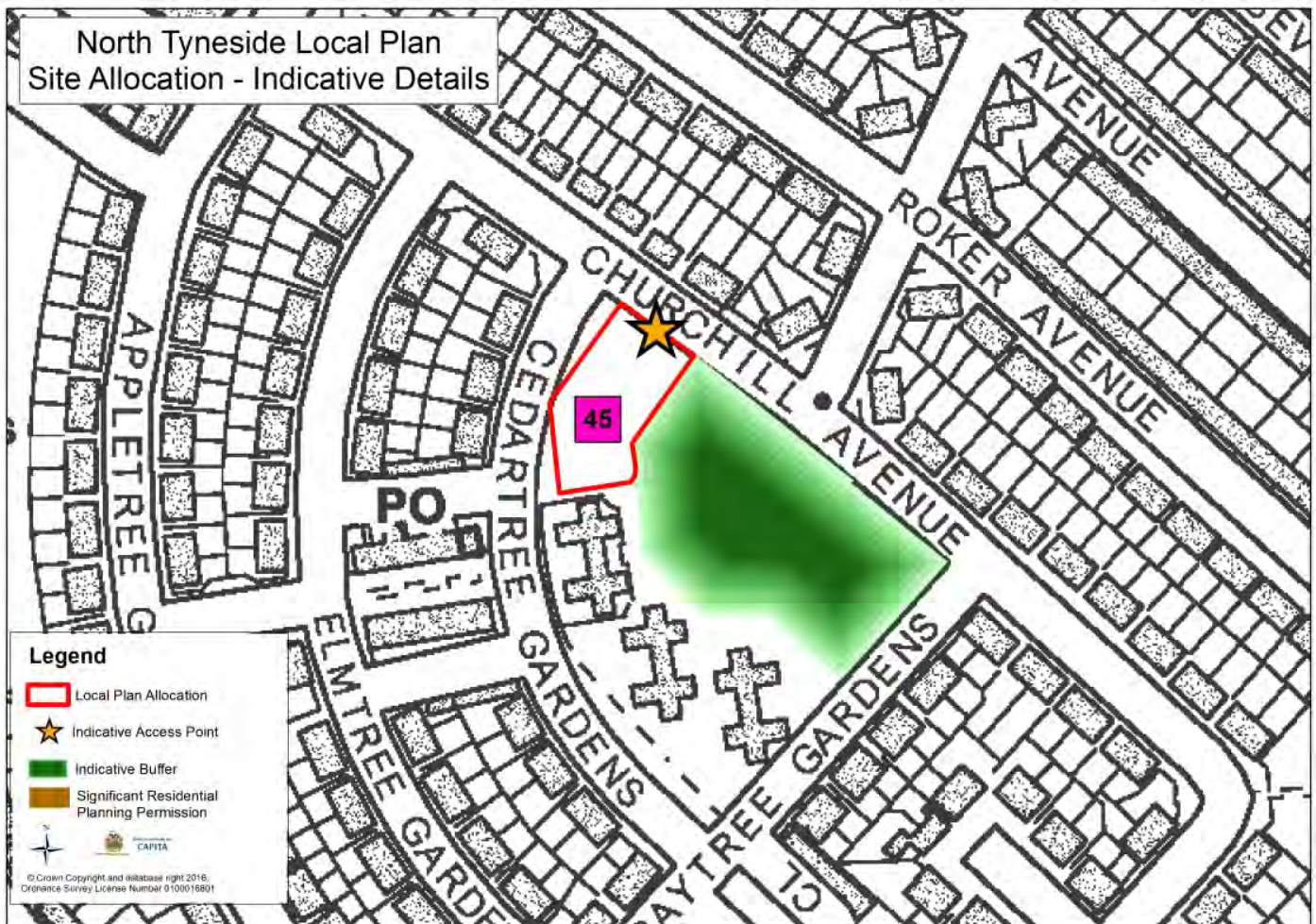
7 Housing



Map 19 - Indicative Details - Site I01

7.42 Site I01 - Howdon Gas Works; key considerations:

- Open space buffer indicated to north adjacent to Metro line.
- Access point from Howdon Lane.



Map 19a - Indicative Details - Site 45

Site 45 - Charlton Court; key considerations:

- Retention of significant proportion of open space.
- Access point from Churchill Avenue.

Planning for Strategic Allocations

7.43 In delivering the Borough's requirements for development there are two significant growth areas at Killingworth Moor (Sites 22 to 26) and Murton (Sites 35 to 41) where detailed master planning will be essential to securing the successful, sustainable development of the sites. The Council is committed to ensuring that major developments make a positive contribution to the character and quality of the environment in North Tyneside, for now and into the future. Such developments must create vibrant and successfully designed places that residents and businesses in North Tyneside can be proud of.

7.44 Protection and enhancement of local, local and international biodiversity is also a primary consideration for any development. The Murton Gap, (Site 35 to 41) is identified within the Habitat Regulations Assessment as having the potential to cause adverse impacts on internationally protected wildlife sites due to its proximity to the Northumbria Coast Special Protection Area (SPA). The

7 Housing

detailed policies for the strategic allocation identify the importance of appropriate mitigation of adverse biodiversity impacts. In addition, when implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

- 7.45** The emerging vision for development of these sites has been expressed in a Concept Framework developed to help guide their future master planning and delivery. This Concept Framework developed two Concept Plans, included on the Policies Map for Murton and Killingworth Moor and sets out a vision for:

“Walkable, connected village neighbourhoods, within a green, natural environment”

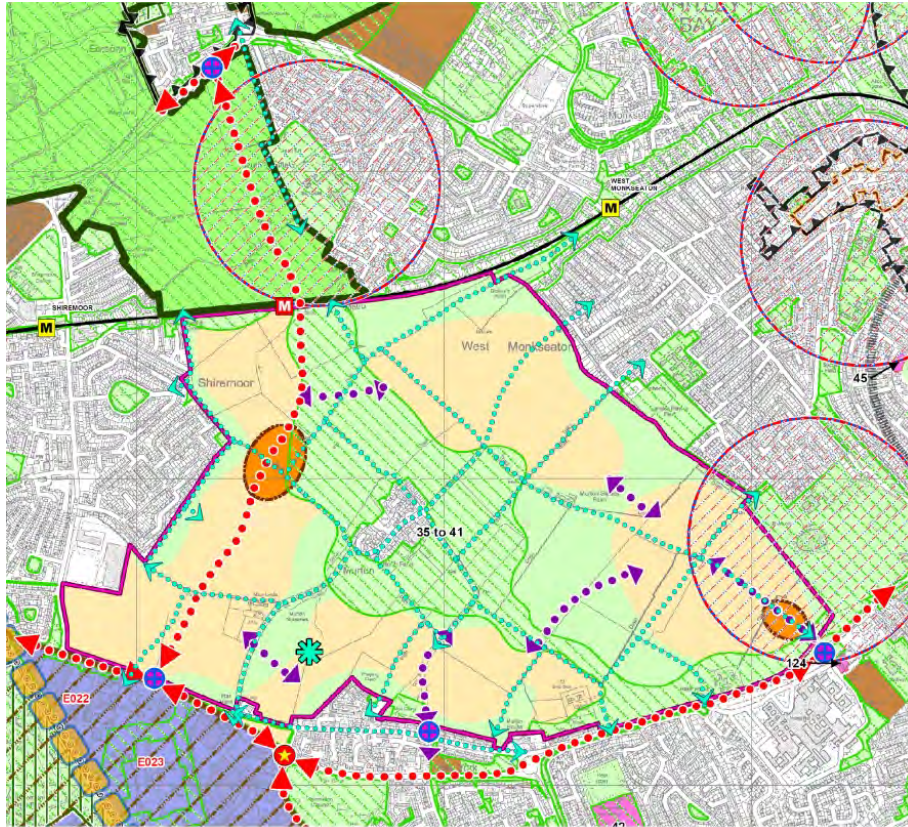
S4.4 (a) Murton Strategic Allocation Concept Plan

A strategic allocation is identified at Murton (Sites 35 to 41) to secure the delivery of approximately 3,000 homes during the plan period in a mix of housing tenures, types and sizes informed by available evidence of the housing needs of the Borough, and convenience retail provision of approximately 1,000m² net.

The key principles for development of the Murton strategic allocation are illustrated on the Policies Map through an indicative Concept Plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:

- a. New housing, retail and community facilities in the general development locations identified; and,
- b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,
- c. Strategic transport route connecting Earsdon by-pass with New York Road and Norham Road; and
- d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map, providing a primary school located broadly to the south west of the site; and
- e. A network of green and blue infrastructure that:
 - i. Enables provision of strategic open space breaks to avoid the joining together of Shiremoor with Monkseaton, whilst integrating with existing communities; and,
 - ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,
 - iii. Retains, connects and enhances local, national and international biodiversity; and,
 - iv. Retains and enhances any important hedgerows or trees; and,
 - v. Provides well-integrated and strategic green spaces for recreation, which includes ‘Suitable Accessible Natural Green Space’ (SANGS); and,
 - vi. Incorporates sustainable drainage systems.

7.46 The image below provides an illustration of the indicative Concept Plan for Murton.



- | | |
|--|--|
| Strategic Site Boundary | Indicative Access Point |
| Indicative Development Zone | Indicative Principal Highway Routes and Junctions |
| Indicative Mixed-Use Zone | Indicative Secondary Highway Routes and Junctions |
| Potential Location for New School | Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections |
| Indicative Wildlife Corridor | Potential New Metro Station |
| Potential Location for Employment Development | |
| Indicative Green Amenity Space and Buffer Zone | |

Map 20 - Murton Gap Indicative Concept Plan

7 Housing

S4.4 (b) Killingworth Moor Strategic Allocation Concept Plan

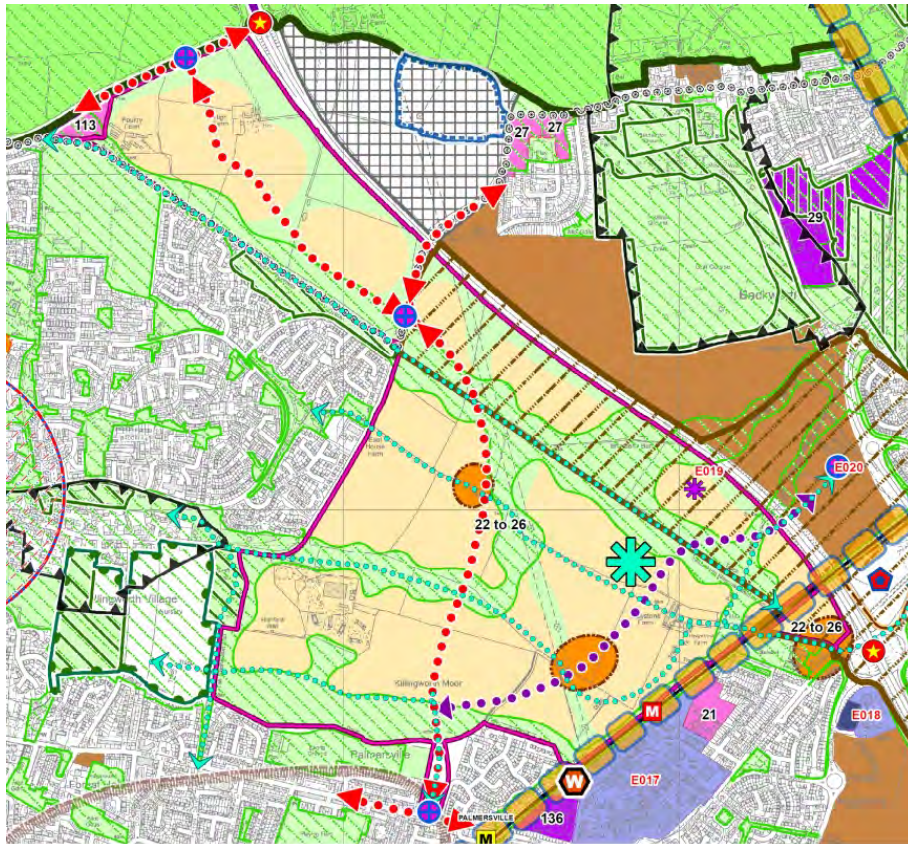
A strategic allocation is identified at Killingworth Moor (Sites 22 to 26) to secure the delivery of approximately 2,000 homes during the plan period in a mix of housing tenures, types and sizes, informed by available evidence of the housing needs of the Borough, convenience retail provision of approximately 500m² net and 17ha of employment land.

The key principles for development of the Killingworth Moor strategic allocation are illustrated on the Policies Map through an indicative Concept Plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:

- a. New housing, employment, retail and community facilities in the general development locations identified; and,
- b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,
- c. Strategic transport route connecting Killingworth Way with Great Lime Road; and,
- d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map providing a primary and secondary school located broadly to the south east of the site; and
- e. A network of green and blue infrastructure that:
 - i. Enables provision of strategic open space breaks to avoid the joining together of Killingworth with Forest Hall and Palmersville, whilst integrating with existing communities; and,
 - ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,
 - iii. Retains, connects and enhances the biodiversity of each site; and,
 - iv. Retains and enhances any important hedgerows or trees; and,
 - v. Provides well-integrated and strategic green spaces for recreation; and,
 - vi. Incorporates sustainable drainage systems.

7.47 The image below provides an illustration of the indicative Concept Plan for Killingworth Moor.

7 Housing



- Strategic Site Boundary
- Indicative Development Zone
- Indicative Mixed-Use Zone
- ✳ Potential Location for New School
- Indicative Wildlife Corridor
- ✳ Potential Location for Employment Development
- Indicative Green Amenity Space and Buffer Zone
- ⊕ Indicative Access Point
- ▶ Indicative Principal Highway Routes and Junctions
- ▶ Indicative Secondary Highway Routes and Junctions
- ⋯ Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections
- M Potential New Metro Station

Map 21 - Killingworth Moor Indicative Concept Plan

7 Housing

S4.4 (c) Applications for Delivery of the Strategic Allocations

At the identified strategic allocations of Killingworth Moor (Sites 22 to 26) and Murton (Sites 35 to 41) a comprehensive masterplan for each allocation must be prepared collaboratively, and agreed, by the relevant development consortia and North Tyneside Council.

Applications for planning permission will be granted where:

- a. They are consistent with the comprehensive masterplan, which itself must demonstrate its general conformity with the key principles of the Concept Plans for Killingworth Moor and for Murton;
- b. The application relates to the whole allocated site or if less does not in any way prejudice the implementation of the whole allocation;
- c. Provision of any development that would exceed the approximate capacity for housing, retail and employment indicated by this Local Plan, within and beyond the plan period, must demonstrate its continued conformity with the principles of the Concept Plan and the infrastructure capacity of the site and Borough;
- d. The application is in accordance with a phasing and delivery strategy, prepared as part of the detailed masterplan, that identifies the timing, funding and provision of green, social and physical infrastructure.
- e. An access and transport strategy is developed that maximises the potential for walking, cycling and use of public transport (including the potential provision, subject to overall feasibility and economic viability, of new Metro stations), as demonstrated through the detailed masterplans, and the application provides a connected, legible network of streets with the proposed primary routes and public transport corridors.
- f. A heritage management strategy is provided that is informed by the mitigation measures proposed in the Local Plan Heritage Assessment and Sustainability Appraisal.
- g. A landscape and visual amenity impact assessment is provided identifying key features of note on each site, demonstrating an appropriate design response (e.g. the location, orientation, density of development and landscape/planting treatment). Design quality will be secured through the application and use of appropriate design standards agreed as part of the masterplans.
- h. Appropriate remediation and mitigation measures are agreed to address any potentially harmful impacts of development upon the environmental or social conditions of North Tyneside, delivering solutions on site wherever possible unless demonstrated through suitable evidence to be more appropriately delivered off-site. Such remediation and mitigation are expected to include but not necessarily limited to consideration of:
 - i. The net biodiversity value of the site,
 - ii. Ground conditions, (e.g. areas of previous open cast mining and any identified contamination of land),
 - iii. Flood risk and water quality,
 - iv. Air quality and noise pollution.

7 Housing

7

- 7.48** The Concept Framework supports and expresses the overall objectives for development set out indicatively on the Concept Plan and is key supporting evidence to the interpretation of Policies S4.4 (a), (b) and (c). To support delivery of the strategic allocations a range of site specific evidence has been prepared to inform development of the Concept Framework and Concept Plan.
- 7.49** These supporting documents are available within the Council's Evidence Base Schedule and set out in further detail the requirements for a range of matters including:
- Infrastructure provision;
 - The nature and role of the development structure;
 - Indicative open space provision; and,
 - Road and transport networks.
- 7.50** The overarching priority in delivering new development at the strategic allocations will be to meet the development needs of the Borough taking a key opportunity to secure overall improvements to the character, identity and community cohesion of this area of North Tyneside - enhancing residents' accessibility to open spaces and the countryside and providing quality places to live and visit.
- 7.51** The indicative Concept Plan has been developed in accordance with a range of key principles that will remain relevant for consideration and inform further detailed masterplanning and development proposals:
- Integrate the two sites into a well-connected, wider neighbourhood, whilst maintaining the unique and varied characters, identity and historic environment of existing areas and settlements whilst maintaining an appropriate level of 'separation' and avoiding the 'merging' of settlements;
 - Create sustainable and balanced communities;
 - Facilitate and encourage healthy, safe lifestyles and quality of life
 - Create a coherent, unique and distinctive 'place', comprised of a range of character areas, experiences and environments;
 - Maximise the integration and benefits/uplift for the wider existing communities, settlements and environments;
 - Ensure the provision and access to appropriate education facilities, community facilities and services;
 - Create an effective and efficient local transport and highway network;
 - Appropriately protect and enhance the natural environment, ecology and biodiversity, whilst balancing this against the need to also achieve the wider objectives;
 - Encourage sustainable modes of transport: walking, cycling, Metro and buses;
 - Create adequate access to local jobs (new and existing) for new and existing residents and the wider workforce;
 - Allow for, and facilitate viable and feasible phased delivery; and
 - Encourage variety in design responses.
- 7.52** An Outline Development Framework and Site Specific Infrastructure Delivery Plans for Murton Gap and Killingworth Moor. These documents draw together a range of detailed evidence that informs the deliverability of the strategic sites. The preparation of detailed development framework masterplans for each site is expected to take place prior to the submission of planning applications

7 Housing

for each strategic allocation. The masterplans will be prepared through a process of engagement between the Council and development consortia. Preparation of the detailed masterplans for Murton and Killingworth Moor should incorporate consultation with all stakeholders and public engagement to secure the views and valuable input of existing communities. Cabinet approval will be required to achieve North Tyneside Council agreement of the detailed masterplans.

7.53 For future determination of applications for all or part of the strategic allocations of Murton or Killingworth, reference should be given to the overall approximate capacity of the site to which the application relates. The degree to which proposed development may fall outside the definition of an approximate capacity will be established through the development management process at the time of the application and be informed by the likely implications of that development for the site and Borough's infrastructure.

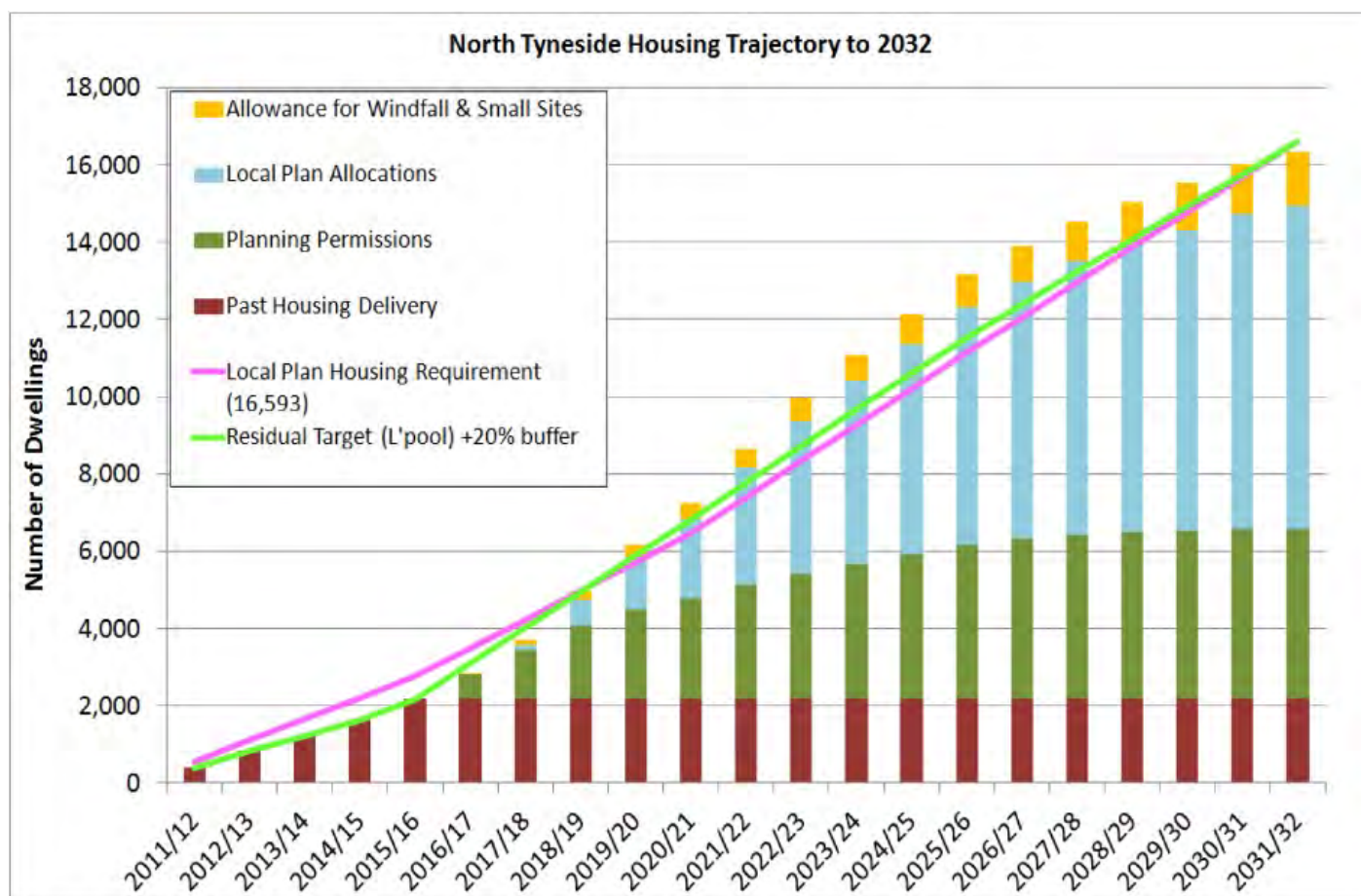
The housing trajectory

7.54 The North Tyneside Housing Trajectory (2011/12 to 2031/32) is shown below. This outlines actual delivery since the start of the plan period (1 April 2011) and forecast delivery (as at April 2016) from all identified deliverable and developable sources including:

- Outstanding planning permissions (both full and outline);
- Local Plan housing allocations (both for residential and mixed-use schemes); and,
- The justified non-site-specific allowances for both windfall and small-sites over the plan period.

7 Housing

7



North Tyneside Housing Trajectory to 2032

- 7.55** The approach of Policy S4.3: 'Distribution of Potential Housing Development Sites' and DM4.5: '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 overall housing requirement for the Borough. 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.
- 7.56** The housing requirement will be delivered through a combination of specific sites and broad locations, along with a small allowance for sites that are currently unidentified. 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 locations in the Borough within the town centres and main urban area.
- 7.57** 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.
- 7.58** The Borough's residual housing requirement will be provided by the allocated housing sites, the selection of which has been informed by the previous consultation process and the supporting evidence base. The potential capacity of the development sites set out in Policy S4.3 are derived from the indicative assessment of yield through the annual Strategic Housing Land Availability Assessment (SHLAA).

7 Housing

- 7.59** The viability of development and known timescales for delivery are now a fundamental cornerstone of the planning process and the Area Wide Viability Assessment and Strategic Sites Viability Assessments have been prepared and will be kept up to date to ensure the Council's understanding of the economic conditions and viability of development are kept up to date. This is considered in tandem with the government's drive and commitment to significantly boost the delivery of new housing.
- 7.60** The delivery of new housing will be monitored against the requirement set out in the housing trajectory, as part of the wider Local Plan process, including the SHLAA and Authority Monitoring Report (AMR). Further detail on implementation of the strategic vision can be read
- 7.61** in the Housing Implementation Strategy. House-building will be compared against both the annual and cumulative requirement over throughout the plan period to 2032, including undertaking a review of the existence of persistent under-delivery. Through this monitoring process, if it becomes apparent that there is sustained under-performance against the requirement and, as a result, that the strategic objectives for growth in North Tyneside are not being delivered, then measures will need to be put in place to rectify the issue. This could involve a range of contingencies, potentially including:
- Looking at ways to assist in the delivery of sites with planning permission;
 - Exploring opportunities for speeding-up delivery of allocated sites in order to advance delivery;
 - Continued liaison with neighbouring authorities through the duty to cooperate process; or,
 - If clearly necessary, considering whether new sites are needed to boost housing land supply, both immediately or in the longer-term.
- 7.62** This will be undertaken in-line with the monitoring and review process as explained in Chapter 12, with the position continuing to be monitored throughout the plan period to 2032. Further detail can be read in Policy S4.2(b), Policy 9.1 and the accompanying Implementation and Monitoring Framework.

Criteria for Other New Housing Sites

- 7.63** Whilst it is the role of the Local Plan to provide for, and specifically allocate, the sites to meet the overall housing needs, proposals for new sites, those which have not previously been identified through the plan process and known as 'windfall' sites, will continue to come forward for development throughout the plan period. The SHLAA demonstrates that such sites make an important contribution to the housing land supply within the Borough and, as a result, the approach of the Local Plan allows for an element of overall housing delivery, particularly in the latter years of the plan period, to come through windfall development within the urban area of North Tyneside. Policy DM4.5 outlines the criteria that will be applied to such sites.

DM4.5 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; and,
- 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.

7.64 Continual monitoring of housing delivery in North Tyneside, through the SHLAA and the Authority Monitoring Report (AMR), identifies that house-building over recent years has fluctuated quite widely. In particular, there was a severe dip in delivery of new homes at the nadir of the market between 2008 and 2011, particularly when compared to earlier years of growth. The volume of housing completions and also of the number of new sites gaining planning permission for residential development are good indicators of the strength of the market; these figures declined markedly from 584 net additions to the housing stock and 3,977 homes with outstanding planning permission in 2007/08 to figures of 255 net completions and 3,223 homes with planning permission by 2011/12. However, since 2011, there has been a general positive trend with regards to delivery rates, with gross housing completions in 2015/16 representing the highest total since 2007/08 and the most recent total for outstanding planning permissions, 4,765 homes at 31 March 2016. It will take a little time for those recently granted planning permissions to start delivering new homes but, once these sites are underway, it is likely that it will have a significant positive impact on housing-building.

7.65 The decline in housing delivery coincided with a time when the majority of the previous Unitary Development Plan (2002) housing allocations reached completion and the aforementioned reduction in the volume of new planning applications for previously unidentified, or windfall, sites, a reflection of the economic downturn of 2007/08. Identification of a new range of potential sites for housing, which are suitable, appropriate and deliverable within the housing market and 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. It is also crucial to ensuring that the Council achieves the delivery of the new homes needed in a coordinated and sustainable manner and, at the same time, delivering the essential infrastructure that will ensure North Tyneside remains an attractive place in which to live.

7 Housing

- 7.66** 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. Such sites, the vast majority of which will be brownfield, will continue to come forward over the plan period to make a valuable contribution towards delivering the overall requirement for new homes.
- 7.67** Policy DM4.5 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.
- 7.68** This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to the policies that set out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

Type of Housing: Housing Provision for a Diverse Borough

- 7.69** The National Planning Policy Framework requires Local Planning Authorities to “Plan for a mix of housing to meet the different needs of the community, including families with children, older people and people with disabilities.”
- 7.70** Of the 95,000 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 Registered Providers. The North Tyneside SHMA 2014 identifies that that 67% of properties in the Borough are houses, 25% are flats/maisonettes and 8% are bungalows. Of all properties, 11% have one bedroom, 33% two bedrooms, 48% 3 bedrooms and 8% have 4 or more bedrooms.
- 7.71** To ensure that housing provision meets the needs of all households across all tenures, it is important that a range of house types and sizes is provided as part of new residential developments. 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. The North Tyneside Strategic Housing Market Assessment (SHMA) 2014 provides information on the type and size of market and affordable homes that are needed in the Borough.
- 7.72** For market housing, whilst 2 or 3 bedrooms houses remain the most popular choice, a diverse range of homes is required to meet the needs of different household types. These range from smaller homes to meet the needs of first time buyers or for older, smaller households, to larger homes for families. To enable a wider choice of housing, the SHMA also explored whether there is a need for other forms of market housing.

Executive Housing

- 7.73** The executive housing market can be broadly defined as accommodation suited to the needs and aspirations of higher income households. The availability of high value and desirable properties can influence perceptions of an area, as a place to choose to live, invest and set up business. This then impacts upon economic growth and overall prosperity. Ensuring a supply of executive homes to meet demand can help attract or retain higher paid managers and executives, thus contributing to the creation of local businesses and to improving the local economy.
- 7.74** Currently only 10% of the Borough's housing stock is made up of detached homes. The North East region as a whole has 14% detached homes compared to 23% nationally. Meanwhile homes in North Tyneside are weighted towards mid-range council tax bands compared to the North East as a whole. Higher council tax bands, typically classed as Bands G and H, are under-represented. In North Tyneside there are just 334 properties in Band G, 0.36% of the total housing stock, compared to 1% across the North East and 38 properties in Band H, 0.04% of the total housing stock compared to 0.11% for the North East.
- 7.75** The North Tyneside SHMA 2014 investigated the requirements for executive housing through a review of existing provision, stakeholder discussions and analysis of the housing options being considered by higher income groups. This found there is demand for 'higher specification' executive homes from households currently living in North Tyneside and who have stated a preference to remain in the area. There is therefore a need to ensure that executive housing is delivered in suitable locations to meet demand.

Custom and Self-Build

- 7.76** Custom and self-build development is defined as an individual obtaining a building plot and then building their own home on that plot. The self-builder's input into this process varies from undertaking the actual building work to contracting out all of the work to an architect or building company. Self-build housing schemes have the potential to increase the delivery of innovative and highly sustainable development that can be more affordable for the owner than other forms of housing delivery. It can contribute positively to the local economy, as generally both materials and labour are drawn from the local area.
- 7.77** The 2013 household survey identified that there is an interest in self-build from households planning to move in the next five years. This found that 5.6% were interested in this form of housing delivery. Some households were also interested in community self-build, defined as a 'group of people in housing need who join forces and become involved in the planning, design and building of their own homes'. From 1 April 2016 the Self-Build and Custom Housebuilding Act 2015 obliges local authorities to maintain a list of people and groups interested in building their own homes. North Tyneside Council has set up its own 'Self and Custom Build Register', enabling people who are interested in finding suitable building plots in North Tyneside to register their interest.
- 7.78** The Housing and Planning Act 2016 supports existing legislation on self-build and custom housebuilding by requiring local planning authorities (LPAs) to ensure sufficient serviced plots, with permission, are available to meet demand in their area, as identified by the register of persons requiring self-build plots.

7 Housing

DM4.6 Range of Housing Types and Sizes

To ensure that new residential development provides a mix of homes, to meet current and future demand, and to create sustainable communities, applications for new housing development will be considered with regard to the Council's most up-to-date evidence, including housing need and local housing market conditions.

To widen the overall housing offer in North Tyneside and meet identified demand, the provision of executive housing will be encouraged in suitable locations, as long as this does not compromise the Council's overriding objective to secure the delivery of affordable housing. For the purpose of this Policy, executive housing is defined as:

- a. Detached properties;
- b. At densities of up to 22 dwellings per hectare of net development area; and,
- 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.

To widen the overall housing offer in North Tyneside and meet identified demand for self-build development (including community self-build), applications for self-build housing will be supported in appropriate locations. Such schemes should:

- f. Demonstrate high quality design, employing innovative approaches throughout;
- g. Provide for suitable linkages to infrastructure and facilities;
- h. 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 developments over 200 homes, the Council will encourage applicants to consider (where economically viable) opportunities to set aside a proportion of the net developable area of the site for custom and self-build housing.

- 7.79** For custom and self-build housing, on sites where more than one dwelling is proposed, a design framework should be agreed with the Council prior to the submission of individual planning 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 local area. A design framework should facilitate a cohesively 'designed' development without stifling innovation and individuality.
- 7.80** For executive housing applications the Council would seek clarity from applicants to demonstrate that the nature of homes provided and density of development proposed is notably different to general market housing provision within the Borough. The net density of general market housing has been assessed as ranging generally between 20 and 30 dwellings per hectare. Evidence of target

7 Housing

7

sales prices should also be provided to support applications for executive homes. Policy DM4.6 identifies that such housing would be valued at Council Tax Band G or in the top 10% of house prices within Tyne and Wear. This assessment should be made based upon the available sales data of all homes within the Tyne and Wear authorities over the previous 12 months.

Affordable Housing

- 7.81** The NPPF defines affordable housing as "social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market". Intermediate housing is provided at a cost below market levels and can take the form of rented properties or other products such as shared ownership/shared equity. Affordable housing should also include provision to remain at an affordable price for future eligible households.
- 7.82** 'Our North Tyneside', the Council Plan 2014 to 2018, identifies affordable housing as important in meeting the Council's commitment to providing for the housing needs and aspirations of the whole community.
- 7.83** The provision of affordable housing has significant benefits and meets a range of needs. For many residents in North Tyneside, home ownership is not possible due to the cost of housing compared to earnings, the availability of mortgages, and, for first time buyers, the level of deposit required to secure a mortgage.
- 7.84** Affordable housing for rent provides homes for those who cannot afford to buy or rent a home on the open market. This helps reduce the levels of homelessness and overcrowding in the Borough. Affordable housing can also provide homes for those with special needs, for example wheelchair users, people with support needs and sheltered or extra care housing for the elderly. Intermediate housing provides a mechanism for newly forming households, who cannot afford to pay the full price of a market home, to get a foot on the property ladder.
- 7.85** To ensure that sufficient quality accommodation is available to meet current and future needs, a supply of good quality affordable housing is required. In North Tyneside affordable housing is delivered by the Council, Registered Housing Providers or private developers. A degree of subsidy is required to deliver affordable housing. For social housing landlords such as the Council and Registered Providers this can include a grant from the Homes and Communities Agency.
- 7.86** For private developers, affordable housing is delivered through contributions required as part of planning obligations, the terms of which are set out in S106 Agreements. 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. Based on evidence of viability the Borough-wide target is 25%. Whilst some sites may achieve less than this due to viability there may be other sites that can achieve more than the 25% target the aim is to achieve 25% overall across the Borough over the life of the Local Plan.
- 7.87** 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. The SHMA 2014 found that there is a significant shortfall of affordable homes in the Borough; currently 490 per annum. This supports the requirement to ensure new developments provide affordable homes that meet need. Based on the housing needs assessment and preferences of newly forming households,

7 Housing

the SHMA suggests a split of 75% affordable housing for rent and 25% intermediate tenure (such as shared ownership or shared equity). Information on the type and size of affordable housing needed is also provided. The greatest need is for one and two-bedroom homes, although there is still some need for larger homes.

- 7.88** In order to secure the volume of affordable housing necessary a considerable proportion of total housing delivery to 2032 would need to be affordable. This would impact on the financial viability of schemes and 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 associated with housing growth and, in turn, exacerbate overall affordability issues, ultimately harming affordable housing delivery.
- 7.89** 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 Area Wide Viability Assessment (AWVA), updated 2016, recognises that the housing market fluctuates and the proportion of affordable housing that could be delivered similarly rises and falls. The AWVA, in identifying a range of housing typologies and sites, also explores the potential implication of changes in building costs and house prices.
- 7.90** In 2010 the last assessment of viability, the Affordable Housing Viability Assessment 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 2010 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%. Work undertaken to date through the AWVA (updated 2016) has found that a 25% target for affordable housing overall remains a reasonable and viable target for housing delivery in North Tyneside, whilst also allowing for appropriate funding to support improvements to infrastructure, facilities and amenities impacted by development. Meanwhile over the period between 2010/11 and 2014/15 the North Tyneside Monitoring Report identifies that approximately 28% of all housing delivery was affordable, secured from a range of providers and development types. A Borough-wide target of 25% is therefore considered to be the minimum that housing delivery from all forms of delivery can achieve in the current economic circumstances. This evidence will be monitored on a regular basis and the implementation and effectiveness of the Council's affordable homes policy reviewed accordingly.
- 7.91** Policy DM4.7 makes further provision for some schemes, in exceptional circumstances to make a contribution to affordable housing at another location or provide a commuted sum to the Council. In some circumstances such an approach could provide an opportunity to make the best use of funding that might be available for affordable housing provision. For example such funding may have the potential to support wider Council programmes for affordable housing (and Council) housing provision that could secure more homes with the funds that would be viable from a scheme than might otherwise be achieved. However, in most instances the availability of land for affordable housing development is a significant constraint and securing adequate on-site delivery will be the priority for the Council.
- 7.92** 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. As a direct provider of affordable housing, the Council has embarked on an Affordable Homes Project that supports the challenging delivery of 3,000 affordable homes from 2014 to 2024. The

7 Housing

7

project will play an important part in the delivery of the Borough's affordable housing requirement through a variety of different measures such as implementing the Council's own building programme, the delivery of homes built by Registered Providers and the private sector, and bringing long-term empty homes back into use.

Starter Homes

- 7.93** The Housing and Planning Act 2016 sets out the statutory framework for the delivery of discounted Starter Homes for first-time buyers, including the general duty of all local planning authorities to promote the supply of such homes.
- 7.94** On 24 March 2016 the Government published a technical consultation on Starter Home Regulations. The document defines Starter Homes as: "exclusively available for first-time buyers under the age of 40 and sold at a discount of at least 20 per cent of the market price." The requirement would apply to sites of ten or more units, or covering more than 0.5 hectares. The document proposes a "single national minimum requirement" for 20 per cent of homes on these sites to be Starter Homes. There are also proposals for a "general exemption" to the Starter Homes requirement but this exemption would "apply only in tightly defined circumstances." The consultation document also provided a further opportunity for respondents to comment on the proposed changes to the definition of affordable homes for the purpose of national planning policy.
- 7.95** The proposed Starter Homes requirement will have implications for Policy DM 4.7 – 'Affordable Housing'. The Council has published an addendum to the SHMA assessing the need for Starter Homes in North Tyneside, which found there is a demand in the Borough. The Local Plan has sought to provide an outline policy for affordable housing provision that will be sufficiently flexible to enable future delivery of affordable homes as defined by current government policy and advice, including the provision of Starter Homes.

7 Housing

DM4.7 Affordable Housing

To meet the Borough-wide target the Council will seek 25% of new homes to be affordable, on new housing developments of 11 or more dwellings and gross internal area of more than 1000m², taking into consideration specific site circumstances and economic viability. Developments will be required to provide a mix of affordable housing for rent and intermediate housing, based on the most up-to-date evidence of local need. Where necessary, to assist the viability of proposals, a flexible approach to the tenure mix of affordable housing provision will be considered by the Council.

In all but the most exceptional cases the Council will require affordable housing provision to be made on-site. 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 amount of affordable housing would be broadly equivalent in value to the amount that would be viable if the provision was made on-site; or,
- c. Where a Commuted Sum is to be provided it will be broadly equivalent to the amount that would be viable if the provision was made on-site.

Proposals for the delivery of affordable housing schemes (such as those submitted by the Council and Registered Providers) that make a contribution towards North Tyneside's overall assessed needs for affordable housing will be supported.

- 7.96** In addition to formal requirements for the delivery of affordable housing it is recognised that the private rented sector has the potential to support an important segment of the housing market in North Tyneside.

Specialist Housing - including Extra Care and Supported Housing

- 7.97** There is increasing demand for specialist housing which helps to support people in the community with very specific housing needs, for example the elderly, people with a physical or learning disability and other vulnerable people with support needs such as substance mis-users. Providing the right type of housing will help people to maintain independent living.
- 7.98** The North Tyneside SHMA 2014 provides guidance on the needs of household groups that have specialist housing requirements. 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. This needs to be taken into account when planning for new housing. For example, the provision of extra care homes that can facilitate on-site support will help people remain independent for longer.

DM4.8 Specialist Housing

The Council will support proposals for specialist housing, including extra care and supported 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

Technical Design Standards for New Homes

- 7.99** To achieve sustainable development, paragraph 17 of the NPPF sets out a set of core land-use planning principles that should underpin both plan-making and decision-taking, including: “Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”.
- 7.100** On 25 March 2015 the Government introduced, in a Written Ministerial Statement new technical housing standards in England and set out how these would be applied thorough planning policy. The aim of the national set of standards is to enhance residential quality and reduce the administrative burden on new housing developments by simplifying and rationalising the wide variety of standards that local authorities across England apply to new homes.
- 7.101** Local planning authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access and water efficiency, and a Nationally Described Space Standard (NDSS). In this context access relates to how people access and use a dwelling and its facilities and for space, this relates to the internal space of a dwelling. The intention is that no other standards relating to housing should be set locally.
- 7.102** National Planning Practice Guidance sets out information on the application of the Optional Housing Technical Standards, stating that: “Local planning authorities will need to gather evidence to determine whether there is a need for additional standards in their area, and justify setting appropriate policies in their Local Plans.” and that “Local planning authorities should consider the impact of using these standards as part of their Local Plan viability assessment.”
- 7.103** Within this context work has been undertaken to establish whether there is a need to implement these higher standards in North Tyneside. This is set out in the ‘Optional Housing Technical Standards’ document, part of the suite of documents that provide the evidence base supporting the Local Plan. The evidence found that, whilst greater water efficiency has significant benefits and should be encouraged on housing developments there is no justification for introducing a higher standard to that required by Building Regulations. However, in terms of the optional standards relating to access and internal space there is evidence to support a policy for these higher standards. The evidence relating to access and space is summarised below and policies are set out reflecting the Council’s requirements.

7 Housing

Access

- 7.104** North Tyneside's older population is increasing and as people age so does the prevalence of illness and disability. In 2011, there were around 35,587 residents aged 65 or older. This number is projected to increase by 20,155 (56.6%) by 2032. For the 80 and over age group this is projected to increase over the same period by 7,605 (74.7%) . The majority of older people (over 70%) want to remain in their home for as long as possible.
- 7.105** Over 10% of the Borough's population aged 18-64 (13,000 people) are living with a disability, and of these, 2% (3,000) have a serious disability.
- 7.106** Meeting the needs of our ageing population and those living with a disability presents challenges for housing provision, which is already evidenced by the funding being spent on adapting homes to meet need and the impact on public services of treating people who fall in the home. Providing more accessible homes will ensure that the Borough's housing stock is more easily adaptable and will help people to maintain their independence for longer.
- 7.107** The optional standards that Policy DM4.9 bring into effect are governed by Building Regulations and set out within the Building Regulations 2010, 2015 edition incorporating 2016 amendments: 'Access to and use of buildings: Approved Document M'.
- 7.108** All new dwellings are required to meet the regulations of Category 1, M4(1), where homes make reasonable provision to be visitable by a range of people including older people and those with reduced mobility. The further optional requirements include Category 2 accessible and adaptable dwellings, M4 (2). This standard is viewed as being met where a new dwellings makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. The overall proportion of new homes that Policy DM4.9 seeks to include as affordable homes is informed by an assessment of the impact of the additional standard upon the viability of development.
- 7.109** M4(3) sets out further provisions whereby a dwelling makes reasonable provision either at completion, M4(3)(2)(b), or at a point following completion be adaptable, M4(3)(2)(a), for a wheelchair user to live in the dwelling and use any associated outdoor space.
- 7.110** *In order to allow for an appropriate transitional period the standards will only be applied to outline or full applications approved after 1 October 2018. It will not be applied retrospectively to those applications for reserved matters where the outline permission was determined or is subject to a resolution to grant permission (including subject to planning obligations) before 1 October 2018.*

Internal Space

- 7.111** The amount of space in a home influences how people live, impacting on their health and wellbeing. Providing homes of sufficient size to allow residents 'room to grow' is a critical part of delivering sustainable communities. A survey of new homes built in North Tyneside found that 2 and 3 bedroom houses are generally being built below the optional Nationally Described Space Standard (NDSS)

7 Housing

7

set by the Government. The NDSS reflects the need for rooms to be able to accommodate a basic set of furniture, fittings, activity and circulation space appropriate to the function of each room. The overall objective is to ensure that all homes are highly functional in terms of meeting typical day to day needs at a given level of occupation.

- 7.112** The standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
- 7.113** Policy DM4.9 does not apply to an extension to a dwelling or material change of use. It applies only to new dwellings. Policy DM4.9 a-c will also apply where there is a material alteration to the dwelling as set out in Approved Document M of the Building Regulations. Where step-free access is not achievable or viable, neither of the optional requirements M4(2) and M4(3) will apply. Viability testing through the Area Wide Viability Assessment has determined that the space and accessibility standards can be implemented without significant detriment to the economic viability of development.

DM4.9 Housing Standards

To ensure that new homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, from the 1 October 2018 the following standards will apply, subject to site viability:

Accessibility of homes

Market Housing

- a. For new housing developments, excluding low-rise non-lift serviced flats, 50% of homes are to meet building regulation M4(2) – ‘Category 2 -accessible and adaptable dwellings’.

Affordable Housing

- b. For all new housing developments, excluding low-rise non-lift serviced flats, 90% of homes should meet building regulation M4(2) – ‘accessible and adaptable dwellings’.
- c. 10% of new homes where the local authority is responsible for allocating or nominating a person to live in that dwelling should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area. Where there is no specific need identified, then M4 (3) (2) (a) will apply, to allow simple adaptation of the dwelling to meet the future needs of wheelchair users.

Internal Space in a Home

- d. All new homes, both market and affordable, will meet the Government’s Nationally Described Space Standard (NDSS).

7 Housing

Housing in Multiple Occupation

- 7.114** 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).
- 7.115** 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.
- 7.116** 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.
- 7.117** 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.
- 7.118** 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.

DM4.10 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 or 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;
- 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; and,
- 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.

- 7.119** 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.
- 7.120** 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.
- 7.121** 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.
- 7.122** This Policy 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.

Existing Housing Condition

- 7.123** Much attention is focused on new housing but, for the foreseeable future, most people will live in existing homes. Despite the new housing development set out within the Local Plan, by 2032 the vast majority of the Borough's housing stock will already have been built prior to 2011. 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.

7 Housing

Protecting the Quality of Existing Housing Stock

S4.11 Improving 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; and
- 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; and,
 - iii. address issues of crime and anti-social behaviour.

Housing Condition

- 7.124** 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.
- 7.125** 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
- 7.126** 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 CO2 emissions.
- 7.127** 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 Housing

7

- 7.128** 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.
- 7.129** Over recent years, the Council has been working effectively with over 500 landlords through the North Tyneside Private Landlord Service (NTPLS). In 2016, the Council will be entering into a new partnership with the National Landlord Association (NLA) to provide advice and assistance to landlords, an arrangement that will replace the current set up under the NTPLS. Efforts to extend this initiative and take proactive approaches to information sharing and landlord training will continue. The aims of Policy DM4.10: 'Houses in Multiple Occupation' also indicates the Council's approach to safeguarding the quality and amenity of private rented, shared housing.

Empty Homes

- 7.130** 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.
- 7.131** 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

- 7.132** 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.
- 7.133** 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.
- 7.134** 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.
- 7.135** 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 a high concentration of housing in a poor condition.

7 Housing

Provision for Gypsies, Travellers and Travelling Showpeople

- 7.136** 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 differs from a standard housing development and thus a separate policy is set out here that highlights some of the points to consider if, and when, a proposal is made to provide a site for the travelling community.
- 7.137** For the purposes of this planning policy, 'travelling community' means 'Gypsies and Travellers' and 'Travelling Showpeople' as defined in 'Planning Policy for Traveller Sites' (PPTS, August 2015). This sets out the government's policies and requirements in provision of sites for the travelling community and must be taken into consideration in preparing local plans and taking planning decisions⁽¹⁾.
- 7.138** There are currently no authorised sites within North Tyneside for use by the travelling community. In defining accommodation terms, a 'pitch' is an area which is large enough for one household to occupy, typically one or two caravans and a 'site' is a collection of pitches which form a development exclusively for Gypsies and Travellers. For Travelling Showpeople, the common terms are 'plot' and 'yard'. For the purposes of this policy 'sites' and 'plots' encompasses all types of accommodation. Again, for the purposes of this Policy, the terms 'site' and 'pitch' are used to encompass all need for the travelling community.

DM4.12 Provision for Gypsies, Travellers and Travelling Showpeople

Proposals for additional sites for the travelling community, or for 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; and,
- d. The proposal has demonstrated that it accords with all other relevant the policies within this Local Plan.

¹ At the time of writing, it is understood that there are three definitions for a Gypsy, Traveller or Travelling Showperson: the PPTS (2015) 'planning' definition; the Housing Act (2004) 'housing' definition; and, the Equality Act (2010) 'equalities' definition (only applying to Romany, Irish and Scottish Travellers as an ethnic group). However, DCLG have stated that the government, through the current Housing and Planning Bill, will seek to amend primary legislation to clarify the duties on local authorities and bring the Housing Act definition in line with PPTS.

7 Housing

7

- 7.139** All local authorities are required to formulate their own evidence base for the accommodation needs of the travelling community and, if necessary, to provide their own targets relating to pitches required. Current evidence, in the North Tyneside Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2014 (GTAA), concludes that there is no need for a permanent or transit site for the travelling community in the Borough. National guidance in “Planning Policy for Traveller Sites” (September 2015) sets out that, where there is no identified need, LPAs should adopt criteria-based policies to provide a basis for planning decisions.
- 7.140** The above policy sets out a criteria-based approach to ensure that any proposals for sites for the travelling community are assessed on the basis of the most recent evidence and are appropriately located to meet the needs of potential residents of the site, and also to respect the interests of the settled community and sustain the local environment.
- 7.141** Settlement of a new community may require associated infrastructure including schools, utilities and improvements to the highway network to enable suitable access. Proposals will not be permitted unless the existing infrastructure can accommodate the needs, or the proposed site intends to deliver the necessary improvements as part of its development.
- 7.142** The nomadic nature of the travelling community means that this is a cross-boundary issue. The Council has been engaging with other LPAs in the North East in gathering evidence to understand the needs for Gypsies and Travellers in the wider area, and will continue to do so as part of work through the duty to cooperate. As a result, whilst there is no evidence of need for any additional accommodation in North Tyneside, the wider housing needs of the travelling community are being met at a sub-regional level by neighbouring local authorities. As an example, Northumberland County Council, through their own GTAA, has identified a requirement to provide additional accommodation for the travelling community and are planning to meet this over the plan period.

8 The Natural Environment

8 The Natural Environment

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. As outlined in the Planning Practice Guidance, 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.

S5.1 Strategic Green Infrastructure

The Council will seek the protection, enhancement, extension and creation of green infrastructure in appropriate locations within, and adjoining the Borough which supports the delivery of North Tyneside's Green Infrastructure Strategy. 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** North Tyneside's Green Infrastructure Strategy 2015 provides a framework for the Council, its partners and developers across a diverse range of specialism's concerned with social, economic, environmental planning and land use management.
- 8.3** 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, improvements to water quality, flood management areas, local food production and adaptation or mitigation for climate change. Many components of the green infrastructure network provide a setting to heritage assets or are heritage assets in their own right, such as the area's waggonways. Much of the green infrastructure in the Borough is multifunctional providing more than one of the above benefits. It is important to protect this multi functionality.
- 8.4** A network of allotments and private gardens, in addition to providing green space in an area, also provides opportunities for outdoor recreation, contributing to physical and mental well-being. Allotments provide a place for people to interact and to produce healthy locally grown food, which can help to improve the diet of residents. North Tyneside's Allotment Strategy (2009-2015) sets out the Council's action plan and requirements for allotments within North Tyneside. The areas of greatest need for new allotment sites are Killingworth, North Shields/Tynemouth and Whitley Bay. Developing new allotment provision in these areas will not only provide for the local demand but also reduce the pressure of sites in adjacent neighbourhoods.
- 8.5** Green infrastructure does not stop at local authority boundaries, for example, the Northumberland Coalfield Nature Improvement Area (NIA) extends into North Tyneside. Work is on-going with neighbouring authorities, including the Northumberland Coalfield Local Nature Partnership to align strategic green infrastructure networks, assets and links.

8 The Natural Environment

- 8.6** 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.

DM5.2 Protection of Green Infrastructure

The loss of any part of the green infrastructure network will only be considered in the following exceptional circumstances:

- a. Where it has been demonstrated that the site no longer has any value to the community in terms of access and function; or,
- b. If it is not a designated wildlife site or providing important biodiversity value; or,
- c. If it is not required to meet a shortfall in the provision of that green space type or another green space type; or,
- d. The proposed development would be ancillary to use of the green infrastructure and the benefits to green infrastructure would outweigh any loss of open space.

Where development proposals are considered to meet the exceptional circumstances above, permission will only be granted where alternative provision, equivalent to or better than in terms of its quantity and quality, can be provided in equally accessible locations that maintain or create new green infrastructure connections.

Proposals for new green infrastructure, or improvements to existing, should seek net gains for biodiversity, improve accessibility and multi-functionality of the green infrastructure network and not cause adverse impacts to biodiversity.

- 8.7** The development management process is a major way in which green infrastructure can be both lost and 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. In line with the NPPF and NPPG, North Tyneside Council will work to ensure that development not only protects green infrastructure but also where necessary, enhances it.
- 8.8** 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.

Accessible Green Space

- 8.9** Green infrastructure is recognised as all elements of green and open space, for instance private agricultural land or private sport pitches. However, not all green infrastructure is readily accessible and usable by communities. The Council's Green Space Strategy 2015 has identified a range of accessible green space typologies including parks, natural or semi-natural green spaces, general open space and children's equipped play areas.

8 The Natural Environment

- 8.10** The Green Space Strategy 2015 has assessed the provision of these green spaces throughout the Borough. It has also surveyed all accessible green spaces to ascertain their quality and value ratings.

DM5.3 Green Space Provision and Standards

Within North Tyneside, accessible green space will be protected and enhanced to be of the highest quality and value. New development should sustain the current standards of provision, quality and value as recorded in the most up-to-date Green Space Strategy. Opportunities should be sought to improve provision for new and existing residents.

- 8.11** 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.
- 8.12** The NPPF recognises the role green spaces play in promoting healthy communities and encourages their provision and presumes against their loss. Setting local provision standards, as in the Green Space Strategy 2015 (and subsequent revisions), ensures that decisions made regarding any loss or new provision are made correctly.
- 8.13** The Council's Green Space Strategy 2015 sets out that the extent of green space varies greatly across the Borough, with both positive results and deficiencies in provision and quality. It is important that the existing good standards are sustained and those that are poor are improved. This policy will help to guide this. The policy is in place to ensure that any new development cannot create a worsening of green space provision. Through providing new accessible green space within new developments, provision can be improved for the wider area.

Biodiversity and Geodiversity

- 8.14** An important component of North Tyneside's green infrastructure network is its biodiversity and geodiversity assets.
- 8.15** 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 The Natural Environment

- 8.16** The most important sites are internationally designated sites; the Northumbria Coast Ramsar and the Northumbria Coast Special Protection Area (SPA) (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. ⁽²⁾
- 8.17** 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 geological SSSI, designated for its exposure of coal measures rocks as well as its bird population. At Gosforth Park, within Newcastle City, but adjoining the Borough boundary, is a further SSSI, of importance for its flora and fauna.
- 8.18** Part of the Borough around St. Mary's Island is within the Coquet to St. Mary's Marine Conservation Zone (MCZ). The MCZ protects the rock, sand, mud and sediment of the seabed that are the habitats for a large variety of sea life.
- 8.19** Throughout the Borough, there is a network of locally designated sites: Local Wildlife Sites (LWS) and Sites of Local Conservation Importance (SLCI). There are also 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.
- 8.20** To assist applicants, the Council has identified buffer zones, within the Green Infrastructure Strategy, around all designated and protected areas which will enable the applicant to see whether proposals are likely to impact these areas and would need to meet the requirements outlined within relevant Local Plan policies.

S5.4 Biodiversity and Geodiversity

The Borough's biodiversity and geodiversity resources will be protected, created, enhanced and managed 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 UK Post-2010 Biodiversity Framework and Local Biodiversity Action Plan;
- c. Conserving, enhancing and managing a Borough-wide network of local sites and wildlife corridors, as shown on the Policies Map; and
- d. Protecting, enhancing and creating new wildlife links.

² 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.

8 The Natural Environment

DM5.5 Managing effects on Biodiversity and Geodiversity

All development proposals should:

- a. Protect the biodiversity and geodiversity value of land, protected and priority species and buildings and minimise fragmentation of habitats and wildlife links; and,
- b. Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and,
- c. Incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.

Proposals which are likely to significantly affect nationally or locally designated sites, protected species, or priority species and habitats (as identified in the BAP), identified within the most up to date Green Infrastructure Strategy, would only be permitted where:

- d. The benefits of the development in that location clearly demonstrably outweigh any direct or indirect adverse impacts on the features of the site and the wider wildlife links; and,
- e. Applications are accompanied by the appropriate ecological surveys that are carried out to industry guidelines, where there is evidence to support 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; and,
- f. For all adverse impacts of the development appropriate on site mitigation measures, reinstatement of features, or, as a last resort, off site compensation to enhance or create habitats must form part of the proposals. This must be accompanied by a management plan and monitoring schedule, as agreed by the Council.

Proposed development on land within or outside a SSSI likely to have an adverse effect on that site would only be permitted where the benefits of the development clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the SSSI national network.

8 The Natural Environment

DM5.6 Management of International Sites

In accordance with European Legislation, proposals that are likely to have significant effects on features of internationally designated sites, either alone or in-combination with other plans or projects, will require an appropriate assessment. Proposals that adversely affect a site's integrity can only proceed where there are no alternatives, imperative reasons of overriding interest are proven and the effects are compensated.

Expert advice will be sought on such proposals and, if necessary, developer contributions or conditions secured to implement measures to ensure avoidance or mitigation of, or compensation for, adverse effects. Such measures would involve working in partnership with the Council (and potentially other bodies) and could include a combination of two or more of the following mitigation measures:

- a. Appropriate signage to encourage responsible behaviour;
- b. Distribution of information to raise public awareness;
- c. Working with local schools, forums and groups to increase public understanding and ownership;
- d. Use of on-site wardens to inform the public of site sensitivities;
- e. Adoption of a code-of conduct;
- f. Zoning and/or seasonal restrictions to minimise disturbance in particular sensitive areas at particularly sensitive times;
- g. Specially considered design and use of access points and routes;
- h. Undertaking monitoring of the site's condition and species count;
- i. Provision of a Suitable Accessible Natural Green Space (SANGS).

- 8.21** 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.
- 8.22** The above policies are consistent with the guidance set out in the NPPF that advises LPAs to minimise impacts on biodiversity and geodiversity and provide net biodiversity gains where possible. It also supports the aims of the Biodiversity Action Plan (BAP), prepared jointly by Newcastle City and North Tyneside Councils. The BAP sets out a vision for the protection and enhancement of biodiversity in the area, focusing on a series of plans for priority habitats and species that are considered to be under threat locally and nationally.
- 8.23** 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.
- 8.24** Protection and enhancement of designated sites and other features of biodiversity interest is also important to the community for their education and recreation benefits.

8 The Natural Environment

8.25 Several policies within this Plan have been identified through the Habitat Regulations Assessment as having a potential adverse effect on international sites and their qualifying species. Policy DM5.6 is to be used alongside those policies to ensure that any adverse effects are avoided, mitigated or compensated accordingly. The Council have produced guidelines for the creation of Suitable Accessible Natural Green Space (SANGS) that will be useful in applying Policy DM5.6.

Wildlife Corridors

8.26 The Green Infrastructure Strategy (2015) identifies and maps components of North Tyneside's wildlife corridor network that doesn't necessarily stop at the Borough's boundaries.

8.27 Wildlife corridors allow the movement of species between areas of habitat, linking wildlife sites and reducing the risk of small, isolated populations becoming unsustainable and dying out. Wildlife corridors are important features that should be protected, enhanced and created, to protect and promote biodiversity and to prevent fragmentation and isolation of species and habitats.

8.28 North Tyneside's wildlife corridors are made up of three key components of equal standing:

Strategic Wildlife Corridors

8.29 These corridors are important for their linkage value to the wider environment and not necessarily for their intrinsic ecological value but own particular significance on a regional basis. They can be the longest of wildlife corridors and sweep across important ecological assets contained within the Borough. They indicate the major open passageways between and into the urban areas.

Local Wildlife Corridors

8.30 These corridors are of local importance and are generally shorter routes that may link or contain local reservoirs such as SSSIs and Local Wildlife Sites (LWS), link sites to strategic corridors, provide alternative, sub-optimal routes to strategic corridors or form part of a larger, fragmented corridor.

Stepping Stones

8.31 These sites act as stepping stones or habitat mosaics that connect to wildlife corridors and allow species to move, supporting ecosystem functions.

DM5.7 Wildlife Corridors

Development proposals within a wildlife corridor, as shown on the Policies Map, must protect and enhance the quality and connectivity of the wildlife corridor. All new developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement.

8 The Natural Environment

Soil and Agricultural Land Quality

- 8.32** Soil is a finite resource that fulfils many important functions and ecosystem services; for instance as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are appropriately protected and used sustainably.
- 8.33** The Agricultural Land Classification (ALC), used by Defra (the Department for Environment, Food and Rural Affairs), provides a method for assessing the quality of agricultural land to enable informed choices to be made about its future use within the planning system. The ALC system classifies land into five grades, with grade 3 subdivided into subgrades 3a and 3b.
- 8.34** The mapping of North Tyneside occurred before 1976, prior to the subdivision of grade 3. The ALC map for North Tyneside shows the southern, eastern and western parts of the Borough to be urban land and exempt from classification. The central and northern parts of the Borough are classified as grade 3. Some areas of the Borough (Killingworth Moor, Murton Gap and north east of Burradon) have since been reassessed; all mostly as grade 3b, with some small areas of grades 2, 3a and 4.

DM5.8 Soil and Agricultural Land Quality

Development of "best and most versatile" agricultural land will normally only be permitted where it can be demonstrated that:

- a. The need for the development clearly outweighs the need to protect such land in the long term; or,
- b. In the case of temporary/potentially reversible development (for example, minerals), that the land would be reinstated to its pre-working quality; and,
- c. There are no suitable alternative sites on previously developed or lower quality land.

The Council will require all applications for development to include realistic proposals to demonstrate that soil resources were protected and used sustainably, in line with accepted best practice.

- 8.35** The above policy is in line with the NPPF that stresses the need for the planning system to protect and enhance soils (paragraph 109) and sets out that LPAs should take into account the benefits of the best and most versatile agricultural land, seeking the development of poorer quality land in preference to that of a higher quality (paragraph 112).
- 8.36** The NPPF sets out that the "best and most versatile land" is classed as grades 1, 2 and 3a in the ALC. This is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non food uses such as biomass, fibres and pharmaceuticals. Best practice on works affecting soil resources can be found from Defra, most recently in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites August 2013.

8 The Natural Environment

Trees and Woodland

- 8.37** 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 and in some cases integral to those heritage assets. Opportunities exist to provide additional planting in order to enhance the character of the rural and urban environment.
- 8.38** 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.

DM5.9 Trees, Woodland and Hedgerows

Where it would not degrade other important habitats the Council will support strategies and proposals that protect and enhance the overall condition and extent of trees, woodland and hedgerows in the Borough, and:

- a. Protect and manage existing woodland, trees, hedgerows and landscape features.
- b. 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.
- d. In all cases preference should be towards native species of local provenance.

Planting schemes included with new development must be accompanied by an appropriate Management Plan agreed with the local planning authority.

- 8.39** 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.
- 8.40** The above policy could have a positive impact on areas designated for their heritage or nature conservation interest where it would not have a negative impact on site integrity or significance.
- 8.41** Effective management through the life of development ensures any planting will mature along with the development and be a fully integrated and designed scheme.

Water Environment

- 8.42** The water environment is vital for its contribution to the North Tyneside's biodiversity and is important to the quality of life of residents and visitors. Development must be within environmental limits and carefully consider how the water environment will be affected.

8 The Natural Environment

Water Quality

- 8.43** It is important to consider the protection of water from pollution and to maintain current water quality, as well as seek to improve areas which are not currently meeting required European and national standards. It is important that discharges from new developments do not compromise the quality of river and coastal waters, nor should development be put at risk from water pollution.

S5.10 Water Quality

The Council will seek to improve the water quality in line with the requirements of the European Water Framework Directive and its associated legislation, and the Northumbria River Basin Management Plan.

Water Management

- 8.44** 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 and water resources should be conserved. Climate change and increased development may also increase surface water and flood risk.

S5.11 Water Management

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 to ensure that water supply, sewerage and drainage infrastructure is in place in tandem with development, to accommodate the levels of growth anticipated within the Borough.

Applicants will be required to identify the impact that new development may have on existing water infrastructure. Improvements 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 avoid, minimise and control surface water entering the sewerage system to reduce the risk of sewer flooding and to avoid the need for unnecessary sewerage treatment.

- 8.45** Howdon Sewage Treatment Works serves North Tyneside, Newcastle, Gateshead, South Tyneside and parts of south Northumberland. To ensure there is capacity at Howdon Sewerage Treatment Works to support growth, Northumbrian Water Ltd along with its Local Authority partners and the Environment Agency, are working together and investing 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

8 The Natural Environment

water should be controlled and minimised. The priority is to avoid using public sewers wherever possible for the disposal of surface water. If connection to the public sewerage network is the only option, there is a need for on site mitigation to attenuate surface water to minimise and control surface water flows.

Flood Risk and Surface Water

- 8.46** Flooding is an important issue 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.
- 8.47** The Strategic Flood Risk Assessment 2010 (SFRA) for North Tyneside and the Environment Agency's flood zone maps, identifies areas of land at risk from all sources of flooding now, and in the future as a result of climate change.
- 8.48** The Council as the Lead Local Flood Authority, is responsible for developing, maintaining and applying a strategy for local flood risk management and for maintaining a register of flood risk assets. We also have lead responsibility for managing the risk of flooding from surface water, groundwater and all watercourses that are not classified as a main river (which are the responsibility of the Environment Agency).

DM5.12 Development and Flood Risk

All major 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 from all sources, taking into account the impact of climate change over its lifetime.

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.

8 The Natural Environment

DM5.13 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 on the existing and future components of the drainage system.

Where development is proposed, and where it is deemed to potentially impact on drainage capacity (either individually or cumulatively), applicants will be expected to contribute to off-setting these impacts and work with the Council and its drainage partners to ensure any works are complementary to wider plans and fairly and reasonably related in scale and kind to the proposed development.

- 8.49** 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.
- 8.50** 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 will be refined over time as more detailed information on flood risk and local flood management assets, including detailed sewer records, becomes available.
- 8.51** 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 to offset or minimise the risks of flooding.
- 8.52** North Tyneside Council is leading a partnership, involving the Council, Northumbrian Water, emergency services, the Environment Agency and Capita to work together on engineering schemes to prevent future flooding; and support community action so that residents and businesses can help themselves and their local area.
- 8.53** The partnerships quarterly update for May 2015 "Reducing the Risk of Flooding in North Tyneside" sets out what progress has been made in relation to current projects that aim to help protect North Tyneside's significant flood risk sites. Through the planning process North Tyneside Council will support and enable development necessary as part of such schemes and work with all partners in considering new developments in the Borough.

8 The Natural Environment

DM5.14 Surface Water Run off

Applicants will be required to show, with evidence, they comply with the Defra technical standards for sustainable drainage systems (unless otherwise updated and/or superseded).

A reduction in surface water run off rates will be sought for all new development.

On brownfield sites, surface water run off rates post development should be limited to a maximum of 50% of the flows discharged immediately prior to development where appropriate and achievable.

For greenfield sites, surface water run off post development must meet or exceed the infiltration capacity of the greenfield prior to development incorporating an allowance for climate change.

DM5.15 Sustainable Drainage

Applicants will be required to show, with evidence, they comply with the Defra technical standards for sustainable drainage systems (unless otherwise updated and/or superseded).

The following destinations must be considered for surface water management 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.

Where SuDS are provided, arrangements must be put in place for their whole lifetime management and maintenance.

Where appropriate, SuDS should be designed and located to improve biodiversity, the landscape, water quality and local amenity.

* Deep drainage structures are not suitable in the Borough due to actively managed mine water levels and raising groundwater levels.

- 8.54** Sustainable Drainage Systems (SuDS) provide a method of discharging surface water to reduce the risk of flooding and pollution and should be employed. SuDS can offer opportunities for environmental and landscape enhancement, improving biodiversity, increasing water quality, and local amenity. Types of SuDS can include green roofs, water butts, retention and detention ponds, rain gardens,

8 The Natural Environment

soakaways and permeable paving. 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.

- 8.55** It is important to consider local constraints to SuDS. There are areas of the Borough (ie. Algernon Industrial Estate, Cobalt Business Park) where mine water levels are currently actively managed. In these cases, discharge to the ground may not be suitable due to the impermeability of the bedrock. Surface water would have to be attenuated on-site. The Borough's proximity to Newcastle Airport also means that care should be taken with open water and other and bird attracting landscaping. Bird strike is a significant issue for aircraft and as such Newcastle International Airport is a statutory consultee for many applications including those with such landscaping.

Coastal Erosion

- 8.56** 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.
- 8.57** 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 (shown on the Policies Map). The sea defences around St Mary's 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.
- 8.58** Existing areas of sea defence are classified as "Hold The Line", which will mean the continued maintenance of these sea defences. Coastal defences are proposed to be maintained around St. Mary's Headland, as shown on the Policies Map, with vehicular access to the headland and island protected with appropriate sea defence. Future funding from the Environment Agency for Grant in Aid will require partnership funding for maintaining sea defences. This partnership approach will include all those potentially benefiting from the project.
- 8.59** 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.

8 The Natural Environment

S5.16 Coastal Erosion

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

- a. There would be no adverse impact to biodiversity arising from the proposal; and,
- b. It is coastal specific, benefiting the tourism and leisure offer at the coast; and;
- c. It is a temporary structure within 30m of a CCMA and not considered to be at future risk of coastal erosion; and;
- d. 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.

A long term aspiration for Tynemouth Longsands beach is to maintain the beach and dunes; developments on the beach or surrounding the dunes will be acceptable if they do not hinder this aspiration, meet the above criteria and accord with all other policies in this Local Plan.

Minerals

- 8.60** 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.
- 8.61** 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.
- 8.62** 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.

8 The Natural Environment

DM5.17 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 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 unacceptable adverse social, environmental and economic impacts would arise. Planning and environmental criteria to be taken into account when considering planning applications for minerals development are as follows:
 - i. Amenity (e.g. dust, noise and vibration);
 - i. Air quality;
 - ii. Lighting;
 - iii. Visual impact;
 - iv. Landscape character;
 - v. Traffic, including air and rail, and access;
 - vi. Risk of contamination to land;
 - vii. Soil resources and the impact on best and most versatile agricultural land;
 - viii. Flood risk;
 - ix. Ground and surface water impacts;
 - x. Land stability;
 - xi. Ecology, including habitats, species and designated sites; and,
 - xii. Heritage assets and their setting.
- b. If possible, an appropriate contribution will be made towards the Tyne and Wear sub regional aggregates apportionment of 5.7 million tonnes of sand and gravel to 2032. This will require provision throughout the plan period of a minimum sub regional sand and gravel landbank equivalent to seven years' production at a rate of 0.334 million tonnes per annum.
- c. Worked land being subject to high standards of restoration and aftercare to ensure the most appropriate and beneficial use, within an agreed timescale; this could include the delivery of net-gains for biodiversity, improvements for agriculture and enhanced access for recreation.
- 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, as defined in Policy S7.7.
- e. Safeguarding the existing transport and processing infrastructure at Howdon Wharf, as shown on the Policies Map, to allow for the continued transfer and movement of marine aggregates and safeguarding existing, planned and potential sites for concrete batching, the manufacture of coated materials, and other concrete products. Proposals for non-mineral development that may threaten, lead to the loss of, or damage to, the functioning of safeguarded mineral infrastructure or locations will not be permitted unless it can be demonstrated that:

8 The Natural Environment

- i. An alternative site within an acceptable distance can be provided, which is at least as appropriate for the use as the safeguarded site; and,
 - ii. It can be demonstrated that the infrastructure no longer meets the current or anticipated future needs of the minerals, building and construction industry or the waste management industry.
- f. Mineral resources will be safeguarded from other forms of development that would prejudice future mineral extraction. Mineral Safeguarding Areas have been defined for shallow coal, marine and estuarine sand and gravel, basal sand, lower magnesian limestone, and glacial sand and gravel resources in the plan area and their extent is shown on the Policies Map. These resources will be safeguarded from non-mineral development that would needlessly sterilise the resource and prejudice future mineral extraction. Planning permission will not be granted for any form of development within a Mineral Safeguarding Area that is incompatible with safeguarding the mineral unless an assessment is submitted in which the applicant can demonstrate to the satisfaction of the Local Planning Authority:
- i. that the mineral concerned is no longer of any value or potential value; or
 - ii. the mineral can be extracted satisfactorily prior to the incompatible development taking place; or
 - iii. the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or
 - iv. there is an overriding need for the incompatible development; or
 - v. it constitutes exempt development, namely householder applications; changes of use; infilling in existing built up areas.

8.63 The NPPF sets out that LPAs should define Mineral Safeguarding Areas (MSAs), with further detail included in National Planning Practice Guidance (2014). The whole of the plan area has been identified as a MSA for coal, based on the advice of the Coal Authority and 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. Further MSAs have been identified for non-energy minerals in the Borough, namely sand, gravel and limestone. Again, this has been based on the British Geological Survey's Mineral Resource Map that displays outcrops of basal sands at Forest Hall and Cullercoats, limestone at Whitley Bay and Tynemouth, glacial sand and gravel at Longbenton, and marine and estuarine sand and gravel resources at various locations along the coast. All MSAs cover urban areas of the Borough and a range of environmental designations, from those of local to international importance.

8.64 A useful tool to demonstrate points f.i to f.iv of Policy DM5.17 would be through a Mineral Assessment. British Geological Survey's Good Practice Advice (2011) provides advice on the completion of a Mineral Assessment.

8.65 MSAs should also consider the potential for proximal development to sterilise mineral resources. A case study recognised as best practice by the British Geological Survey within their Good Practice Advice (2011) recommends the extension of MSAs beyond the boundary of the mineral resource by 500 metres around hard rock sites which generally requires blasting, for example, limestone, and 250 metres around soft rock sites such as sand and gravel. We have followed this example in the designation of our MSAs.

8 The Natural Environment

- 8.66** The aim of the MSAs are to ensure that through the planning process, due consideration is given to avoiding the sterilisation of resources. There is no presumption that resources within MSAs will be worked at any time.
- 8.67** The important contribution of the wharfs in Tyne and Wear to the supply of sand and gravel is recognised in the Joint Local Aggregates Assessment for County Durham, Northumberland and Tyne and Wear (April 2015). Howdon Wharf is of strategic importance for the supply of aggregate minerals to both North Tyneside and the wider region. Essential transport and processing infrastructure at Howdon Wharf will be safeguarded for the continued landing and movement of aggregates.
- 8.68** The NPPF recommends making provision for stocks of reserves for relevant mineral resources in an area. The April 2015 Joint Local Aggregate Assessment 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 sand and gravel need for the period 2014-2032 is approximately 5.7 million tonnes, which equates to an annual provision of 334,000 tonnes. It is acknowledged that due to the limited occurrence of aggregate minerals in the Borough there is no need to make provision for a site allocation to contribute to this apportionment but to rely on a criteria-based policy, as set out above. North Tyneside Council also encourages the recycling of materials and the use of recycled materials.
- 8.69** 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.
- 8.70** Should any proposals come forward for conventional and unconventional hydrocarbons these will be considered in accordance with the policies and guidance set out in the NPPF and NPPG and the above policy as relevant to the stage of exploration, appraisal or production.

Contaminated Land, Unstable Land and Pollution

Contaminated and Unstable Land

- 8.71** 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.
- 8.72** 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

DM5.18 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, biodiversity, the natural and built environment; and
- b. Sets out detailed measures to allow the development to go ahead safely and without adverse affect, 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 and without adverse affect, these will be required as a condition of any planning permission.

8.73 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 1960s there are substantial residual areas which require treatment, for example along the riverside.

8.74 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

8.75 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 affect our health and wellbeing 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.

8.76 Newcastle International Airport (NIA) is a potential source of noise pollution to the north-west corner of the Borough, an area which is crossed by the flight path. NIA has produced a set of noise contours, covering the period up to 2030, in line with the anticipated growth outlined within the Airport's 'masterplan 2030'.

8 The Natural Environment

- 8.77** 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.

DM5.19 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, to people and to biodiversity.

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. Potentially polluting development will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

Proposals for development should have regard to the noise impacts arising from the Newcastle International Airport flight path as shown on the Policies Map.

- 8.78** 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.
- 8.79** 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, 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.
- 8.80** 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

8 The Natural Environment

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 that relate to industrial noise and noise within habitable accommodation.

9 The Built and Historic Environment

9 The Built and Historic Environment

High Quality Design

- 9.1** The character, distinctiveness and viability of successful areas often lies in the quality of the built and historic environment and public realm. Well designed buildings, places and spaces help to 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 is to ensure that all new development adopts high standards of design.

DM6.1 Design of Development

Applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area. Proposals are expected to demonstrate:

- a. A design responsive to landscape features, topography, wildlife habitats, site orientation and existing buildings, incorporating where appropriate the provision of public art;
- b. A positive relationship to neighbouring buildings and spaces;
- c. A safe environment that reduces opportunities for crime and antisocial behaviour;
- d. A coherent, legible and appropriately managed public realm that encourages accessibility by walking, cycling and public transport;
- e. Sufficient car parking that is well integrated into the layout; and,
- f. A good standard of amenity for existing and future residents and users of buildings and spaces.

- 9.2** All residential developments are encouraged to demonstrate that they have successfully addressed Building for Life 12 criteria.
- 9.3** For residential extensions the council will consider the effect upon the amenity of neighbouring occupiers, for example, loss of sunlight, daylight, outlook or privacy.
- 9.4** The Council attaches great importance to the design of the built environment in order to deliver safe and attractive places in which to enjoy living, working, playing and spending time in. 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. The Design Quality SPD contains further information in relation to implementing the requirements of this policy. Building for Life 12 is a nationally recognised methodology for assessing the design quality of residential development. The Building for Life methodology offers a systematic way of demonstrating that residential schemes have been well designed.

9 The Built and Historic Environment

DM6.2 Extending Existing Buildings

Extensions should complement the form and character of the original building. This should be achieved either by continuation of the established design form, or through appropriate contrasting, high quality design. The scale, height and mass of an extension and its position should emphasise a subservience to the main building. This will involve a lower roof and eaves height, significantly smaller footprint, span and length of elevations.

When assessing applications for extending buildings the Council will consider:

- a. Whether or not the property is affected by any designations or considered to be a heritage asset or within the setting of a heritage asset;
- b. The location of the extension in relation to the street scene;
- c. Implications for amenity on adjacent properties and land such as outlook, loss of light or 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, scale and layout of existing built structures near the site.

9.5 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.

9.6 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.

Adverts and Signage

9.7 Advertisements and signage, including shopfronts, are important to commercial areas, being both an informative and valuable instrument to attract customers. However, if poorly placed and designed they can have a negative impact on the appearance of the built and natural environment.

9 The Built and Historic Environment

DM6.3 Advertisements and Signage

Advertisements and signage must be appropriate to their local settings in terms of location, scale, design, colour, materials and illumination.

Proposals will be permitted where they do not have a detrimental impact, either individually or cumulatively, on visual amenity, character, public safety or the natural environment.

Careful consideration will be given to advertisements and signage affecting heritage assets or their settings, especially if illuminated, so they do not have an adverse impact.

- 9.8** This policy will support others in this Plan relating to good quality public realm, namely those connected to North Shields, Wallsend and Whitley Bay town centres, the North West Villages and those areas mentioned in Policy S6.4.
- 9.9** Under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended) consideration is given to the impact of advertisements on public safety and the amenity of the immediate neighbourhood. This is further supported by Chapter 7 “Requiring good design” of the NPPF and the Planning Practice Guidance.
- 9.10** Heritage assets can be sensitive to advertisements and signage, particularly if illuminated, as it can have a negative impact if incorrectly designed or insensitively placed. This policy seeks to ensure that this type of signage is effective and takes into account the special features of the asset.

S6.4 Improving Image

To support the Council’s objectives for enhancing North Tyneside’s image and attractiveness, exemplar design solutions and architectural excellence will be actively supported and encouraged at the following key areas and sites of major change:

- a. Key gateways into the Borough such as the Coast Road, A19 junctions and the River Tyne
- b. Town centres.
- c. Strategic development allocations identified in the Local Plan.
- d. Key visitor attractions.
- e. The Coast, North Bank and other regeneration areas.

Any subsequent development proposal will be required to accord with any development briefs which are produced for these sites.

- 9.11** 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 through attracting investment and improving prosperity.

9 The Built and Historic Environment

- 9.12** 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. National Planning Practice Guidance sets out that good design in town centres, including the treatments of walking environments and shop frontages, can support longer visits and the vitality of the centre.

The Historic Environment and Heritage Assets

Protection, Preservation and Enhancement of Heritage Assets

- 9.13** North Tyneside is rich and diverse in architectural and historic interest. This is reflected in the number of heritage assets within the Borough, both designated and non-designated. The Borough contains a great deal of reminders of its unique past, including Roman, medieval, Victorian and late 20th Century heritage assets.
- 9.14** Coal mining is a major part of North Tyneside's heritage and this is evident through the waggonways throughout the Borough and the former mining communities in the North West. 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 ancient sites. North Tyneside offers an excellent range of buildings, parks and sites from the 19th to late 20th Century that reflect on the area's recent past and provide as much interest as those from earlier periods.
- 9.15** The importance of this heritage has been acknowledged through the statutory protection afforded by the designation of 17 conservation areas and the placing of 223 buildings (two grade I, ten grade II* and 210 grade II) on the statutory list of buildings of architectural or historic interest. Other statutory designations include eight scheduled ancient monuments, including part of Hadrian's Wall, which forms part of the trans-national Frontiers of the Roman Empire World Heritage Site (WHS). A specific policy on the protection and enhancement of the WHS can be found at AS8.9 within the Wallsend and Willington Quay Area Specific Strategy. In addition, 146 non-designated heritage assets are included on a register of local architectural or historic interest, and several thousand heritage assets, including archaeological remains, are recognised in the Tyne and Wear Historic Environment Record.

Heritage Assets

- 9.16** 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.
- 9.17** 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 The Built and Historic Environment

- 9.18** 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 is 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.
- 9.19** 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.

S6.5 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, the historic environment record 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.

- 9.20** 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 North Tyneside Council's Heritage Strategy 2014-2021, notably the protection and promotion of heritage.
- 9.21** 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.
- 9.22** 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.

9 The Built and Historic Environment

Conservation of heritage assets

- 9.23** The built environment rarely stays static and as part of that, heritage assets or their settings can be subject to change. Heritage assets should not be viewed as an obstacle to change; indeed their presence, ongoing maintenance or development can positively contribute to a vibrant Borough. However, constructive guidance needs to be in place to ensure they are appropriately conserved.
- 9.24** This policy is primarily concerned with above-ground heritage assets; a further policy on archaeological heritage assets is included below.

DM6.6 Protection, Preservation and Enhancement of Heritage Assets

Proposals that affect heritage assets or their settings, will be permitted where they sustain, conserve and, where appropriate, enhance 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 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 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 statement 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 heritage asset will be refused permission, unless it is necessary for it to achieve wider public benefits that outweigh the harm or loss to the historic environment, and cannot be met in any other way.

Heritage assets that are to be affected by development will require recording (including archaeological recording where relevant) before development commences.

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

9 The Built and Historic Environment

- 9.25** Heritage assets, both designated and non-designated (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, for example, views, experiences and approaches, and should be given appropriate protection too. When assessing the potential impact of development on heritage assets and their settings, considerations could include scale, height, mass, footprint, materials and architectural detailing.
- 9.26** The policy provides a sustainable, positive strategy for the conservation and enhancement of heritage assets by supporting appropriate change and reuse.
- 9.27** The above policy reflects the guidance set out in Chapter 12 "Conserving and enhancing the historic environment" of the NPPF and its accompanying National Planning Practice Guidance.
- 9.28** 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.
- 9.29** Enabling development is new development that is contrary to planning policy but may be 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 Historic England guidance for Enabling Development.

Archaeological Heritage

- 9.30** Within the Borough there are a number of sites of archaeological importance that are designated heritage assets and are subject to statutory control and protection. This includes eight scheduled ancient monuments; two of which are part of the Hadrian's Wall WHS. There are also many other sites of archaeological interest that are non-designated heritage assets, including sites where Anglo-Saxon, Roman and earlier finds have been made, the sites of old villages, medieval field systems and early industrial sites including many associated with the coal industry. The archaeological remains of North Tyneside are recorded on the Tyne and Wear Historic Environment Record.

9 The Built and Historic Environment

DM6.7 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.

Developments that may harm archaeological features will require an archaeological desk based assessment and evaluation report with their planning application. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this.

The results of the preliminary evaluation will determine whether the remains warrant preservation in-situ, protection and enhancement or whether they require full archaeological excavation in advance of development.

Should the loss of significance of the archaeological remains be outweighed by substantial public benefits so that preservation in-situ would not be justified, preservation by record will be required to be submitted to and agreed with the Local Planning Authority, and completed and the findings published within an agreed timescale.

- 9.31** 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 NPPF and National Planning Practice Guidance where archaeological remains are considered as heritage assets.
- 9.32** Archaeological research should be undertaken at the outset of the development process to enable the identification and understanding of any archaeological remains and inform the level of protection to be assigned and the level of archaeological work that is required. The need to undertake archaeological assessment and evaluation or to carry out further archaeological work is determined by the information in the HER and by North Tyneside Council on the advice of its archaeological specialists.
- 9.33** 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.

10 Infrastructure

10

10 Infrastructure

Infrastructure Delivery and Viability

- 10.1** Infrastructure includes all the services and functions required to support housing, the economy, shopping and leisure activities as well as other town centre uses.
- 10.2** Without proper provision of supporting infrastructure, new growth may not be able to take place or could have adverse impacts on the community or the environment.
- 10.3** If infrastructure provision and capacity would be affected or could constrain new development, it may be appropriate for developers to contribute towards it. Such arrangements can be set out in legally binding planning obligations linked with the grant of planning permission. National legislation and policy only allows obligations to be sought where the impacts cannot be addressed through planning conditions and they meet set tests.
- 10.4** Once introduced, developers could also be expected to make contributions through a Community Infrastructure Levy (CIL). Introduction of a CIL charge would take appropriate account of the implications of any charge upon the economic viability of different types of development over the whole Borough. Planning obligations can be sought once a CIL has been adopted, but a developer will not contribute to the same infrastructure through both mechanisms.
- 10.5** Funding grants or subsidy for some forms of infrastructure could also be sought entirely or in part from other sources.

S7.1 General Infrastructure and Funding

The Council will ensure appropriate infrastructure is delivered so it can support new development and continue to meet existing needs. Where appropriate and through a range of means, the Council will seek to improve any deficiencies in the current level of provision.

The Council will also work together with other public sector organisations, within and beyond the Borough, to achieve funding for other necessary items of infrastructure. This will include the use of combined and innovative funding schemes to maximise the amount and impact of funding.

New development may be required to contribute to infrastructure provision to meet the impact of that growth, through the use of planning obligations and other means including the Community Infrastructure Levy (CIL).

Planning obligations will be sought where:

- a. It is not possible to address unacceptable impacts through the use of a condition; and,
- b. The contributions are fair, reasonable, directly related to the development and necessary to make the application acceptable.

In determining the level of contributions required from a development, regard will be given to the impact on the economic viability of the scheme.

10 Infrastructure

DM7.2 Development Viability

The Council is committed to enabling viable and deliverable sustainable development.

If the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this.

In these circumstances the Council may:

- a. Enter negotiations with the applicant over a suitable contribution towards the infrastructure costs of the proposed development, whilst continuing to enable viable and sustainable development;
- b. Consider alternative phasing, through the development period, of any contributions where to do so would sufficiently improve the economic viability of the scheme to enable payment.

When determining the contributions required, consideration will be given to the application's overall conformity with the presumption in favour of sustainable development.

Infrastructure and Plan Objectives

10.6 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, built and historic environment, and the improvement of the image of the Borough.

Infrastructure Delivery Plan

10.7 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

10.8 In the main, infrastructure is funded by:

- Users (for example, through water bills, council tax);
- Those carrying out development requiring supporting infrastructure;

10 Infrastructure

10

- Infrastructure providers, many of which are public bodies;
- National or local government or another public body.

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

Developer contributions and development viability

10.10 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.

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

Mechanism for requiring developer contributions

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

10.13 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

10.14 The effective movement of goods and people is crucial in ensuring sustainable communities where people have access to a full range of employment, retail and leisure opportunities and education and health facilities. The focus of transport policy is on delivering improved accessibility whilst also reducing carbon emissions, primarily by encouraging active travel - walking and cycling - and public transport use but also through the use of less polluting technologies such as electric vehicles. Such changes can play an important role in encouraging healthier lifestyles.

10 Infrastructure

National, Regional and Local Transport Policy

- 10.15** Strategic transport matters are influenced by issues at a variety of spatial levels; from nationally-significant projects and initiatives to those formulated at a regional and more localised scale. Across the North of England, transport policy must now be considered in light of the ‘Northern Powerhouse’. First introduced by Government in June 2014, this is a broad concept with the objective of addressing the economic imbalance of the North-South divide by attracting substantial levels of new investment into northern towns and cities. This emerging initiative has arisen from the conclusion that the poor economic and physical connections between northern cities are holding back growth. Following the initial launch, a range of interventions have been announced; importantly, in relation to transport and infrastructure this includes the establishment of Transport for the North (TfN), which is soon to be a statutory body, and its Northern Transport Strategy and associated strategies. Transport for the North brings together representatives from organisations such as the local transport authorities, combined authorities, Local Enterprise Partnerships and stakeholders such as Highways England, Network Rail and HS2 Ltd, with the aim of speaking with one coherent voice on important issues. The Northern Transport Strategy, which is developed through the TfN Partnership Board, was launched in March 2015, with an update published in March 2016, and will provide a strategic investment framework including details of future work programmes and funding mechanisms.
- 10.16** The Strategic Economic Plan (SEP) for the North East, established in 2014, sets out economic objectives for the region, including the strategic ambitions for the transport network that are considered desirable in order to support future economic development and growth.
- 10.17** The North East Combined Authority (NECA), which was formed in April 2014, has a leading role to play in creating the conditions for economic growth and new investment, and exercises a range of responsibilities in relation to economic growth, job creation, skills development and transport. The Combined Authority, which assumed the responsibilities of the former Tyne and Wear Integrated Transport Authority, manages significant transport assets, including the Tyne and Wear Metro system and the Tyne Tunnels, as well as overseeing major development projects. Nexus is the name given to the Tyne and Wear Passenger Transport Executive (PTE), which acts as the Combined Authority’s delivery body for public transport in Tyne and Wear.
- 10.18** At the current time, the Tyne and Wear Local Transport Plan (LTP3, adopted in 2011) sets out the priorities for transport in Tyne and Wear. The Local Plan must support and complement the overall vision and objectives set out in the Local Transport Plan, including the key challenges of supporting economic development and regeneration, addressing climate change and supporting safe and sustainable communities. However, mirroring the national picture, the methods for the delivery of strategic transport policy at a local and regional level are also subject to significant change. The North East Combined Authority (NECA) is to produce a joint strategic transport plan covering Northumberland, County Durham and Tyne and Wear. As a first step, a ‘Transport Manifesto’ was issued for public consultation in early 2016. This will inform the development of the full Transport Plan for the North East, expected to be issued for public consultation in early 2017, which will set policies and initiatives for all modes of transport throughout the North East. The identity ‘Transport North East’ has been established for transport delivery at a NECA level.
- 10.19** Arising from this strategic context, a wide range of key transport challenges must be addressed through planning policy. In North Tyneside, over the plan period, priorities include:

10 Infrastructure

10

- Improving accessibility within the Borough, particularly between residential areas and those with a focus on employment, commercial and community uses;
- Strengthening transport links, for both passengers and freight, to key locations elsewhere in the North East and beyond, including the regional transport hubs of Newcastle Central Station, Newcastle International Airport and the Port of Tyne; and,
- Encouraging greater use of more sustainable forms of transport and new technologies in order to help to reduce contributing factors to climate change.

10.20 North Tyneside has a number of strategic transport links that perform an important role at a regional level. The A19(T), part of the strategic road network, provides a vital south to north route, linking to South Tyneside and Sunderland and to Northumberland, and connecting with the A1(M) at Seaton Burn. The A188/A189 corridor is a regionally important link, connecting Northumberland, the west of North Tyneside and Newcastle. There are also a number of key west to east links that provide access from the regional road network, including Newcastle city centre, through the Borough and towards the coast; these include: A1056 Sandy Lane and Killingworth Way corridor; the A191 Benton Road and Whitley Road corridor; the A1058 Coast Road and A187 Hadrian Road. The Metro system serves a large catchment of the population, linking key services and facilities throughout North Tyneside with other areas of Tyne and Wear. In addition to this, the East Coast Main Line also passes through the western edge of the Borough; the Shields Ferry and Tyne Pedestrian and Cycle Tunnels provide cross-Tyne links on foot and by cycle; and there is a comprehensive network of local bus services providing efficient links to the rest of Tyne and Wear and beyond. A comprehensive network of links for pedestrians, cyclists and horse-riders is provided, including the strategic routes on the National Cycle Network (1, 10 and 72) as well as a range of other routes of regional and more local significance. An updated Cycling Strategy for North Tyneside, which will set a network of strategic cycle routes, was subject to consultation during 2016. The Tyne Pedestrian and Cyclist Tunnels, opened in 1951, provide a link between Howdon and Jarrow. This grade II listed structure is currently closed for refurbishment, a project which, on completion, will amount to a total investment of £6.9m, and is anticipated to reopen in summer 2017.

10 Infrastructure

S7.3 Transport

Future transport provision should reflect existing demand and also take account of planned economic and housing growth to ensure an integrated approach to sustainable development and travel patterns. Through the objective to deliver a modal shift to more sustainable modes of transport, there is an emphasis on increasing the modal share of public transport, walking, cycling and other non-motorised modes for journeys both within the Borough and beyond. This recognises the requirement to reduce impacts that contribute to climate change and encourage active and healthier lifestyles.

1) Public Transport

The Council, will support its partners, who seek to provide a comprehensive, integrated, safe, accessible and efficient public transport network, capable of supporting development proposals and future levels of growth. These measures will provide attractive travel options for all groups within society and will be delivered by:

- a. Supporting proposals for improvements to the Metro system, including through investment in new rolling stock and by upgrading of existing stations and infrastructure.
- b. Improving access to, and safety of, Metro stations to make them more attractive and welcoming.
- c. Improving public transport interchanges to facilitate better integration between differing modes, principally bus and Metro but also including provision for taxis, cycle parking and storage facilities and car parking.
- d. Working with Nexus, service operators and major employers to maintain and enhance bus provision wherever possible. This will include improvement to services, information and ticketing and supporting proposals to address issues of accessibility and safety.
- e. Working with partners such as Nexus, transport operators and the voluntary sector where appropriate to promote the provision of flexible accessible transport options for persons with reduced mobility or other factors that limit travel options.
- f. Ensuring the retention and protection of essential infrastructure that will facilitate sustainable passenger and freight movements, including safeguarding of strategic transport routes for the future. In particular, development which would obstruct or constrain the use of existing or former railway lines for a variety of transport uses will not be permitted - this includes routes currently used for heavy rail, light rail, and/or cycleways. Specific examples with potential for future investment are marked on the Policies Map and include:
 - i. Ashington, Blyth and Tyne Railway (Seghill - Northumberland Park - Benton); and,
 - ii. Northumberland Park - to Percy Main/Howdon (Cobalt Corridor Link) including protection of key site at Earsdon Road, Shiremoor, land in the Percy Main area and sites for potential stations and access points along the route; and,
 - iii. Benton Curve (South-West) – to allow access from the East Coast Main Line towards Benton, South Gosforth and Newcastle International Airport; and,
 - iv. Additionally, potential sites for new stations, whether on the existing rail network, on routes re-opened for passenger traffic and/or extensions to the network, will also be supported where appropriate. This includes proposals relating to both the Metro and heavy rail and will be linked to new development wherever possible. Specifically this includes potential sites for new Metro stations at Killingworth Moor and Murton Gap, linked to the strategic allocations.

2) The Road Network

The Council, working with partners, will seek to deliver targeted improvements to the road network to contribute to the economic development and regeneration of North Tyneside in order to support businesses, improve pedestrian and other road users' safety, contribute positively to environmental quality and ensure progress with regard to both the timing and reliability of journeys.

In conjunction with Highways England, the priorities for improvement to the national strategic road network will be focused on the A19(T) including at the following key locations, as shown on the Policies Map:

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

In addition, at the following locations, which are outside the Borough but have significant links to the North Tyneside highway network:

- e. A19(T)/A189 Moor Farm Interchange;
- f. A1(T)/A1056 North Brunton Interchange; and,
- g. A19(T)/A184 Testos Roundabout.

The Council will also prioritise targeted improvements at other key points on the network including along the A188, A189 and A191 corridors, A1058 Coast Road, A1056 Sandy Lane, and on the A193 Wallsend Road/Tynemouth Road-A187 Hadrian Road corridor.

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

3) Pedestrians, Cyclists and Horse-Riders

The Council, working with partners, will seek to protect and enhance its existing network of routes and provide a network of safe, convenient, direct and accessible routes for pedestrians, cyclists, horse-riders and other non-motorised modes of transport. The commitment to deliver a functioning network will be achieved through a variety of measures including, where appropriated, by:

10 Infrastructure

- a. Developing and implementing improvements to strategic and local routes in the Borough for the benefit of all users.
- b. Specifically with regard to cycling, supporting proposals for new and improved infrastructure and associated facilities that would increase the opportunities for, and attractiveness of, cycling as a sustainable mode of travel. This includes established cycling routes which run on, and alongside, roads as well as the network of off-road routes, local waggonways and other green infrastructure connections – this incorporates the strategic routes that form part of the National Cycle Network. Proposals will be supported unless there would be significant adverse impacts on other recreational activities.
- c. 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.
- d. Wherever possible, incorporating improvements for non-motorised modes of transport as part of other transport schemes.

DM7.4 New Development and Transport

The Council and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support residents health and well-being:

- 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, footways and cycle routes. Connections will be integrated into existing networks with 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 in accordance with standards set out in the Transport and Highways SPD (LDD12).
- c. The number of cycle and car 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 services can accommodate development proposals, or where necessary, identify opportunities for public transport improvements including sustainable access to public transport hubs.
- e. New developments in close proximity to public transport hubs, whenever feasible, should provide a higher density of development to reflect increased opportunities for sustainable travel.
- f. On developments considered appropriate, the Council will require charging points to be provided for electric vehicles in accordance with standards set out in the Transport and Highways SPD (LDD12).

10 Infrastructure

10

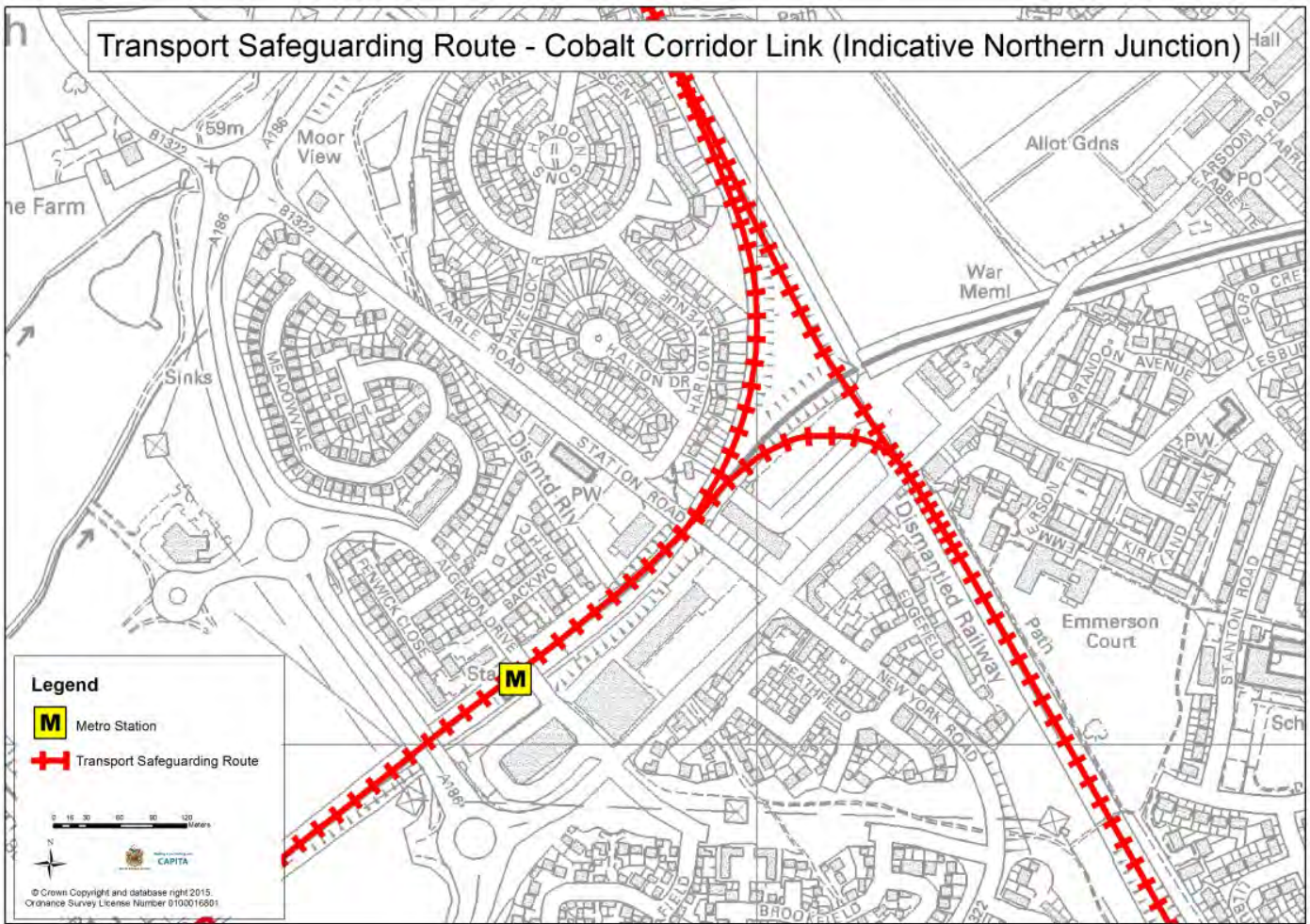
Public Transport

- 10.21** 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 seeks to ensure the effective integration of land-use and transport planning in order to support improvements to the transport network across North Tyneside.
- 10.22** An integrated strategic public transport network is necessary to support the development of the Borough as a focus for housing, employment, shopping and leisure. This integration and ease of change between different transport modes - including Metro, bus, ferry, private transport and non-motorised modes - is vital in order for public transport to become an increasingly attractive travel option and ensure the desired modal shift from private transport. The role of public transport hubs in enabling and promoting the use of public transport is considered to be crucial, something which is supported by policy. This reflects recent consultation on changes to the NPPF, whereby the Government has proposed that LPAs would be expected to require higher density development around commuter hubs. Such hubs are proposed to be transport interchanges (rail, tram or tube), where people can board or alight to continue their journey by another mode, or alternatively, a location that has a frequent service; examples include Metro stations and bus stations.
- 10.23** Working with key partners, funding for new transport schemes will be identified over the course of the plan period but examples include the Local Growth Fund (LGF). A number of transport improvement schemes have also been identified in the North East Strategic Economic Plan (SEP). Further detail on funding for specific projects is available in the Infrastructure Delivery Plan (IDP).
- 10.24** The Local Plan considers the need to protect key transport corridors for the future, although to formally do so national policy requires firm evidence of a commitment to deliver the scheme within the plan period. Accordingly the alignments identified through policy have confirmed support from landowners, operators and other relevant stakeholders. However, the potential longer-term importance of other potential transport links and corridors will be reviewed over the plan period if and when necessary. Any future proposals for strategic transport infrastructure will be given considerable weight, where there is evidence of significant benefits to the Borough. Proposals that would sterilise future potential for transport purposes, even if not formally protected, would be carefully considered through the planning process.
- 10.25** The reinstatement of passenger services over the Ashington, Blyth and Tyne Railway is seen as a key driver for delivering growth in South East Northumberland. It is crucial that the potential should be retained for reopening of this route to passenger traffic in the future, an importance reflected through the safeguarding of the alignment in the Local Plan. The proposal would link South East Northumberland to Newcastle with options to serve Ashington, Bedlington and Morpeth including the possibility for an interchange station, between heavy rail, Metro and bus services, at Northumberland Park. Reinstatement of this passenger service is a key aspiration of Northumberland County Council and North Tyneside Council. Significant progress has already been made, including progressing plans through a Network Rail GRIP study and in assembling funding bid packages. Various options are currently being appraised for station sites, service frequency and infrastructure requirements for both development and operation. Although closed to passenger traffic since the mid 1960s, the majority of the route is still in use as an existing freight line, but the North Tyneside Local Plan also includes the protection of land which would enable the option of direct access from Seghill southwards towards Percy Main (as shown on the Policies Map).

10 Infrastructure

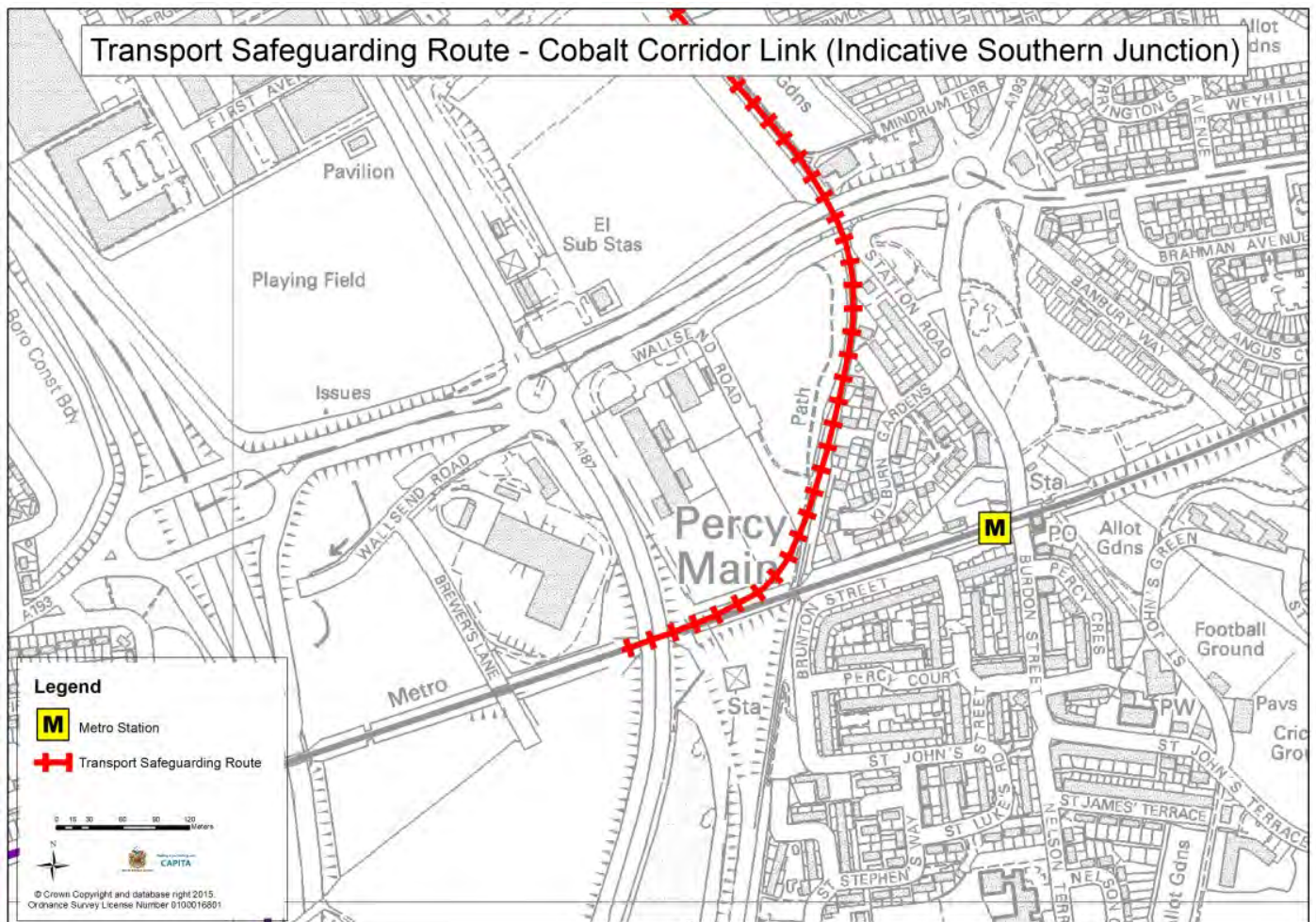
- 10.26** The infrastructure for the Tyne and Wear Metro system is owned and managed by Nexus, who are also responsible for fares and timetabling. The system is currently the focus of investment worth £350 million through the 'all change' programme and over the period 2010/11 to 2020/21, this will improve vital infrastructure, including stations, and refurbishing of the current rolling stock. The future development of the Metro system, including proposals for new projects and infrastructure, will be overseen by the North East Combined Authority, in parallel with its consideration of local rail services and the emerging Transport Plan for the North East.
- 10.27** The 'Cobalt Corridor Link' has been identified as a potential extension route in the consultation draft Metro Strategy 2030 and now in the NECA's Metro and Local Strategy, published in summer 2016. It would involve the reinstatement of the former freight line between Northumberland Park and Percy Main/Howdon, effectively providing an 'inner loop' to the existing Metro system. This project is at the very initial stage of consideration but has the potential to connect a number of key employment areas which will be subject to significant investment and jobs growth over the Local Plan period - such as Cobalt Business Park, Silverlink, West Chirton Industrial Estate and Tyne Tunnel Trading Estate - with other areas in North Tyneside and the rest of Tyne and Wear. Along with the alignment of this route three potential sites for stations have been identified. The future delivery of proposals will ultimately be guided by the emerging Transport Plan for the North East and the Metro and Local Rail Strategy, which sets the framework for how specific schemes, such as the proposed 'Cobalt Corridor Link', will fit with the future delivery of local rail services.
- 10.28** Despite this project being at a very early stage, the protection of the alignment is essential for the long-term delivery of the project. This includes the land needed to provide the junctions with the existing Metro system at both ends of the route; this is vital to the north, whereby land is required at Earsdon Road, Shiremoor to accommodate the junction and associated curve with the existing Metro system to the east of the existing station at Northumberland Park. Indicative ideas for the potential alignment at both ends of the Cobalt Corridor Link are shown in the inset maps below, helping to provide some additional clarity to accompany the Policies Map.

10 Infrastructure



Map 22 - Cobalt Corridor Link: Indicative Northern Junction (Northumberland Park/Shiremoor)

10 Infrastructure



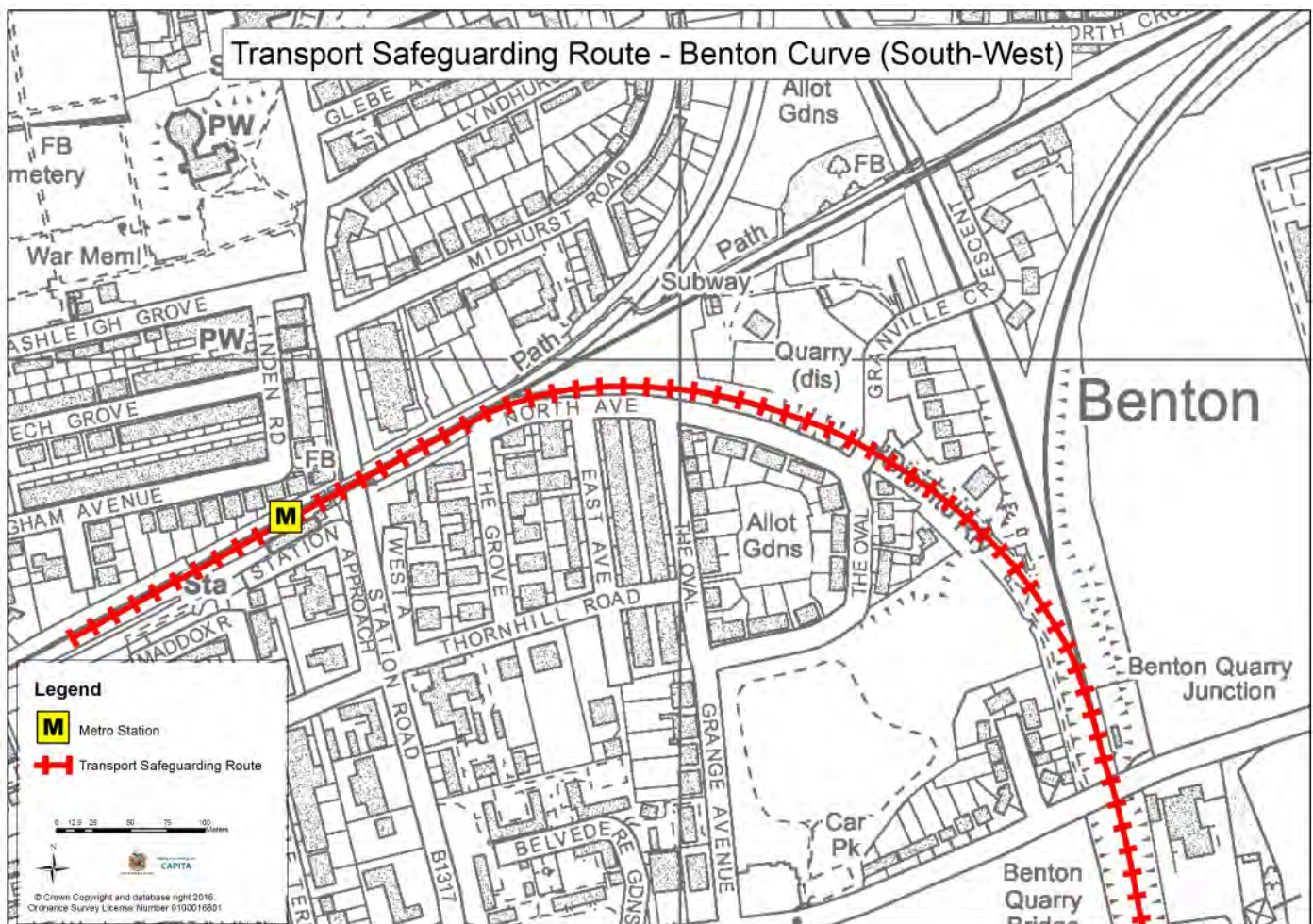
Map 23 - Cobalt Corridor Link: Indicative Southern Junction (Percy Main/Howdon)

- 10.29** There is also the option of a heavy rail link to the Port of Tyne, something that would require an extension of the above route from Percy Main towards the River Tyne. At the present time a rail link is not currently considered necessary to support the economic development of the Port of Tyne, however, the possibility that this land may be required to support freight movement to and from the North Bank at some point in the future cannot be totally discounted. Whilst the final stretch into Port of Tyne land is not protected through formal policy the majority of the alignment from Northumberland Park to Percy Main/Howdon is proposed for safeguarding, as is the direct link northwards towards Seghill.
- 10.30** As a result, the Northumberland Park to Percy Main corridor has potential to be a multi-purpose route including options for either light rail, heavy rail or indeed a combination of the two. The nature of the link would depend upon whether a passenger or freight route was preferred but detailed plans, including a business case for the line, would have to be progressed before there is any more certainty over these ideas. Options for parallel or joint running could also be explored, as is the case on the Metro system between Pelaw and Jarrow and Pelaw and Sunderland respectively, something in which Network Rail and the Office of Rail and Road (ORR) would be involved as key stakeholders.

10 Infrastructure

10

- 10.31** The Policies Map also identifies the alignment at Benton Curve (South-West) for safeguarding. This land, to the east of Benton Metro Station, is owned by Newcastle International Airport (NIA) and formerly provided direct access from the ECML towards South Gosforth. Until the late 1980s this was used for freight traffic to Fawdon and Callerton, with route-sharing in place between heavy rail and the T&W Metro, but this chord has been out-of-use for a number of years and track was lifted following the end of the traffic flows. The provision of a heavy rail link remains a long-term strategy of NIA, potentially for both passenger and freight use. This objective is outlined through the NIA 'masterplan 2030' and has also been identified as a future option in the NECA 'Metro and Local Rail Strategy', published in 2016. In order to ensure this potential remains over the plan period, the trackbed at Benton Curve (South-West) must be protected from development.



Map 23a – Benton Curve South-West Link

- 10.32** There is also scope for providing additional Metro stations on the existing network in appropriate locations. In particular, sites for new Metro stations at Killingworth Moor and Murton Gap are under consideration. Any such proposal would first require an outline technical feasibility study to confirm the suitability of the prospective site, something that would need to be funded by a third party as part of development proposals. Such a study would need to consider impacts on timetabling and operational restrictions and requirements.

10 Infrastructure

- 10.33** Although the East Coast Main Line (ECML) passes through North Tyneside there are currently no stations within the Borough, with Forest Hall, Killingworth and Annitsford stations closing to passengers in the late 1950s. However, a future proposal may be supported if considered appropriate; this would have to be progressed in partnership with all stakeholders, including the relevant train operating company (TOC) and the NECA. As an example, South East Northumberland Rail Users Group (SENRUG) have highlighted a potential site at Killingworth which could be served by the existing local services to Cramlington and Morpeth (operated by the new Arriva Trains North franchise from April 2016). However, a significant amount of work would be necessary to bring a scheme forward, particularly in light of the significant capacity constraints on the ECML and, whilst the long-term potential is recognised, no formal proposal is made in Local Plan policy.
- 10.34** Bus services will continue to form an integral part of the local public transport network throughout the plan period with priorities for infrastructure improvements to be supported where appropriate. Specific local measures to deliver improved priority and reliability for bus services will be delivered where considered advantageous including the use of bus-gates and bus-only links. Such measures will also be explored on a site specific basis, particularly through the masterplan process for larger, strategic development sites.
- 10.35** The 1985 Transport Act deregulated the national bus network outside Greater London, resulting in a system whereby almost all aspects of service provision are at the discretion of private operators. However, there are possibilities in current and emerging legislation for local transport authorities to prepare proposals to take increased control of the local network through 'bus franchising'. As moves proceed to devolve relevant powers to Combined Authority level, the potential for local bus franchising will remain under consideration.
- 10.36** Taxis and private hire vehicles will continue to play an important role in the wider transport network and opportunities to integrate with other modes of transport will be explored. This includes provision of additional facilities to assist in multi-modal journeys, encouraging the most sustainable methods.
- 10.37** River transport will also be supported with the 'Shields Ferry' continuing to provide an important pedestrian and cycle link between North Shields and South Shields. Currently this service is operated by Nexus on a half-hourly daytime frequency. North Shields is also the location of the Port of Tyne International Ferry Terminal which offers a daily service to Ijmuiden in The Netherlands operated by DFDS Seaways, as well as offering berthing facilities for an increasing numbers of cruise operators. Currently, over 625,000 passengers pass through the Port each year and any proposals to increase patronage will be supported where appropriate. Public transport connections to these facilities will be encouraged and promoted wherever possible, with both of these facilities being served by existing bus services.

Road Network

- 10.38** In North Tyneside, congestion on the road network is experienced at peak times, particularly at locations including A1056 Sandy Lane, A19(T) Tyne Tunnel, the A19(T)/A1058 Silverlink Interchange and along the A191 and A192 corridors. As such, existing and future commuting patterns will have to be carefully managed.

10 Infrastructure

10

- 10.39** The efficient operation of both the local and strategic highway network is vital to support the growth and long term viability of the North Tyneside economy whilst also limiting the environmental effect of excessive congestion. Highway improvements will be expected to address the needs of all users and in particular those of pedestrians and cyclists. Consideration will also be given to enhancing bus accessibility as part of any major highway schemes.
- 10.40** In conjunction with Highways England it is anticipated that key junctions on the Strategic Road Network will be improved by major schemes, notably the A19(T)/A1058 Silverlink Interchange. This junction, which currently sees over 100,000 vehicle movements per day, already experiences significant congestion in both the morning and evening peaks. Construction of the Highways England major scheme for Silverlink Interchange is due to start in summer 2016 and is expected to take approximately two years to complete. Further detail of the latest timetable for the works is available on Highways England website.
- 10.41** Other roads are managed by North Tyneside Council, as highway authority for the Borough. North Tyneside's Highway Asset Management Plan sets out how the Council will maintain its highway asset, including roads, streets, bridges and structures. The Network Management Plan sets out how the Council will manage the efficient movement of traffic (including walking and cycling) on the network.
- 10.42** The Local Plan (and the Policies Map) identifies a number of locations on the network which are subject to improvement schemes, both where funding is already committed or is currently being identified. As an example of planned investment, over the next five years around £150million is set to be invested in the highway network across North Tyneside, to benefit all users. The proposed improvements reflect forecast economic development and jobs growth across key employment sites, such as: Quorum; Cobalt Business Park; Indigo Park (Weetslade); and, the River Tyne North Bank area. Four major improvement schemes commenced in 2016: A1058 Coast Road (Billy Mill and Norham Road) improvements; A1056 Weetslade corridor (Sandy Lane); A191 Coach Lane to Tyneview Park; and A19(T) employment corridor access improvements. A further scheme, A187-A193 North Bank of the Tyne access improvements, is to commence in 2017, subject to approval of the scheme business case and funding.
- 10.43** In accordance with the Council's Transport and Highways SPD (LDD12), all new major developments seeking planning approval in North Tyneside will be required to submit a Transport Assessment, which is a thorough assessment of the transport implications of a development. Transport Statements are a 'lighter touch' evaluation to be used when a new development is anticipated to generate limited amounts of movement and journeys, and hence have limited negative transport implications.
- 10.44** All developments that generate significant amounts of movement are required to provide a Travel Plan; details are given in the Council's Transport and Highways SPD (LDD12). A Travel Plan is a strategy and action plan to improve accessibility to a development by a range of modes, which aims to minimise single occupancy car travel. It must set out time-bound targets and clearly defined measures for achieving those targets.
- 10.45** Over the plan period, development proposals should be made in light of the latest transport technologies, with options for promoting low-carbon modes fully explored. This should take into account the latest guidance and research across the public, private and voluntary sectors. Although not exhaustive, this could include: car-sharing schemes; electric cars; hydrogen and gas vehicle

10 Infrastructure

technologies; and, other innovations as and when appropriate. These options will be encouraged in relation to both public and private modes of transport. Incorporating the guidance from NPPF the Council supports the inclusion of charging points for electric vehicles to help encourage sustainable transport on appropriate developments.

- 10.46** The Council's Transport and Highways SPD (LDD12) contains further details of the standards set out for Transport Assessments, Transport Statements and Travel Plans.

Pedestrians, Cyclists and Horse-Riders,

- 10.47** The Council is fully committed to improving opportunities for active travel and a network of comprehensive links is provided across the Borough for pedestrians, cyclists and horse-riders. These connections form an integral part of the wider transport system and include Public Rights of Way (PROW), established cycling routes and the waggonways, along with paths of a more informal nature. There are a range of different PROW classifications, all of which must be taken into account through development proposals. The statutory Tyne and Wear Rights of Way Improvement Plan (ROWIP), updated and published as part of Local Transport Plan (LTP3), provides important evidence to support the Local Plan. Appendix J sets out a number of 'missing links' in the local network and opportunities to complete these will be explored. The waggonway network provides traffic-free paths for walking, cycling and horse-riding, both for leisure and as a means of transport, and plays an important role in encouraging healthy lifestyles. The routes follow former industrial railway lines and, following the demise of the coal industry and subsequent investment, now provide a fantastic resource for all users.
- 10.48** North Tyneside is served by three routes that form part of the National Cycle Network (NCN) and that are well used by visitors travelling to and through the Borough as well as for local journeys: Reivers Cycle Route (NCN10); Hadrian's Cycle Way (NCN72) and North Sea Cycle Route (NCN1) (Coast and Castles). There are also a wide range of other routes of local and regional significance which supplement the arterial routes on the NCN and link to networks in neighbouring areas. North Tyneside's Cycling Strategy includes a '2030 Vision' to make North Tyneside the North East's cycling borough by 2030. There has been a significant increase in cycling activity in the Borough in recent years, with journey numbers increasing by 270% between 2005 and 2015, the most significant level of growth in Tyne and Wear. Indeed, Department for Transport statistics show that the proportion of North Tyneside residents who cycled at least five times a week is the highest across the North East. In this positive context, an update to the North Tyneside Cycling Strategy 2010 to 2014 was recommended to Council in late 2015 and once completed the updated strategy will provide further evidence to support the Local Plan process.
- 10.49** However despite recent progress, there is scope for improvement and specific local measures to increase the attractiveness of active travel will be promoted by the Council where appropriate. The Council will work with a range of partners to deliver this including residents, landowners, neighbouring local authorities and specialist and voluntary groups, such as Sustrans and Cycling UK. In particular, opportunities to improve the quality of lighting, surfacing and signage along PROWs, cycle routes, waggonways and other green infrastructure links, will be encouraged for the benefit of all users. This includes protecting, prioritising and improving connections as part of new development proposals in order to support sustainable modes. This should ensure that existing links are not broken and,

10 Infrastructure

10

wherever possible, that new development improves connectivity and provides cycle routes at an appropriate network density. Details are given in the Council's Transport and Highways SPD (LDD12). Design guidance for cycling infrastructure in North Tyneside, based on established best practice, is in preparation and will support the design of infrastructure to a high standard.

- 10.50** Specifically, the Council is supporting improvements to the Coast Road cycle route in partnership with Newcastle City Council. This offers a fast, direct east to west link for many journeys in the Borough, including to employment destinations such as Cobalt Business Park and Newcastle city centre and has potential to form part of the National Cycle Network in the future, something which would be progressed with key stakeholders if, and when, appropriate. An updated Cycling Strategy for North Tyneside, which will set a network of strategic cycle routes, is to be subject to consultation during 2016.

Business support, skills and training

- 10.51** 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.

DM7.5 Employment and Skills

The Council will seek applicants of major development proposals to contribute towards the creation of local employment opportunities and support growth in skills through an increase in the overall proportion of local residents in education or training. Applicants are encouraged to agree measures with the Council to achieve this, which could include:

- a. The development or expansion of education facilities to meet any identified shortfall in capacity arising as a result of the development; and/or,
- b. Provision of specific training and/or apprenticeships that:
 - i. Are related to the proposed development; or,
 - ii. Support priorities for improving skills in the advanced engineering, manufacturing and the off-shore, marine and renewables sector where relevant to the development.

- 10.52** 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.

- 10.53** 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 DM7.5 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.

10 Infrastructure

- 10.54** 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.
- 10.55** 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 1000m² floorspace, alongside other criteria, constitutes major development.

Energy Production and Distribution

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

DM7.6 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 that 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.

- 10.57** 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.
- 10.58** It is important that the Local Plan policies make a strong and achievable response to climate change while striking a balance between sustainability and economic objectives.
- 10.59** The Low Carbon Plan 2016 – 2027 sets out North Tyneside Council's ambitions and objectives to deliver a 50% reduction in Carbon Dioxide emissions by 2027. The Low Carbon Plan prioritises reduction in usage through energy efficiency but also promotes and gives an increased focus on the generation of renewable and low carbon energy. This Local Plan and the renewable energy policy in particular has been prepared in partnership with the Council's Sustainability Team and supports

10 Infrastructure

10

and provides a framework within which programmes and schemes aimed at providing small scale and commercial renewable energy projects can be supported. The supporting note Renewable Energy and Low Carbon Statement provides further information on the context for planning and renewable energy and explores in particular the opportunities for Wind Energy Generation in North Tyneside.

Waste Management

- 10.60** 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 (including potentially unnecessary waste arising as a result of the loss of existing buildings) managing unavoidable waste in ways that will minimise harmful effects and providing sufficient waste management capacity to meet current and future needs.
- 10.61** 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

S7.7 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. Supporting opportunities to locate complementary facilities, such as waste disposal points and treatment facilities, in close proximity to each other.

Proposals for waste management facilities will be located in sustainable locations, appropriate to the proposed waste management use and its operational characteristics, where potentially adverse impacts on people, biodiversity and the environment can be avoided or adequately mitigated. Such proposals should have regard to the following sequential priorities:

- g. Employment sites where co-location with existing waste management processes is possible without detriment to residential amenity;
- h. Employment sites suitable for Use Classes B2 and B8;
- i. 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.

DM7.8 Protection of Waste Facilities

Existing waste management facilities and land surrounding these facilities, as identified on the 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. Development proposals in the vicinity of a waste management site will be permitted where they would not harm the potential operation of that waste management site.

10 Infrastructure

10

- 10.62** 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.
- 10.63** 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.
- 10.64** The North Tyneside Waste Management Strategy 2013-2030, "Changing our thinking ... away from rubbish and towards a resource", provides the local framework for managing municipal waste and identifies a number of key objectives to improve the service. Historically progress has been good with significantly enhanced recycling rates from just over 10% in 2003/4 to over 36% in 2013/14. Progress in reversing waste production has been good with household waste levels falling and a range of innovative initiatives have reduced the amount of waste sent to landfill, less than 19% in 2012/13. Although waste which is not recycled or recovered continues to be sent to landfill, this was below 10% in 2013/14.
- 10.65** The North East authorities jointly 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. The Council is responsible for collecting and disposing of 103,000 tonnes Municipal Solid Waste (MSW), this is set to increase to reach 112,970 tonnes by 2030. Commercial and Industrial waste level is projected to reduce to 170,362 tonnes by 2030 from approximately 195,000 tonnes.
- 10.66** The Urban Mines study includes a forecast that overall waste produced in the Borough would fall from 298,000 tonnes (2014) to 283,000 tonnes in 2030 due to a fall in commercial and industrial waste arising.
- 10.67** The Borough currently produces 123,000 tonnes of recyclable material (includes 27,000 tonnes of composting waste) from both municipal and non municipal waste and this could fall to 116,000 tonnes (25,000 tonnes composting waste) by 2030. However, by increasing the amount of recycling for MSW to 50% by 2020 and increasing the recycling rate of Non Municipal Waste to 70% by 2025 the amount of recyclable waste could rise to 176,000 tonnes (39,000 composting waste).
- 10.68** Although the Borough has sufficient waste transfer capacity there is no local landfill or treatment capacity, with reliance on facilities elsewhere in the region. Municipal waste is taken to an energy from waste plant on Teesside or to landfill at Path Head, Blaydon. Separate arrangements apply for the disposal of commercial and industrial waste, much of which is dealt with through private contracts. Houghton Landfill in Sunderland has closed, the impact of this could produce an overall regional landfill capacity shortfall in the medium term, unless increased recycling and diversion targets are delivered. This will continue to be monitored at a regional level.

10 Infrastructure

- 10.69** The current waste disposal contract with Suez (formally SITA) runs until March 2022. Given the capacity within the region, it is felt that on balance there will not be sufficient need to require a specific land allocation for new landfill or treatment facilities within North Tyneside. However, development of policy that is flexible to changing circumstances and sets a positive framework for enabling the delivery of new waste management facilities if a requirement is identified is recognised and is integral to the approach set out in Policy S7.7.
- 10.70** In particular the policy is set within the context of new approaches to waste management, identified in the North Tyneside Waste Management Strategy 2013-2032 with the commitment to "-rethink our collection and storage methods for the long term". This includes increasing alignment with Newcastle City Council and the potential over the longer term for joint procurement processes for waste management contracts.
- 10.71** 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.
- 10.72** The Borough has health facilities capable of producing very low level or low level radioactive waste. The waste arising from such facilities will be managed at the nearest appropriate waste management facility. The levels of waste arising would be unlikely to reach a level that would threaten overall disposal capacity given that there is sufficient commercial disposal capacity outside of the Borough. The locations to where waste arising are sent for disposal are driven by market forces and there is no evidence to indicate a pressure to provide for a facility within the Borough.

DM7.9 New Development and Waste

All developments are expected to:

- a. Provide sustainable waste management during construction and use.
- b. Ensure a suitable location for the storage and collection of waste.
- c. Consider the use of innovative communal waste facilities where practicable.

- 10.73** The Council is looking for ways to improve sustainability and to reduce costs. We will encourage developers to look at underground communal waste facilities. These have multiple benefits to residents, businesses, developers and the Council including:
- Improved design of development as each house will not need to store multiple wheelie bins allowing more space for gardens and/or parking.
 - Collection vehicles will not need to access every property.
 - Reduced frequency of collection

10 Infrastructure

10

- 10.74** Developers looking to incorporate communal waste storage will need to undertake early dialogue with the Council to ensure the solution is compatible with the Council's collection vehicles.

Community Infrastructure

- 10.75** The Local Plan 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 infrastructure.
- 10.76** Community infrastructure provides for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community 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.
- 10.77** 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. The Council's Built Sports Strategy provides further evidence, identifying how the Council, and relevant partners, can protect, provide and enhance provision of sport and leisure infrastructure in North Tyneside.
- 10.78** Across the Borough there is a comprehensive network of healthcare provision including North Tyneside General Hospital, currently supported by 29 GP Surgeries and 30 NHS dental practices. This is in addition to the new £75million Northumbria Specialist Emergency Care Hospital (NSECH) in Cramlington, opened in 2015 and located adjacent to the local authority boundary, serving a catchment in both Northumberland and North Tyneside. There are two education systems in the Borough, a two-tier system for the majority of the Borough with a three-tier system remaining in operation in Whitley Bay and Monkseaton. At present there are 73 schools in local authority control, along with three academy schools, and with 10 sites offering opportunity for '6th form' education. The changing nature of education provision at a national level means that this balance is likely to change over the plan period. In addition, local authority services are supplemented by private provision for both health and education. There are 14 libraries in the Borough, including those in the Council's recently developed Customer First Centres at North Shields, Killingworth, Wallsend and Whitley Bay. There are also six leisure centres, supplemented by a number of swimming pools across a range of public and private facilities and members clubs.

10 Infrastructure

S7.10 Community Infrastructure

The Council and its partners will ensure that local provision and resources for cultural and community activities are accessible to the neighbourhoods that they serve.

In order to achieve this:

- 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 healthcare provision will be maintained and, where necessary, improved throughout the Borough;
- c. Existing provision will be enhanced, and multi-purpose use encouraged, providing a range of services and resources for the community, at one accessible location;
- d. Opportunities to widen the cultural, sport and recreation offer will be supported; and,
- e. The quantity and quality of open space, sport and recreation provision throughout the Borough will be maintained and enhanced.

Planning permission for the re-use or redevelopment of any land or buildings used for community infrastructure will be permitted where the community's ability to meet its day-to-day needs for services are not reduced.

Where proposals for planning permission affect a designated Asset of Community Value, the applicant must additionally demonstrate that the land or buildings could not viably remain in continued or similar use, having been marketed for a six week period and, if a community group has expressed an interest in being treated as a potential bidder for the site, a six month period has passed.

- 10.79** Community infrastructure is an essential element in the creation of sustainable communities. The Local Plan seeks to provide a range of services at the heart of every community, which 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 healthcare and education.
- 10.80** The NPPF sets out clear guidance for local authorities through decision-making and plan-making to ensure adequate provision of community services and to guard against unnecessary loss. This Policy reflects those ambitions and additionally reflects the specific designation applied to some community infrastructure through the Localism Act.
- 10.81** The Localism Act 2011 provides an opportunity for community interest groups to register buildings or land as an Asset of Community Value if:

10 Infrastructure

10

- Current primary use of the building/land or use of the building/land in the recent past furthers the social well-being or social interests (cultural, recreational, or sporting interests) of the local community;
- It is realistic to think that now or in the next five years there could continue to be primary use of the building/land which will further the social well-being or social interests of the local community (whether or not in the same way as before).

10.82 Owners of an Asset of Community Value cannot dispose of them without letting the local authority know that they intend to sell the asset and have undertaken an appropriate period of marketing the property. However, for such land or buildings planning permission might, if required, be sought by the owner to change the use, or redevelop land or buildings. Policy S7.10 'Community Infrastructure' draws upon the conditions for sale of a Community Asset to inform the Council determination of applications affecting such land and buildings.

Telecommunications – Broadband, mobile phone masts and equipment

10.83 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 and historic environment. In large new developments, non-mobile telecommunications equipment should be provided underground through the laying of adequate ducting to meet reasonably foreseeable demands.

10.84 The term 'proposal' in the policy means those proposals that are the subject of a planning application and prior approval.

10 Infrastructure

DM7.11 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 if:

- a. When proposing a new mast, evidence should demonstrate that no reasonable possibilities exist of erecting apparatus on existing buildings, masts or other structures.
- b. The siting and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity and respect the character or appearance of the surrounding area.
- c. When sited on a building, the apparatus and associated structures are sited and designed in order to seek to minimise impact to the external appearance of the host building.
- d. The development would not have an unacceptable adverse impact on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest. When considering applications for telecommunications development, the Council will have regard to the operational requirements of telecommunications networks.
- e. There are no more satisfactory alternative sites for telecommunications available.
- f. There is a justifiable need for a new site.
- g. Proposals subject to government guidelines on non-ionising radiation protection are accompanied by an International Commission on Non-Ionizing Radiation Protection certificate.

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 designed 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.

Mobile Phones

10 Infrastructure

10

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. 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.

The future roll out of 5G connectivity is currently in the very early stages but can be anticipated to require further continued development of mobile infrastructure. Current guidance indicates that operators are able to largely use 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 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's present and future targets 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.

II Area Specific Strategies

II Area Specific Strategies

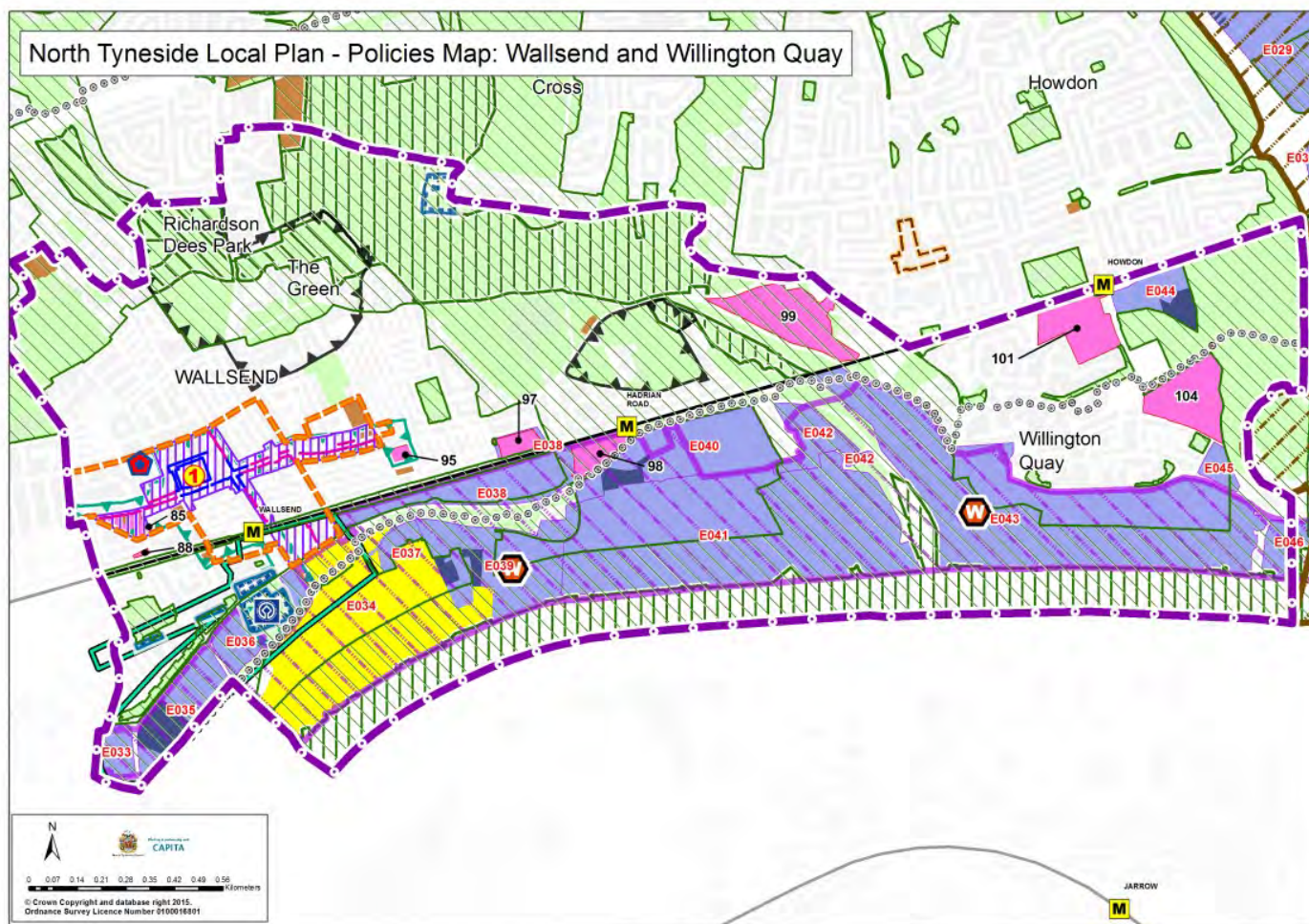
- II.1** Four areas of the Borough have been identified as requiring additional priority in terms of development, investment and regeneration. These are:
- Wallsend and Willington Quay;
 - North Shields;
 - The Coast (including Whitley Bay town centre); and,
 - The North West Villages.
- II.2** For each area, a series of policies have been prepared that aim to support and enhance what makes each of these areas special and important to the Borough.

Wallsend and Willington Quay Sub Area

Introduction

- II.3** 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 Hunter's; the industry of local people, the area's resources and its position at a key bend on the bank of the River Tyne drove the growth and prosperity of the town.
- II.4** After many years of industrial decline through the 20th Century, culminating in the end of shipbuilding at Swan Hunter's shipyard in 2006, 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 sectors like the low carbon and offshore economy, supported by the North East Local Enterprise Partnership.
- II.5** The boundary of the Wallsend and Willington Quay sub-area is shown in the inset map below (the full Policies Map legend is available in the Glossary).

11 Area Specific Strategies



Map 24 - Local Plan Policies Map: Wallsend and Willington Quay

11.6 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.

11.7 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, including marine and off-shore related industry that take advantage of the riverside access.
- Visitors arriving by Metro, bus, cycle or car, drawn to Wallsend to learn about its Roman history at Segedunum, 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.

11 Area Specific Strategies

AS8.1 The Wallsend and Willington Quay Sub Area

Within the Wallsend and Willington Quay sub-area, as shown on the Policies Map:

- a. The north bank of the River Tyne will provide a location for a range of opportunities for investment and economic development and support growth in 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 area's 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 Cycleway, shipbuilding heritage and Wallsend Parks and Wallsend Dene.
- g. Improve provision of new community facilities and services, including health services.
- h. Reduce the impact of intrusive employment uses upon residential amenity in the area.

- 11.8** 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.
- 11.9** The River Tyne North Bank Strategic Development Framework 2009 developed a detailed regeneration framework for the Wallsend and Willington Quay 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.
- 11.10** The eastern terminus of Hadrian's Wall is at Segedunum in Wallsend town centre. Part of a World Heritage Site, it is of recognised international significance. Such recognition requires appropriate policies to secure and enhance the site and its setting, and support its role in the regeneration of Wallsend.
- 11.11** 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.

11 Area Specific Strategies

Retail and Town Centre

- 11.12** 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.
- 11.13** 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:
- Improve in the provision of shopping facilities;
 - Make Wallsend a more attractive and safe place to visit; and
 - Recognise the enormous potential of those features and assets in Wallsend that make the town unique.

The Forum Shopping Centre, Wallsend

- 11.14** 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 Forum has suffered from a lack of investment over many years but the implementation of major investment in The Forum with new owners are now well advanced with the relocation of Wallsend Library and Customer First Centre opened in February 2014 and new retailers moving into the shopping centre.
- 11.15** The Retail and Leisure Study (2011 and 2014) identified the need to continue with the improvements in the quality of the retail environment at the shopping centre and surrounding retail areas. Identified in the Studies is potential for the adjacent cleared housing site at Hedley Place to accommodate further retail floorspace, in particular a new supermarket that would meet qualitative need and provide additional car parking for the town centre.

AS8.2 The Forum Shopping Centre, Wallsend

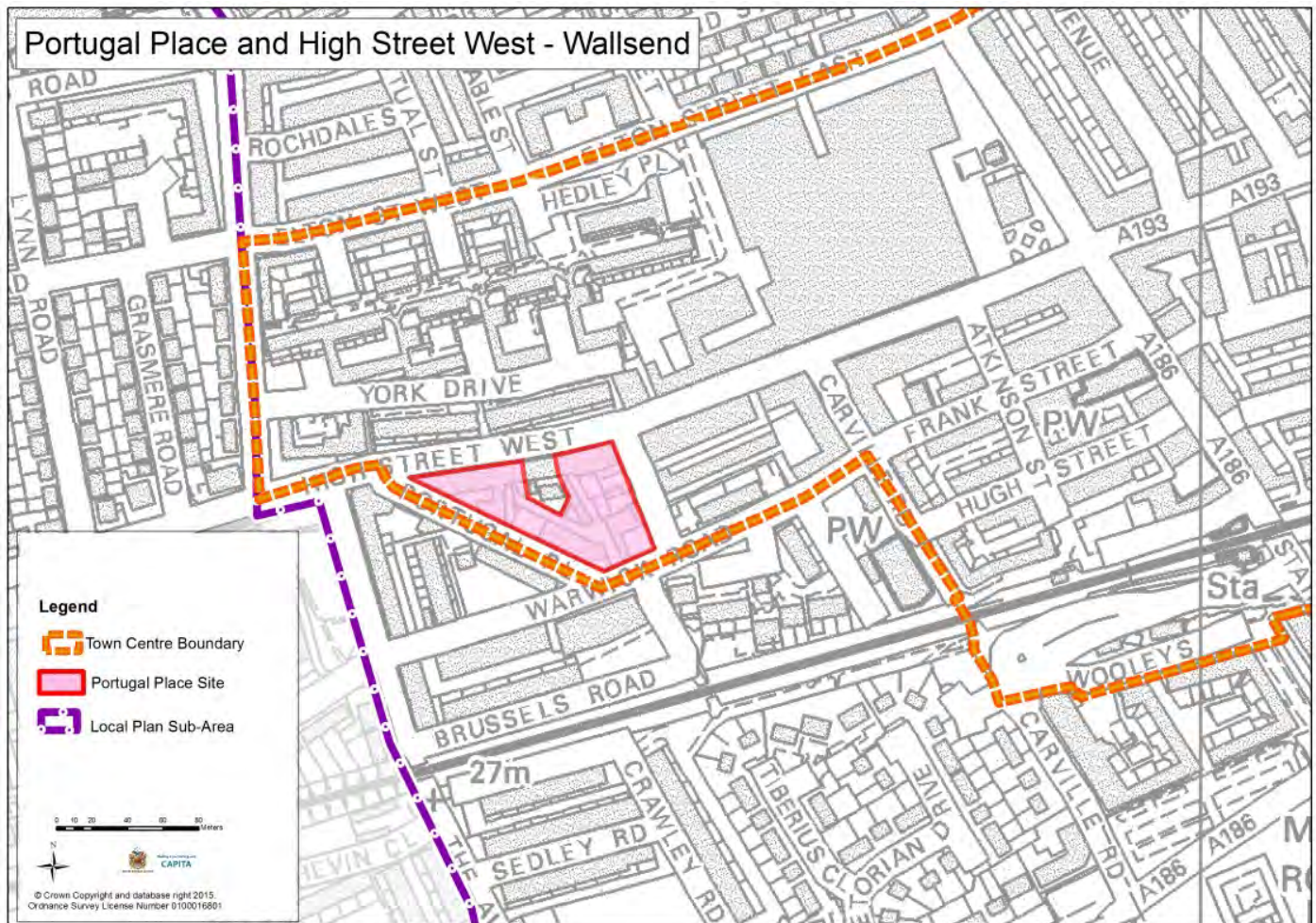
To improve the overall quality of retail provision in Wallsend and contribute to identified requirements for the provision of comparison retail floorspace, the Council will continue to provide support for main town centre uses at The Forum Shopping Centre, as shown on the Policies Map, including the extension to the west, 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, alongside the existing improved 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.

II Area Specific Strategies

Portugal Place and High Street West

- 11.16** This triangle of land located in the west of Wallsend town centre (as set out on the inset map below) 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.



Map 25 - Site at Portugal Place Portugal Place and High Street West, Wallsend

- 11.17** 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 to the rear 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.
- 11.18** 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.

11 Area Specific Strategies

AS8.3 Portugal Place and High Street West, Wallsend

The Council would support the development of a master plan for the sensitive redevelopment of this area at Portugal Place and High Street West, as defined on Map 25, 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.

Green Space

- 11.19** Richardson Dees Park, the Hall Grounds and the Arboretum, collectively known as "Wallsend Parks", are three wonderful parks clustered just to the north of Wallsend town centre. 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 and the Arboretum were donated to the Wallsend Corporation 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. To the south of Wallsend Hall is Wallsend Green, the intact centrepiece of the medieval Wallsend Village that has provided recreation space for the community for hundreds of years and is registered as a village green.
- 11.20** Wallsend Parks have been subject of a Parks for People Heritage Lottery Fund renovation and regeneration project. Improvements to the Parks included:
- 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.
- 11.21** 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 westwards to effectively separate the centre of Wallsend from the rest of North Tyneside.
- 11.22** 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.

II Area Specific Strategies

- 11.23** 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. The works were demolished in the mid 20th Century and the area has since become increasingly rural and tranquil in character.

AS8.4 Key Green Spaces in Wallsend and Willington Quay

Works to and management of Wallsend Parks should continue to support the objectives of the Parks for People scheme, ensuring it remains a prime location for recreation.

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.

Transport and Movement

- 11.24** Wallsend and Willington Quay are well connected places. The Metro system allows for fast and accessible travel to Newcastle city centre, the coast and across Tyne and Wear. A number of bus services also provide frequent links to the town from across North Tyneside and Newcastle, and also provide access to major centres of employment including the Cobalt Business Park and Silverlink. Given this current position, the key to improving services and encouraging usage therefore lies largely in the supporting infrastructure and the passenger perceptions of the ease of use and safety of the public transport network around Wallsend.
- 11.25** The nature of the town, with close knit residential streets surrounding the town centre, make walking into the town centre 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.

11 Area Specific Strategies

AS8.5 Transport and Accessibility in Wallsend and Willington Quay

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 support:

- a. Ensuring Wallsend town centre is safe and attractive with facilities that encourage visitors to walk or cycle to the town;
- b. Safeguarding bus services to the heart of Wallsend town centre, with frequent bus services calling at The Forum Shopping Centre;
- c. Improving the surroundings, environment and safety of the Metro stations in the area at Wallsend, Hadrian Road and Howdon; and,
- d. Encouraging 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.

Improving Movement in Wallsend and Willington Quay

- 11.26** Wallsend and Willington Quay benefit from a wealth of open space that surrounds them and access to National Cycle Network 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.
- 11.27** 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 cycle 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.
- 11.28** 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 cycle. There is also the potential as proposals for street improvements progress for other routes to be created.

II Area Specific Strategies

AS8.6 Improving Movement in Wallsend and Willington Quay

The Council will encourage movement by foot and on cycle around Wallsend and Willington Quay as an important means of bringing the various elements of the area together to help deliver on the area's wider regeneration. In particular, proposals should focus on improving and enhancing streets where possible with:

- a. The introduction of native species 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:

- i. High Street East and West - detailed further under "Wallsend High Street Improvements".
- ii. 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.
- iii. Church Bank, to calm speeding traffic and encourage walking along the most open approach to Wallsend Dene.
- iv. National Cycle Network Route 72, Hadrian's Cycleway - to ensure opportunities to encourage short diversions from the main route to Segedunum Fort and the town centre are accessible and attractive.
- v. Station Road junctions with High Street and North Road - to improve accessibility for pedestrians across this important north-south link road.
- vi. Bewicke Road, Willington Quay - to soften and improve the appearance of an important road taking buses through the centre of the village.

Wallsend High Street Improvements

- 11.29** High Street East and West is an important thoroughfare for buses and vehicles both in accessing the town and passing through from Howdon or North Shields towards 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.
- 11.30** 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.

11 Area Specific Strategies

AS8.7 Wallsend High Street Improvements

The Council will seek investment in improving High Street East and High Street West for pedestrians, cyclists and public transport users. Working 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.

Public Realm and Historic Environment

Public Realm and Proposed Wallsend Town Centre Conservation Area

- 11.31** Wallsend town centre's relationship to the riverside, and the boom in prosperity and manufacturing that came with the area's key role in the industrialisation of Tyneside is still highly visible today. Whilst altered, the industrial landscape along the riverside centred upon the former Swan Hunter Ship Yard echoes with the industrial success of the past.
- 11.32** Many of the homes closest to the river have gone, but the long terraced streets that dominate Wallsend town centre that were built to house the riverside workers remain. Meanwhile the town is scattered with many reminders of its Victorian and Edwardian industrial and commercial boom, as well as the grand civic and community buildings that accompanied it. Wallsend Town Hall and the Memorial Hall are two of the most striking and important examples of this. A traditional Victorian/Edwardian high street, High Street East and West has good heritage value but has lost some of its visual appeal with a street surface that is chaotic, mis-matched street furniture and some cluttered, over-large shop fronts that vie for attention rather than sit harmoniously in the street.
- 11.33** A conservation area in Wallsend town centre would be informed by considering what elements of the town centre are most special and are worthy of preservation and enhancement. The town centre includes a high concentration of heritage assets, including part of the World Heritage Site, and many statutory listed and locally registered buildings. A final boundary would be subject to further research and consultation.

11 Area Specific Strategies

AS8.8 Wallsend Town Centre Public Realm and Conservation Area

The Council will support positive measures to tackle heritage and townscape issues in a holistic way in Wallsend town centre, including through the following improvements:

- 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;
- 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. Pursuing a conservation area in Wallsend town centre.

- 11.34** Improvement of aesthetic quality 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, encouraging more visitors and increased investment.
- 11.35** Improvement of the public realm is in line with the Our North Tyneside Council Plan priority “Our Places” that aims to create places that people like living in and will attract others to either visit or live.
- 11.36** 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. Designation of a conservation area 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.
- 11.37** 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. Once designated, the LPA will continue to positively manage the character and appearance of the area, as set out in Policy S6.5.

Segedunum Fort and Hadrian's Wall World Heritage Site

- 11.38** 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 is part of a UNESCO World Heritage Site (WHS) with an excellent visitor centre and museum.
- 11.39** Segedunum Fort, Baths and Museum is already an important attraction for Wallsend. The Hadrian's Cycleway and the Hadrian's Wall Path National Trail pass and for those following the entire routes the Fort is amongst the first, or last, major Roman archaeological site they would come across.

11 Area Specific Strategies

AS8.9 Segedunum Roman Fort and Hadrian's Wall World Heritage Site

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 safeguarding of the Outstanding Universal Value of the WHS and those attributes which define it, both within and outside its Buffer 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 its Buffer 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 its Buffer Zone.

11.40 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 and deliver the aspirations of the Hadrian's Wall Management Plan 2015-2019. 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. The Council will continue its working relationship as part of the The Hadrian's Wall Partnership Board to support the implementation of the Management Plan and to work on future strategies.

11.41 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. 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.

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

11.42 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.

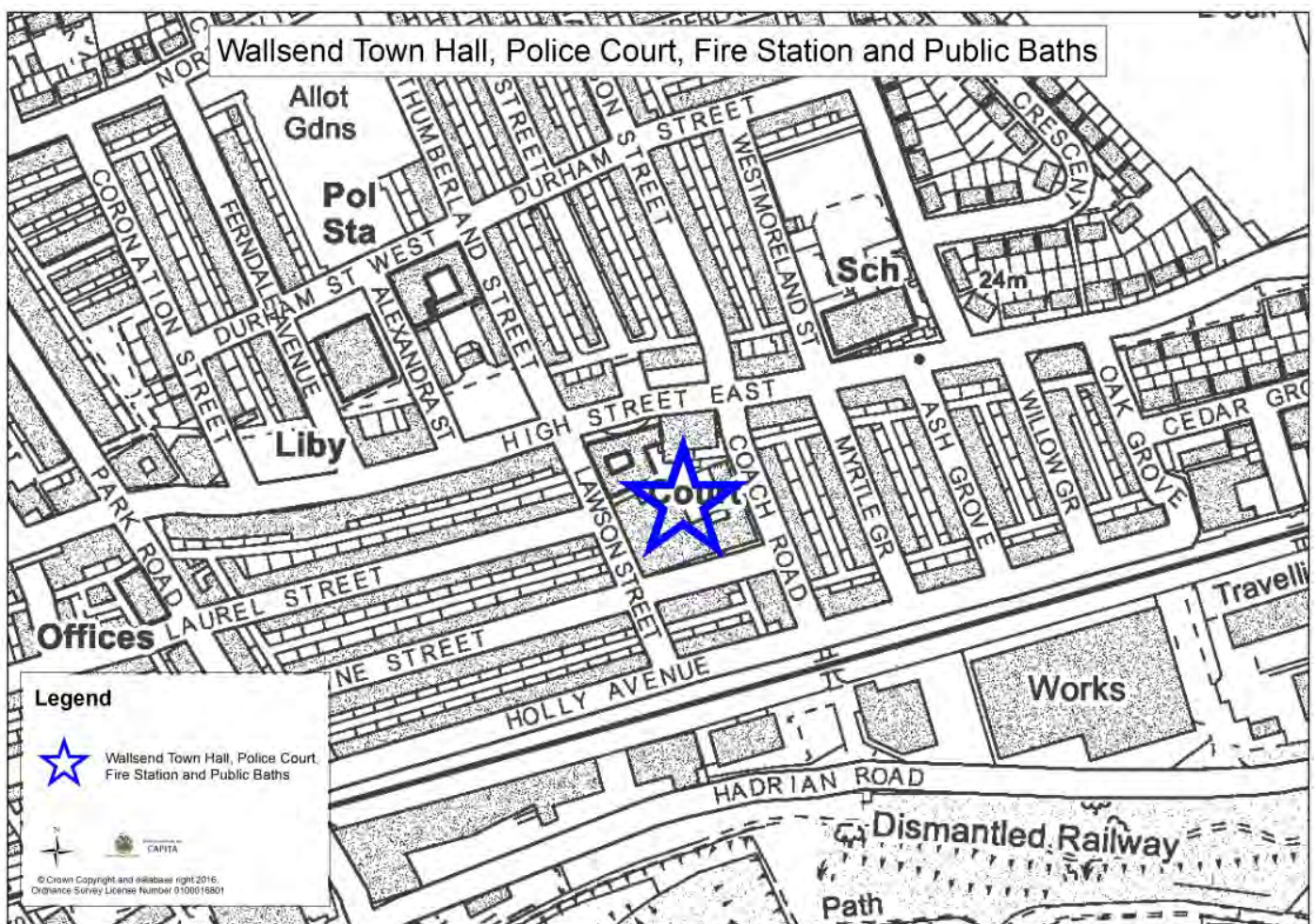
11.43 The Town Hall is located to the front of the complex facing High Street East and is the most impressive and imposing feature on the street. For many years the hub of local government in Wallsend, changing times have meant the Town Hall is no longer needed for this purpose. However, with a suitable 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.

II Area Specific Strategies

AS8.10 Town Hall, Police Court, Fire Station and Public Baths

Several buildings within the complex, as shown on the Policies Map and in Map 26a, 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 where there would be no unjustified adverse effect upon their heritage significance:

- Managed workspace;
- Residential;
- Non-residential institutions, for example, gallery, museum, place of worship, assembly hall, nursery, surgery;
- Assembly and leisure uses, for example, private hire for weddings and conferences, gym, restaurant, café;
- Educational uses.



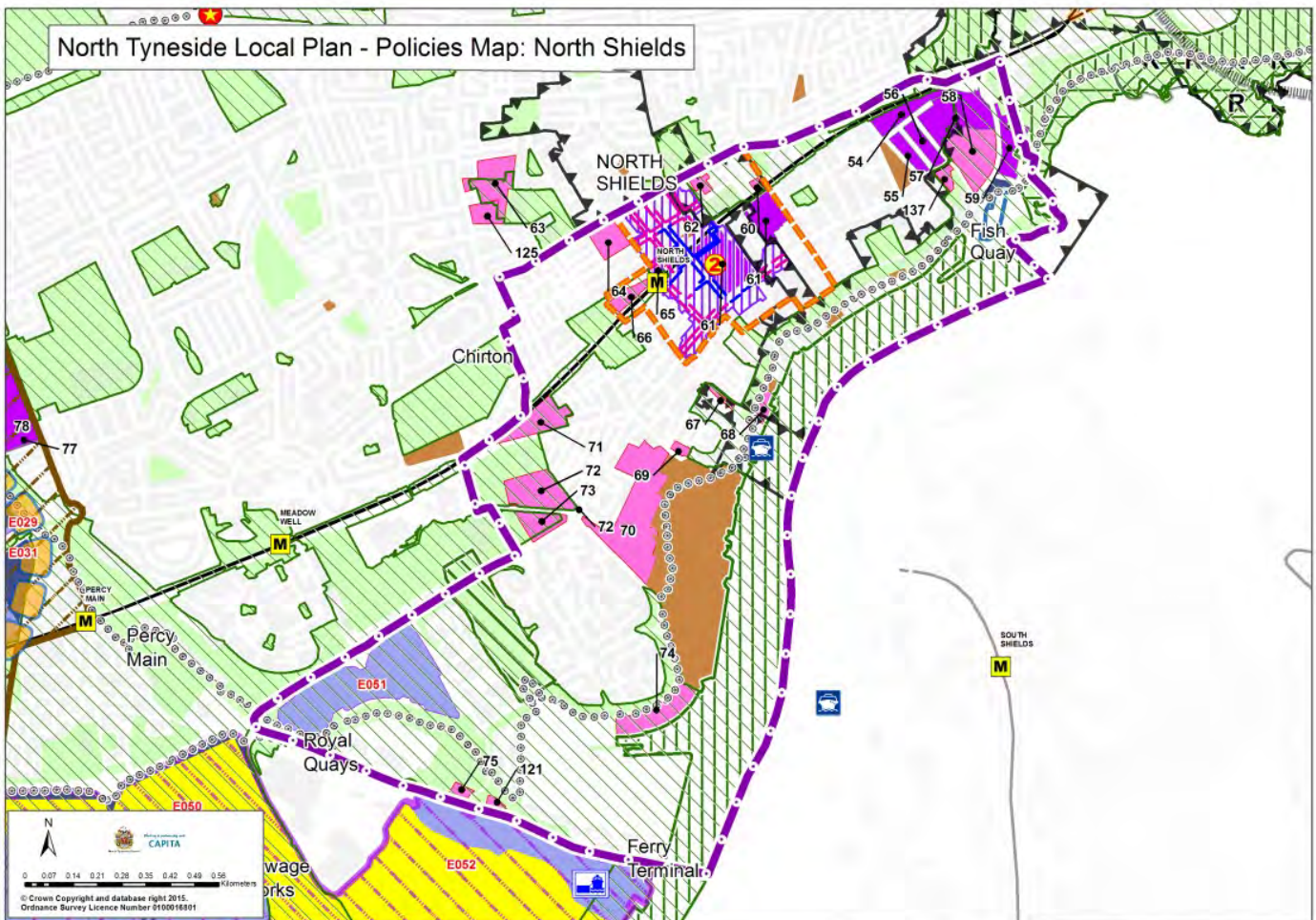
Map 26a - Town Hall, Police Court, Fire Station and Public Baths

II Area Specific Strategies

North Shields Sub Area Strategy

Introduction

- II.44** 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.
- II.45** The boundary for the North Shields sub-area is shown below (the full Policies Map legend is available in the Glossary).



Map 27 - Local Plan Policies Map: North Shields

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

II Area Specific Strategies

increase in housing and employment opportunities for North Shields will create an excellent place to live, shop, work and enjoy.

AS8.11 The North Shields Sub Area

Within the North Shields Priority Investment and Regeneration Area, as shown on the Policies Map:

- a. The area's historic environment and biodiversity and geodiversity assets will be preserved and enhanced, whilst capitalising on the area's culture and heritage, particularly around Northumberland Square and the riverside;
- b. New investment will be attracted 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;
- e. The permitted Smith's Dock major brownfield development site will be recognised as key to driving future regeneration and investment at the New Quay, Fish Quay and North Shields town centre.

- 11.46** 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.
- 11.47** 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.
- 11.48** 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.
- 11.49** A range of preferred development sites in North Shields have been identified and are included within the Policies Map. Smith's Dock, a prominent housing site, identified within the North Shields sub-area map has benefited from planning permission for a number of years. The site represents a significant investment in North Shields with significant work already undertaken to reclaim the site for development and putting in key infrastructure such as the link road. As Smith's Dock is developed it will bring new residents to this area of North Shields helping to drive forward the regeneration that is already underway.

11 Area Specific Strategies

Fish Quay and New Quay

- 11.50** 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 the inset map for North Shields 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.

AS8.12 Fish Quay and New Quay

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

- a. Supporting suitable residential developments in those areas shown on the Policies Map;
- b. Giving priority to fishing industry related employment uses in those areas shown on the Policies Map, unless alternative proposals can demonstrate that they would not:
 - i. Result in the unacceptable loss of operating fishing industry related businesses and jobs
 - ii. Result in an excessive reduction in the supply of land for development of fishing industry related employment uses; and,
 - iii. Have an adverse impact upon the amenity and operation of neighbouring properties and businesses;
- c. Protecting those areas of green space within the area, as shown on the Policies Map;
- d. Encouraging suitable recreation and tourism uses, especially around the Clifford's Fort area;
- e. Supporting a mix of other uses, such as appropriate small retail premises and small to medium sized businesses;
- f. Seeking improvements to access and linkages to the area, especially from North Shields town centre; and
- g. Ensuring all new development is built to the highest quality design that respects the area's special character.

- 11.51** 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.
- 11.52** 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.

11 Area Specific Strategies

- 11.53** This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

Retail and Town Centre

- 11.54** 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 Primary Shopping Area in North Shields.
- 11.55** Area-specific policies for North Shields have been 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 (2014).

The Beacon Centre and wider regeneration of North Shields Town Centre

- 11.56** 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 and surrounding area 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 overall town centre with a stronger outward facing retail presence from the Beacon Centre 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. Opportunities to encourage residential development in the town centre would be encouraged where it can play an important role in ensuring the vitality of North Shields.

AS8.13 The Beacon Centre and Wider Regeneration of North Shields Town Centre

The Council will support refurbishment of the Beacon Centre and wider regeneration of North Shields town centre, as shown on the Policies Map, that seeks to address each of the following:

- a. Enhancing the pedestrian and cycle routes through the centre;
- b. Broadening the range, size and quality of retail units;
- c. Enhancing the building's appearance with increased town centre frontage on Saville Street and Bedford Street; and
- d. Enhancing entrances into the Centre, including car and cycle parking.
- e. Promote the vitality and viability of the centre, including proposals for residential development and conversion or use of upper floors

11 Area Specific Strategies

Town Centre Public Realm

- 11.57** The retail centre of North Shields is focused around Bedford Street and the Beacon Centre. Bedford Street is the 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.
- 11.58** Northumberland Square lies to the north east of the Beacon Centre, 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.
- 11.59** Other prominent, well-used streets in the town centre are Albion Road, Howard Street, Upper Norfolk Street, Saville Street and the square at the entrance of North Shields Metro Station. These too could benefit from public realm improvements.
- 11.60** Improvement of 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, encouraging more visitors and increased investment.
- 11.61** The spaces and streets in question were identified in the North Tyneside Council North Shields Retail Centre Regeneration Strategy (April 2010). 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.
- 11.62** Improvement of the public realm is in line with the Our North Tyneside Council Plan priority “Our Places” that aims to create places that people like living in and will attract others to either visit or live.

AS8.14 North Shields Town Centre Public Realm

The Council will support positive measures to tackle heritage and townscape issues in a holistic way in North Shields town centre, including through the following improvements to deliver a high quality public realm:

- 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;
- 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.

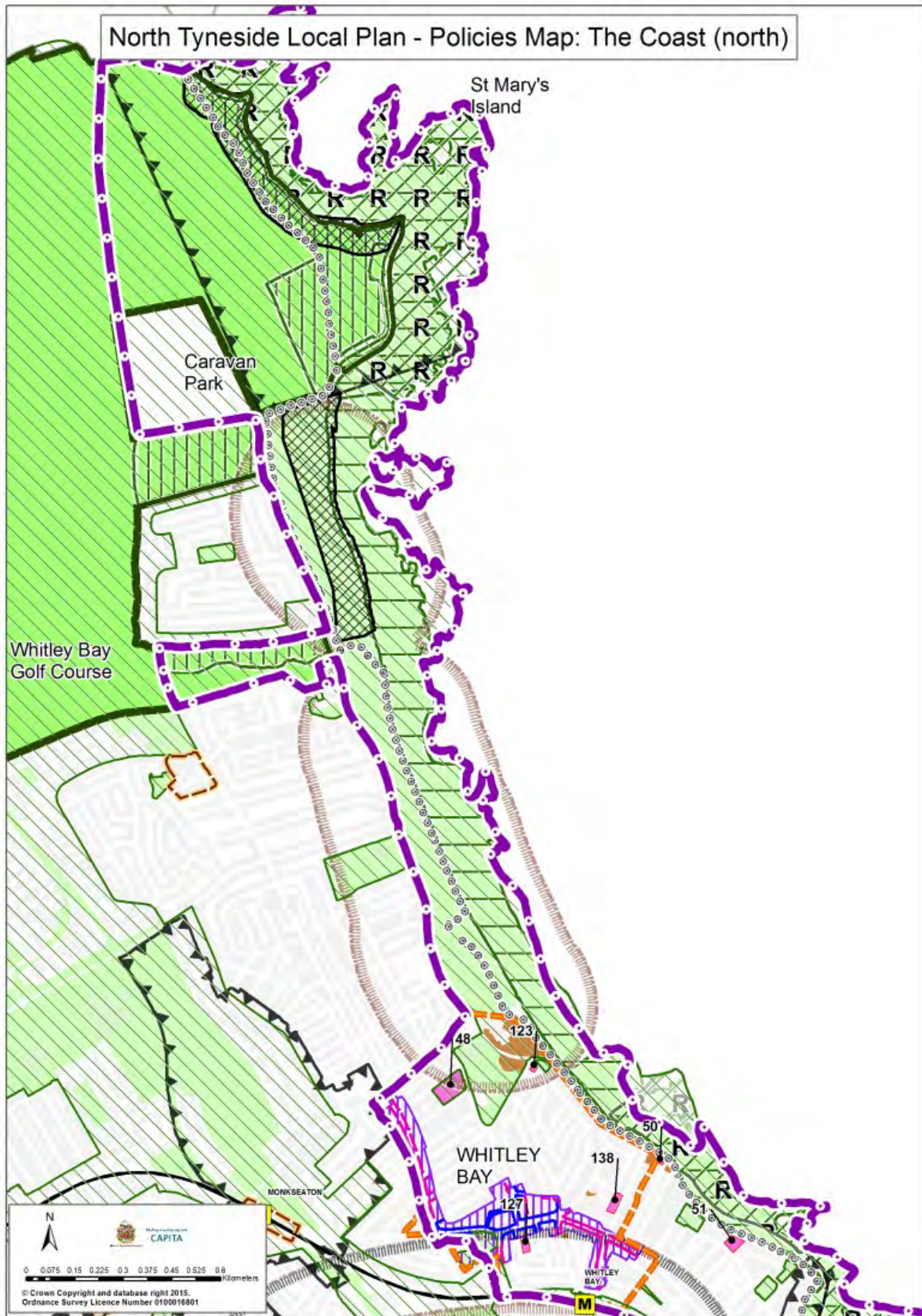
II Area Specific Strategies

Coastal Sub Area Strategy

Introduction

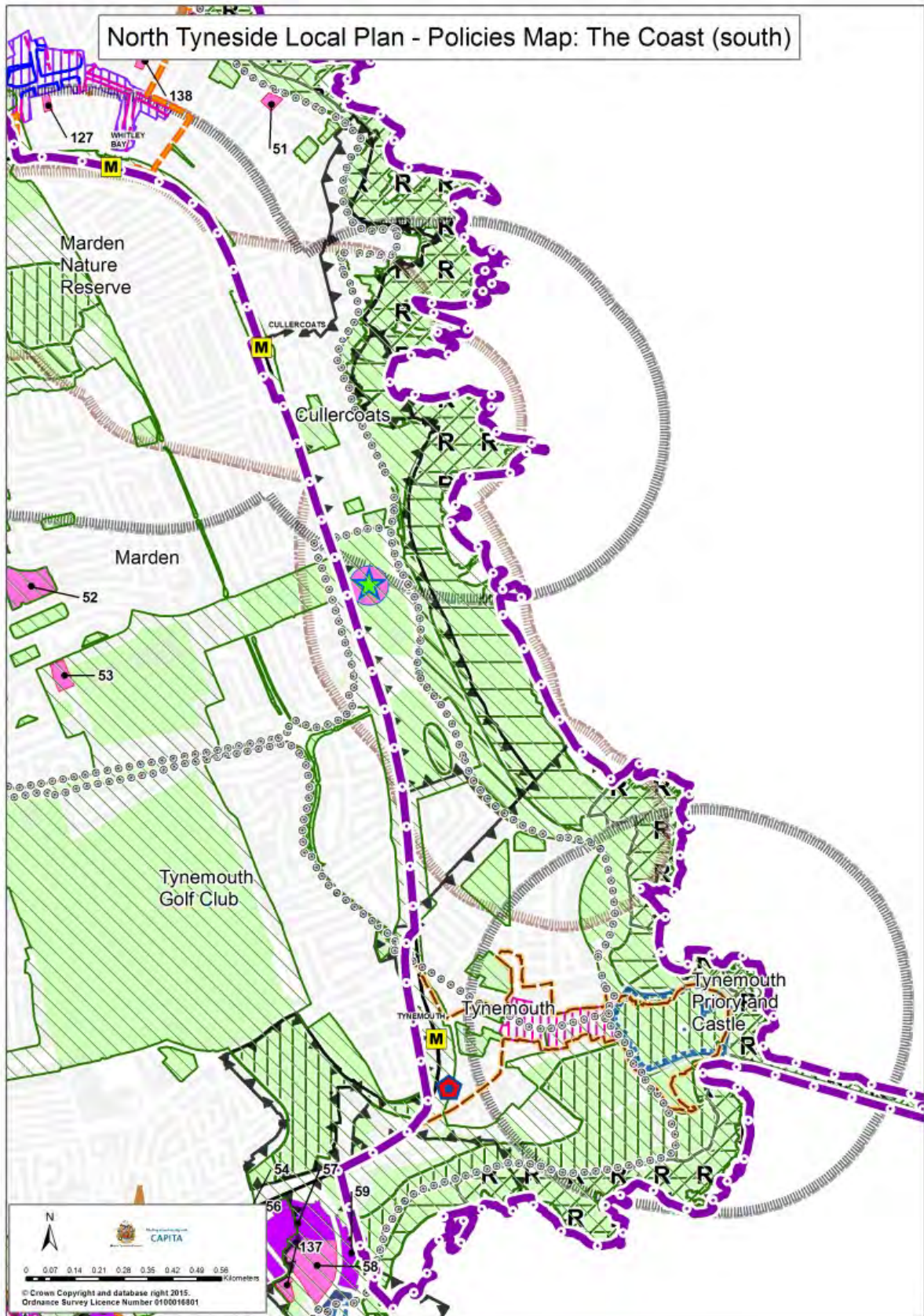
- 11.63** North Tyneside coastline is one of the most popular and beautiful places in the Borough. It draws in a variety of visitors throughout the year, which make a significant contribution to the local economy. The coastline is a nationally important area for wintering shore birds (Site of Special Scientific Interest) and the areas of rocky shoreline are part of an internationally designated bird site (Special Protection Area/Ramsar site). It contains some of the of the Borough's most iconic historic buildings and has a number of heritage assets including three conservation areas. In addition, the area from St. Mary's Island northwards to Coquet in Northumberland is a Marine Conservation Zone. The spatial strategy for the Coast needs to ensure proposals for the area can both maximise it's potential but also respect and conserve its valuable natural habitat.
- 11.64** The boundary for the coastal sub-area is shown below (the full Policies Map legend is available in the Glossary).

II Area Specific Strategies



Map 28 - Local Plan Policies Map: Coast (north)

II Area Specific Strategies



Map 29 - Local Plan Policies Map: Coast (south)

11 Area Specific Strategies

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.

AS8.15 The Coastal Sub Area

Within the Coastal Priority Investment and Regeneration Area, as shown on the Policies Map:

- 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.
- Integrate growth and development at the Coast with the protection and enhancement of the built and natural environment, in particular the area's heritage assets at Tynemouth, Cullercoats, Whitley Bay and St. Mary's Island and the protected nature conservation sites of the Northumbria Coast SPA/Ramsar site, Northumberland Shore SSSI and Tynemouth to Seaton Sluice SSSI.
- 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.

11.65 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.

11.66 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.

11.67 Tourism is a key driver of the North Tyneside local economy, worth around £268 million every year (2013 figures). This Plan supports the North Tyneside Tourism Strategy "Visit North Tyneside" (2014-2021) and the North East Case for Culture, a 15 year ambition to bring about further investment in arts and heritage across the region.

11.68 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 not viable.

11 Area Specific Strategies

- 11.69** This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

Visitors to the Coast

Tourism at the Coast

- 11.70** 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.

AS8.16 Tourism and Visitor Accommodation 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 where they are:

- a. Able to maintain the overall openness of the coastal area through their location and the incorporation of high quality design and materials in keeping with the character of the area; and
- b. Of an appropriate scale in-keeping with surrounding buildings; and
- c. Located where the impact from increased visitors can be accommodated :
 - i. By existing infrastructure capacity making best use of public transport provision and avoiding increased road congestion; and
 - ii. Without significant adverse harm upon the designated coastal environment sites and wider biodiversity.

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

- d. There is no proven demand and it can no longer make a positive contribution to the tourist economy, following an active and exhaustive marketing process of:
 - i. a minimum of nine months, for accommodation of thirty individual rooms or less;
 - ii. a minimum of eighteen months for accommodation of more than thirty individual rooms; or
- e. An appropriate alternative is to be provided, which is at least equivalent to that lost in terms of quantity, quality and location.

- 11.71** Policy AS8.16 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites if not supported by adequate mitigation. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

11 Area Specific Strategies

- 11.72** Tourism accommodation plays a crucial role in the visitor economy of the Borough as there is added value to the local economy when visitors stay overnight in the area. Existing tourist accommodation that take advantage of prime locations on the sea front are of significant value to the tourist economy by being able to offer a unique experience to visitors. There are only a limited number of properties offering visitor accommodation over thirty rooms, particularly with a sea view, and the loss of such accommodation would need to reflect a longer period of marketing to prove that it no longer has the potential to make a positive contribution to the economy.
- 11.73** 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. Visitor accommodation within the coastal area 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.
- 11.74** 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.

AS8.17 Visitor Attractions and Activities at the Coast

The following proposals and activities have been noted as particular opportunities at the coast that could enhance its role for tourism over the life of the plan:

- a. Restoration and re-use of The Spanish City dome and surrounding development site, including provision of improved parking, shops, a hotel and housing.
- b. St. Mary's Headland - new visitor facilities.
- c. St. Mary's Lighthouse and visitor centre refurbishment.
- d. Northern Promenade - overnight stay beach huts and public realm improvements
- e. Demolition and proposed redevelopment of High Point Hotel, The Avenue, Whiskey Bends
- f. Coastline Land Train - to support linkage between attractions along the coast whilst encouraging trips away from the private car.
- g. Longsands Temporary Events Area - the site known as Beaconsfield (identified on the Policies Map and Map 30) to be safeguarded for open space but would be considered acceptable for temporary tourism and recreational related activities and appropriate works to support such activities. All activities will be restricted between October and March to avoid impacts on nationally and internationally protected nature conservation interests. Permanent loss of any part of the site would not be permitted.

II Area Specific Strategies



Map 30 - Longsands Temporary Events Area

- 11.75** These proposals all involve active Council regeneration support and will form a key element in North Tyneside's strategy for improving the attractiveness of the Coast and Whitley Bay for visitors. A number of the sites are also identified as specific preferred development sites, or benefit from planning permission, but their inclusion supports implementation of Policy AS8.15 The Coastal Sub Area and provides a strategic overview within the Local Plan to the activities being undertaken. More detailed information about each of these projects is included within the Whitley Bay Masterplan 2015, available online here http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=557465.
- 11.76** At Longsands, 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.
- 11.77** Policy AS8.17 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites if not supported by adequate mitigation. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects. Longsands Beach is within the Northumbria Coast

11 Area Specific Strategies

SPA/Ramsar and Northumberland Coast SSSI. Beaconsfield is a recognised roosting area for some wintering species associated with these nature conservation sites. Therefore activities on Beaconsfield will be restricted during the winter period. The advice of the Biodiversity Officer will be followed when all proposals come forward.

The Spanish City, Whitley Bay

- 11.78** The regeneration of The Spanish City presents a fantastic opportunity to support and compliment the regeneration in the town centre, at Whitley Park, and indeed, along the whole North Tyneside coast. Planning permission has been granted for the redevelopment of The Spanish City. The aim is for 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.
- 11.79** 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.
- 11.80** The following policy supports a specific action point in the Our North Tyneside Council Plan under the “Our Places” priority that sets out the Council’s intention to work with a preferred developer and residents to develop The Spanish City.
- 11.81** Policy AS8.18 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

AS8.18 The Spanish City

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

Public Realm improvements in Whitley Bay Town Centre

- 11.82** The Council will aim to improve the quality of Whitley Bay town centre through public realm improvements and ensuring that schemes meet the highest standard of design. This will help to increase its appeal as a retail and service centre location, and make it a more attractive place to visit and spend time.
- 11.83** In Whitley Bay town centre there are inconsistencies to the quality and maintenance of shop fronts 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 20th Century and the street has many buildings with good architectural detail with an impressive amount of historic shop fronts.

II Area Specific Strategies

- 11.84** Improvement of the public realm is in line with the Our North Tyneside Council Plan priority “Our Places” that aims to create places that people like living in and will attract others to either visit or live.
- 11.85** Policy AS8.19 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

AS8.19 Whitley Bay Town Centre Public Realm

The Council will support positive measures to tackle heritage and townscape issues in a holistic way in Whitley Bay town centre, including through the following improvements to deliver a high quality public realm:

- a. Good quality, natural ground surfaces that encourage pedestrian movement;
- b. A coordinated approach to the installation of street furniture of high quality;
- c. A programme of measures to improve parking and accessibility;
- d. Restoration of historic layouts and features; and
- e. Ensuring all aspects of the public realm are maintained and repaired to a high standard.

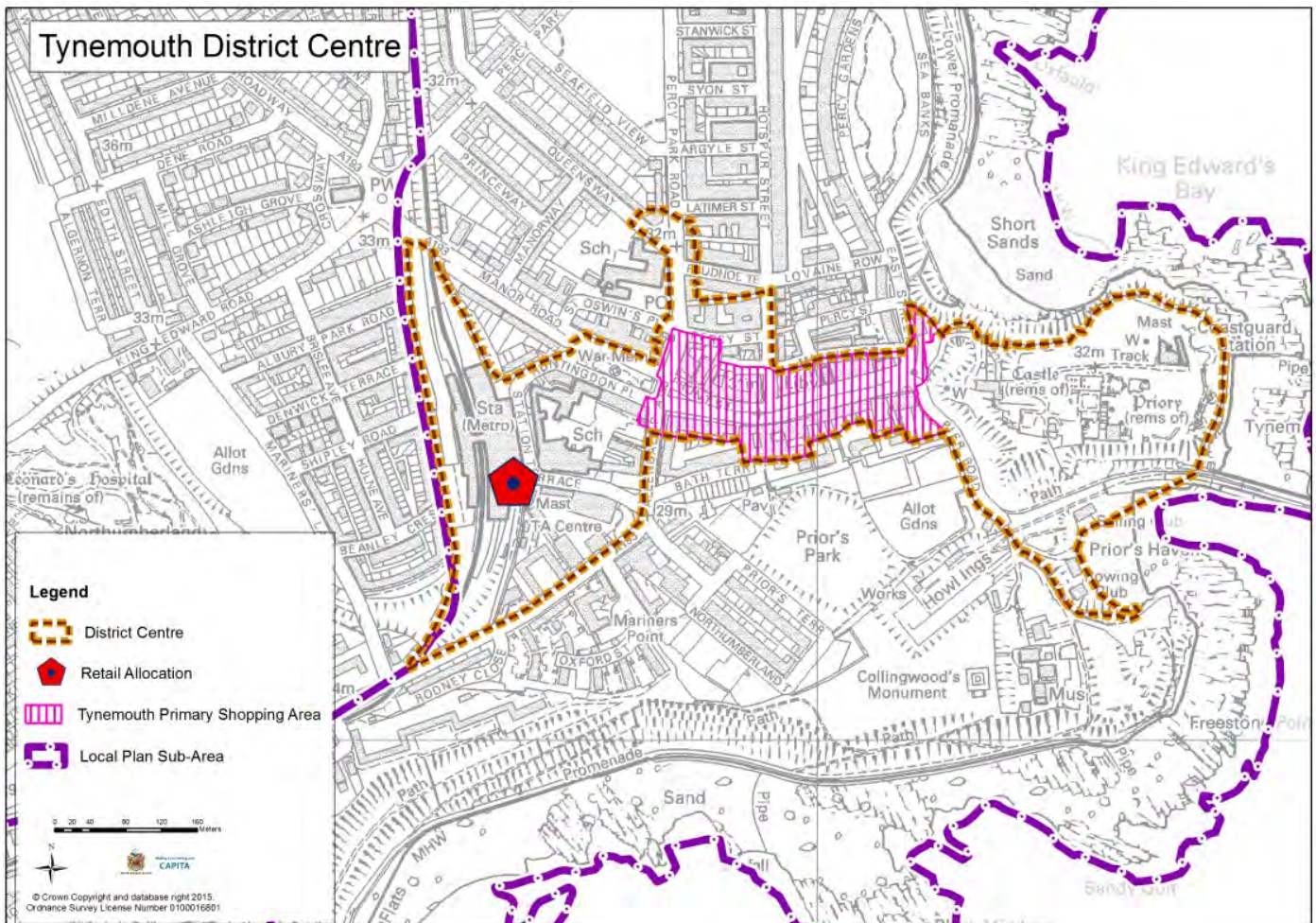
To support public realm improvements the Council will prepare a shop front design guide to assist in steering appropriate visual management of the shop fronts along Park View.

Coastal Evening Economy

- 11.86** One of the important contributions to the local economy in town centres is the evening economy. Along the coast the evening economy has played an important role in sustaining Whitley Bay and Tynemouth but the recent trend has seen popularity rise at Tynemouth.
- 11.87** In Whitley Bay the popularity of bars and clubs has been changing in recent years with the Council keen to support measures to reduce the impact of the area around South Parade as the success of South Parade dominates the impression of what the town has to offer in the evening and allow Tynemouth to become dominated in the same way. 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.
- 11.88** 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.

II Area Specific Strategies

- 11.89** 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.
- 11.90** 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.
- 11.91** Tynemouth also adopted a Cumulative Impact Policy on 24th July 2014 to make have greater control over new licenses granted for pubs and clubs in the area bordered by Percy Park Road, Bath Terrace, East Street, Lovaine Row and Prudhoe Terrace. The area has been identified because evidence shows that the cumulative impact of the number and concentration of licensed premises in these areas continue to adversely affect the promotion of the licensing objectives for the prevention of crime and disorder and the prevention of public nuisance.
- 11.92** The boundaries for Whitley Bay town centre and Tynemouth district centre are shown on the Policies Map.



Map 31 - Tynemouth District Centre Boundary

II Area Specific Strategies

AS8.20 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 (see Map 31) that:

- a. Support a sustainable evening economy without undermining the ability of the Cumulative Impact Policy to prevent crime and disorder and public nuisance;
- 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.

Residential Institutions in Whitley Bay

- 11.93** 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.

AS8.21 Residential Institutions in Whitley Bay

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 AS8.16.

- 11.94** 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.

11 Area Specific Strategies

Coastal Green Links

- 11.95** 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.
- 11.96** Much of NCNI from Tynemouth northwards, adjacent to the coastline, is designated as a shared footway/cycleway that allows all cyclists to use the footway (pavement). Previous consultations have raised the problem of pedestrians and cyclists sharing the footway and improved signage has been provided to make all users aware of other users. The cycle route through Cullercoats still needs to be improved to create extra space for cyclists and pedestrians in order to encourage more people to get active.
- 11.97** Policy AS8.22 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

AS8.22 Coastal Green Links

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

Transport

- 11.98** Whitley Bay town centre and Tynemouth district centre are well served by public transport with regular bus services and Metro services. An efficient traffic network in both centres will minimise impacts on visitors and residents improve public realm, increase the sense of place and support their vitality and viability. This approach was identified in the Tynemouth Conservation Area Management Strategy Supplementary Planning Document.
- 11.99** One consideration is the use of a shared surface, to reduce traffic speeds and create a better organised pedestrian space that could help contribute to a more attractive centre for people to enjoy. Any proposals would need to take into consideration the needs of all users and would require further detailed analysis of its impact and how it could benefit the centres.
- 11.100** Improvement of accessibility to public transport services is a priority. However, some visitors will have little choice but to make at least part of their journey to the coastal area 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

11 Area Specific Strategies

support the local economy and the Council Parking Strategy (2012) identifies the option to explore opportunities to acquire land adjacent to car parks with the aim of increasing the capacity. Maintaining adequate car parking within the coastal area with improved access for sustainable transport will be an important factor in supporting future development proposals.

- 11.101** In Whitley Bay clear signage and parking information will help tackle the perception that there is a lack of parking available within the town centre. 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 and along the coast. Car parking arrangements at the Coast will be kept under review with clear information of where there is free parking, where there is paid parking and where there is short and long term parking available.
- 11.102** Policy AS8.23 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

AS8.23 Coastal Transport

Through working in partnership with applicants for development, the community, public transport providers and Nexus, the Council will seek to improve the accessibility of the coastal area by:

- a. Balancing competing needs on the road network, to maintain traffic circulation and minimise congestion with opportunities to give greater priority to pedestrians, cyclists, public transport users and people with reduced mobility;
- b. Improving the street network connecting Whitley Bay town centre and Tynemouth district centre with the seafront and establishing attractive points of arrival including improvements to cycling and walking infrastructure;
- c. Ensuring that servicing and delivery arrangements meet the reasonable needs of business through improved off street servicing and loading facilities;
- d. Increasing public car parking opportunities as part of Whitley Bay town centre developments that also enhance the quality of the environment; and
- e. Maintaining adequate car parking provision that serves the coast with improved access for sustainable transport that would cause no adverse impacts on people, biodiversity and the environment.

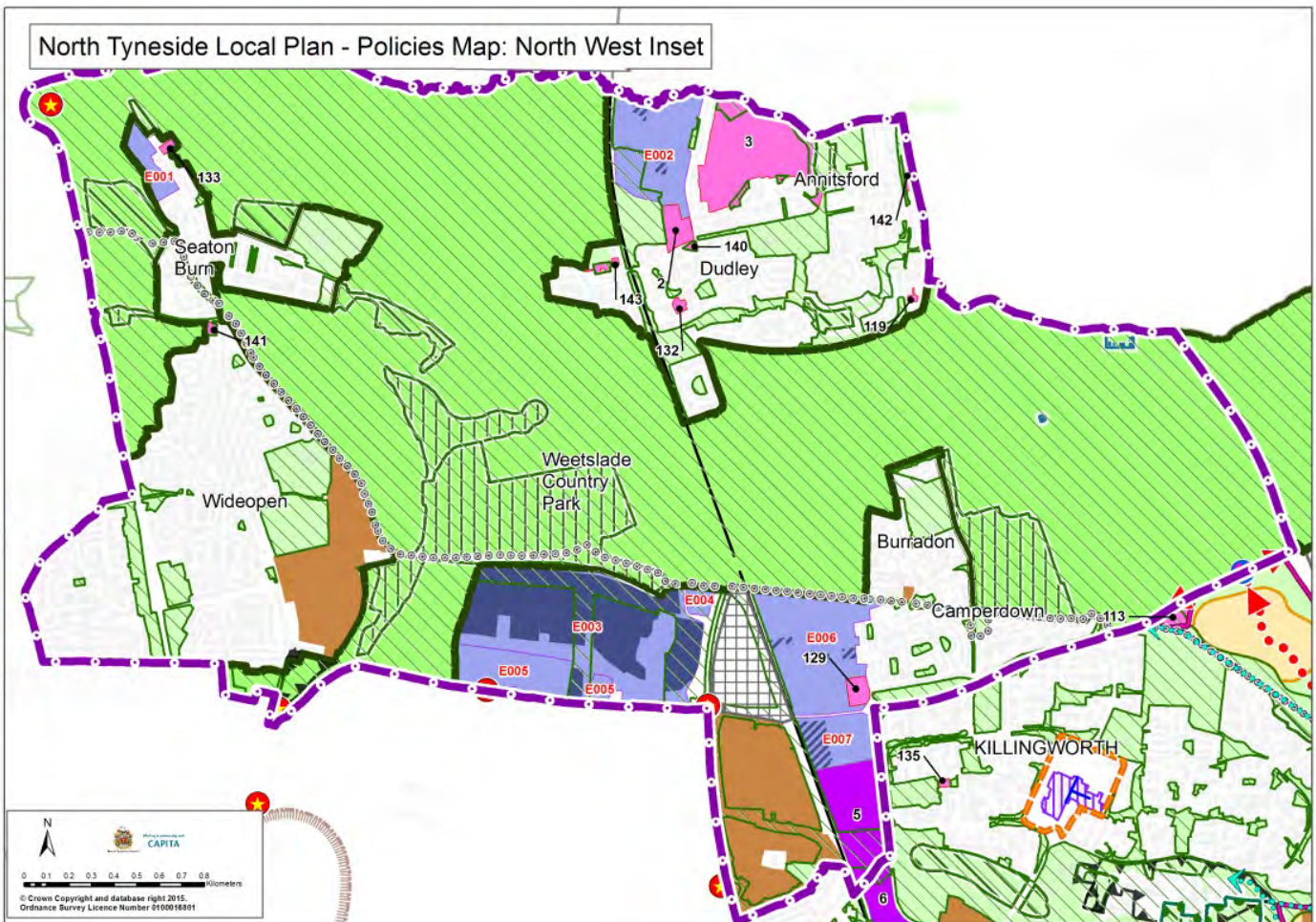
North West Villages Sub Area Strategy

Introduction

- 11.103** 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 the Green Belt of North Tyneside, Newcastle City and Northumberland.

II Area Specific Strategies

- II.104** The area has a wealth of heritage interest, with much of the area developed alongside the nearby colliers providing a rich 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 form a basis for the area's identity.
- II.105** The boundary of the North West sub-area is shown below on the inset map below (the full Policies Map legend is available in the Glossary).



Map 32 - Local Plan Policies Map: North West

- II.106** The vision for the North West Villages sub-area is that it 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 character.

11 Area Specific Strategies

AS8.24 The North West Villages Sub Area

Within the North West Villages Sub Area, as shown on the Policies Map:

- 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 positively with owners of vacant sites to bring them back into suitable, beneficial use.

- 11.107** The North West Villages are well-served by the local major road network, with the A1, A19(T) 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.
- 11.108** 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.
- 11.109** The size and dispersed nature of the villages in the North West can present challenges in terms of easily accessing service provision. This increases reliance on private cars and makes the provision of sustainable access to key services within the area, and elsewhere in North Tyneside and nearby neighbouring areas of Cramlington and Newcastle, important.
- 11.110** Over the years, with the decline of the mining industry, new building and regeneration projects, the area has gained many different layers of development styles; remaining vacant or underused sites provide an opportunity to develop a more coherent identity for the villages.
- 11.111** There is some substantial new development earmarked for the North West area. A new housing development at Five Mile Park is well underway and the Council's aspiration for development of a 30ha employment site at Weetslade has now advanced to the market as Indigo Park, in partnership with a private investment company. Additionally, housing development at Annitsford Farm is proposed as a major development site within this Plan.
- 11.112** 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.
- 11.113** The North West area is a gateway to the Borough and there are many positive aspects of the area that can and should be built on to improve perceptions. However, there are a number of vacant sites in the area that detract from the character of the locality and this needs to be tackled.

11 Area Specific Strategies

Improving Image and Identity

Public Realm

- 11.114** With each village in the North West surrounded by Green Belt, the area is rich in open space and biodiversity habitats. 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, the latter being a Green Flag award winner. Across the Borough's boundary, Big Waters and Gosforth Park are also areas of high ecological value that serve residents of the North West. 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.
- 11.115** 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 the time the Tower was built 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. Lying adjacent to the North West of North Tyneside, within Newcastle's boundaries, is the historic Gosforth Park.
- 11.116** 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".

11 Area Specific Strategies

AS8.25 North West Villages Public Realm

The Council will support positive measures in the North West of the Borough that can enhance the unique identity of the area through the following improvements to deliver a high quality public realm:

- a. Legible and attractive signage that welcomes visitors at entrances to the Borough and settlements to define boundaries and strengthen the identities of each Village area;
- b. Ensuring key attractions and facilities are well signposted, for example, John Willie Sams Centre, Seaton Burn Recreation Ground, Little Waters and Weetslade Colliery Park
- c. Promoting the special ecological and heritage value of the North West via sensitively placed interpretation boards. All signage and interpretation boards should be designed and installed as to protect, and possibly enhance the character of the area;
- d. A coordinated approach to the installation of street furniture of high quality;
- e. Good quality, natural ground surfaces that encourage pedestrian movement; and
- f. Ensuring all aspects of the public realm are maintained and repaired to a high standard.

11.117 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.

11.118 This Policy is in line with the NPPF, which encourages the creation of safe and accessible environments, clear and legible routes and high quality public space. It also supports the Our North Tyneside Council Plan priority “Our Places” that aims to create places that people like living in and will attract others to either visit or live.

Opportunity Sites

11.119 Pockets of vacant land in the North West represent an opportunity to bring forward development that can be beneficial to the community. The vacant sites are scattered throughout the North West and they range in size. They are generally in the possession of private landowners.

11 Area Specific Strategies

AS8.26 Opportunity Sites in the North West Villages

North Tyneside Council will work positively 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 on Map 33 and 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.

The Council would support a range of uses at these sites that accord with other policies in the Plan.

11.120 Reusing these parcels of land in a more positive manner would contribute to an attractive environment and could also deliver new homes and facilities for residents.

- a. Land at rear of the Drift Inn, Front Street, Seaton Burn. A large expanse of hardstanding that could be positively redeveloped with an attractive residential scheme, alongside the proposed redevelopment of the Seaton Burn Recreation Ground. This site is also identified as a residential allocation in this Plan.
- b. Land At Western Terrace, Dudley. A site with two separate parts, both have which have been left derelict for some time. This site is also identified as a residential allocation in this Plan.
- c. Land adjacent to no.1 Coronation Street, Annitsford. Although not visible to the wider public, small residential redevelopment at this site could improve the amenity of this area of Annitsford.
- d. Garage site, Annitsford Drive, Annitsford. Potentially unsuitable for any kind of building due to its small size, extending the adjacent grassed area to cover this site would make a positive difference to the appearance of this pleasant residential environment.
- e. Former Dudley People's Centre, Weetslade Road, Dudley. Planning permission was granted in 2015 for 14 dwellings; the prompt redevelopment of this prominent site is supported.
- f. Former Dudley Miners Welfare Centre, East View Terrace, Dudley. This is a large, vacant site in a prominent location. This site is also identified as a residential allocation in this Plan. Together with the smaller vacant site to the south, the Owen Pugh site to the north and the retail units at 2-3 West View, there could be possibilities to 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 southern entrance to Camperdown, there is the opportunity here for a high quality residential scheme that can make a positive first impression of the area.

11.121 The locations of these sites are shown below on the inset map below.

II Area Specific Strategies



Map 33 - North West Opportunity Sites

Sustainable Transport and Traffic Management

- 11.122** Good public transport connectivity is especially important for residents in parts of the North West due to the area's relative geographical isolation. Good bus services are important to avoid an over-reliance on the private car, and to allow for access to employment, education, services and facilities that are vital to ensuring a positive future for residents and the Borough.
- 11.123** Active travel (for example, walking or cycling) is another sustainable transport option for the North West. One of the remnants of the area's mining past is the network of waggonways that are well surfaced and lit, and are popular and well-used by pedestrians, cyclists and horse-riders. Active travel can only provide a viable alternative to the private car if it is encouraged through providing and protecting the correct infrastructure, and ensuring its usability and safety. Safe crossing measures should be provided, especially near schools, and opportunities to create joined-up routes including bridle ways and waggonways should be sought.

11 Area Specific Strategies

- 11.124** Studies are currently being undertaken by Northumberland County Council to ascertain the feasibility of reopening the Ashington, Blyth and Tyne Railway 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 Villages 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 Villages to reap the benefits of any rail link.
- 11.125** The North West is well-served by the major road network and it is a great asset to the area. However commuters have been known to use the Villages as "rat-runs", such as at Front Street, Annitsford to avoid Moor Farm roundabout, and through Burradon and Camperdown to avoid Sandy Lane roundabout. These rat runs impact on the quality of life for residents and discourage opportunities for safe, active travel.
- 11.126** 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.
- 11.127** This policy for the North West Villages reflects the aspirations of the NPPF, which advocates a transport system that is balanced in favour of sustainable transport modes.

AS8.27 Sustainable Transport and Traffic Management for the North West Villages

To improve linkages between Villages in the North West and beyond, the Council supports:

- a. Safeguarding and improving the area's bus service provision.
- b. Protecting and enhancing the waggonways, and other traffic-free travel routes.
- c. Suitable road crossing measures, where required, to allow better active travel movement.
- d. Appropriate traffic calming measures in the North West Villages, with the aim of discouraging "rat runs" to avoid main routes.

Former Engineering Research Centre, Killingworth

- 11.128** The Environmental Research Station (Block A, constructed 1967) and associated School of Engineering (Block B, constructed 1976) were originally owned and used by the Gas Council (later British Gas) as a research and training facility. The grade II* buildings were designed by prominent architects Ryder and Yates. 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 Blocks A and B to Cobalt Business Park.

II Area Specific Strategies

AS8.28 Former Engineering Research Centre

The Council will seek and support proposals for the use of the buildings and site, as shown on the Policies Map, where there would be no unjustified adverse effect upon their heritage significance. Proposed uses should take advantage of the facilities and accommodation that Block A and Block B can provide, including the potential for office, light manufacturing and retailing, with regard given to the potential for additional residential development at this location. Proposals should also:

- a. Demonstrate a clear understanding of the building and the impact of the works;
- b. Propose a compatible use with the buildings and the surroundings; and
- c. Not unacceptably fragment or asset strip the building.

I2 Implementation and Monitoring

I2 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. However, national planning policy also sets clear guidance about the importance of ensuring that the policies and proposals set out in local planning policy 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 timescales and, that the policies do not undermine the objectives and overall strategy of the Plan by placing unnecessary burdens upon development. It is equally important that the Local Plan remains flexible to be able to respond to changing circumstances both at local and national level, particularly given that the National Planning Policy Framework requires amongst other things that local authorities:
- Identify and maintain a rolling 5-year supply of deliverable housing land; and,
 - Keep under regular review the changing requirements and demands of the business community in terms of the scale, type and location of land to accommodate their requirements.
- 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.
- 12.4** Policy S9.1 should also be read in conjunction with Policy S4.2(b) with specific regard to housing delivery.

12 Implementation and Monitoring

S9.1 Local Plan Implementation and Monitoring

The policies and proposals in this Local Plan will be implemented in accordance with the Local Plan Implementation and Monitoring Framework and monitored through the North Tyneside Authority 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; and/or,
- b. Review the delivery of site-specific allocations; and/or
- c. Review the mechanisms for financial contributions to development, which may be impacting on development viability and ultimately be affecting the delivery of policies; and/or
- d. Develop further working relationships with various partners across the public, private and voluntary sectors in order to look at ways to facilitate implementation; and/or,
- e. Continue to work with adjoining local authorities and agencies to address cross-boundary development needs; and/or,
- f. Consider the preparation of Supplementary Planning Documents to provide clearer guidance as to how policies should be implemented.

If the measures outlined in the criteria above prove to be insufficient, or are otherwise unable to overcome the barriers to delivery of the overall objectives and strategy, then the Council will consider the need for a partial or full review of the Local Plan.

12.5 The Local Plan Implementation and Monitoring Framework 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. The Local Plan Implementation and Monitoring Framework is included as an Appendix to the Local Plan.

12.6 The Implementation and Monitoring Framework sets out a series of triggers that may necessitate the implementation of the contingency measures outlined in Policy S9.1, in order to deliver the Plan's overall objectives. The range and scale of the contingency measures will vary depending upon the specific issues identified, which may, in the most extreme circumstances, necessitate a full or partial review to the Local Plan or, more likely, may simply involve a change in processes the Council presently applies. As examples, although not exhaustive, this may include:

- A range of 'land use interventions' such as:
 - the Council actively working independently or in partnership to assemble and release land onto the market;

12 Implementation and Monitoring

- Maintaining an up-to-date evidence base so that land deemed surplus to requirements is not retained unnecessarily;
- bringing land forward ahead of any pre-set phasing requirements.
- Implementing changes in our own procedures such as:
 - how planning applications are processed and prioritised;
 - how the pre-application service is used; and
 - whether there is a need to produce further guidance (such as supplementary planning documents) that add further detail to how specific policies should be applied.

12.7 Given that North Tyneside Council is working with Newcastle City Council and Northumberland County Council to deliver the objectively assessed housing needs, it will be imperative that the delivery of new house building is monitored locally and sub-regionally and the respective Local Plans are able to respond to ensure that the overall objectively assessed needs are being met.

12.8 When assessing the need for a review of the Local Plan the Council will particularly consider:

- Performance of housing delivery against the trajectory;
- Latest evidence of objectively assessed need;
- The delivery of site-specific allocations; and,
- Impact upon the environmental quality and character of the Borough.

13 Glossary

13 Glossary

Glossary of abbreviations used in the Local Plan

- AHVA - Affordable Housing Viability Assessment
- ALC - Agricultural Land Classification
- AMR - Authority Monitoring Report
- AWVA - Area Wide Viability Assessment
- BAP - Biodiversity Action Plan
- BRE - Building Research Establishment
- CCMA - Coastal Change Management Area
- CDA - Critical Drainage Area
- CIL - Community Infrastructure Levy
- DCLG - Department for Communities and Local Government
- Defra - Department for Environment, Food and Rural Affairs

- ECML - East Coast Main Line
- EIA - Environmental Impact Assessment
- ELR - Employment Land Review
- EZ - Enterprise Zone
- Ha - Hectare
- HER - Historic Environment Record
- HMO - Houses in Multiple Occupation
- IDP - Infrastructure Delivery Plan
- LEP - Local Enterprise Partnership
- LDO - Local Development Order
- LPA - Local Planning Authority
- LNR - Local Nature Reserves

13 Glossary

13

- LWS - Local Wildlife Sites
- m² - Square metres
- MSA - Mineral Safeguarding Area
- NDSS - Nationally Described Space Standard
- NECA - North East Combined Authority

- NPPF - National Planning Policy Framework 2012
- NPPG - National Planning Policy Guidance
- OAN - Objectively assessed need
- ONS - Office for National Statistics
- PSA - Primary Shopping Area
- RSS - Regional Spatial Strategy
- RTLS - Retail and Leisure Study 2014
- SA - Sustainability Appraisal
- SANGS - Suitable Alternative/Accessible Natural Green Spaces

- SEA - Strategic Environmental Assessment

- SEP - Strategic Economic Plan
- SFRA - Strategic Flood Risk Assessment
- SHLAA - Strategic Housing Land Availability Assessment
- SHMA - Strategic Housing Market Assessment
- SMP2 - Shoreline Management Plan 2
- SPA - Special Protection Area
- SSSI - Sites of Special Scientific Interest
- SuDS - Sustainable Drainage Systems
- UDP - Unitary Development Plan 2002
- WHS - World Heritage Site

13 Glossary

Glossary of terms used in the Local Plan

- Accessibility

The ability of people to move around an area and to reach places and facilities. This includes people with limited mobility, for example, elderly people and those with young children.

- Affordable housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.

- Aggregates

Minerals extracted from the earth's surface, mainly consisting of sand, gravel and crushed rock that are used within the construction industry..

- Allocation(s)

A site specifically identified in the Local Plan, and shown on the Policies Map, for housing, employment, mixed use or other development.

- Appropriate assessment

A specific stage of assessment in any Habitats Regulations Assessment. See Habitats Regulations Assessment below.

- Archaeological interest

There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

- Article 4 direction

A direction which withdraws automatic planning permission (permitted development rights) granted by the General Permitted Development Order.

- Asset of community value

13 Glossary

13

A building or other land identified by the community where its actual current use furthers the social wellbeing and interests of the local community, or a use in the recent past has done so. If the Council has agreed that it has met this test then it will be added to a list of community assets giving the right for the community to bid the land or building if it is put on the market.

- Authority Monitoring Report (AMR)

A report produced each year that assesses progress against the indicators in the Local Plan Implementation and Monitoring Framework.

- Biodiversity Action Plan (BAP)

An overarching framework for habitat and species conservation.

- Best and most versatile agricultural land

Land in grades 1, 2 and 3a of the national Agricultural Land Classification.

- Brownfield land

See Previously developed land below.

- Climate change mitigation and adaptation

Climate change is the observed, actual or expected climatic factors and trends or their effects, such as increased rainfall intensity, rising temperatures, increased storminess and rising sea levels. Climate change mitigation is action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions and use of energy derived from fossil fuels. Climate change adaptations are adjustments to natural or human systems which reduce or moderate harm or exploit beneficial opportunities.

- Coastal Change Management Area (CCMA)

An area identified in Local Plans as likely to be affected by coastal change, for example, physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.

- Community infrastructure

Infrastructure that provides for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community.

- Community Infrastructure Levy (CIL)

13 Glossary

The Community Infrastructure Levy is a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area.

- Comparison retail/spending

Shopping for goods where the customer makes comparison between different shops, for example, clothing and footwear, do-it-yourself goods, household and recreational goods.

- Conservation area

An area designated by the Council for its special architectural or historic interest, and where it is important that this special character is preserved or enhanced.

- Contaminated land

Land that is polluted by the presence of radioactive materials or chemical substances at concentrations that could make it unsafe for development without action to remove the source of contamination.

- Convenience retail/spending

Shopping for relatively low-value goods, such as food or newspapers, which are bought on a frequent and regular basis and where the customer prefers convenience over cost.

- Critical Drainage Area (CDA)

Critical Drainage Areas for surface water that contribute towards a wider area with surface water flooding issues. Critical Drainage Areas in North Tyneside are identified in the Surface Water Management Plan.

- Designation(s)

Areas of land identified on the Policies Map to which specific planning policies apply, for example, Green Belt.

- District centre

A group of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

- Duty to Co-operate

The Duty to Co-operate places a legal duty on local planning authorities in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. The duty to cooperate was created in the Localism Act 2011.

- Dwelling(s)

13 Glossary

13

Self contained units of residential accommodation. This includes houses, apartments, and maisonettes.

- Environmental Impact Assessment (EIA)

A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

- Employment land/site

Land allocated or designated for B1 office, B2 general Industrial, and B8 storage and distribution uses.

- Employment Land Review (ELR)

A report to assess the demand for and supply of land for employment.

- Five year housing land supply

Local authorities are required to identify (and update annually) a 5 year supply of 'deliverable' housing sites. Sites identified within the 5 year supply must be available now, offer a suitable location for housing now, and be achievable with a realistic prospect that housing will be delivered on the site within five years, and be viable.

- Geodiversity

The range of rocks, minerals, fossils, soils and landforms.

- Green infrastructure

A network of multi-functional urban and rural green space that is capable of delivering a wider range of environmental and quality of life benefits for local communities.

- Habitats Regulations Assessment (HRA)

The Local Plan must be subject to a Habitats Regulations Assessment (HRA) to assess its potential effects on internationally designated nature sites and their supporting habitat, in line with the Habitats Regulations 2010 (as amended). Some planning applications require site-specific (or project) Habitats Regulations Assessment.

- Heritage asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets (a World Heritage Site, scheduled monument, listed building, protected wreck site, registered park and garden, registered battlefield or conservation area designated under the relevant legislation) and assets identified by the local planning authority (including through the local register).

13 Glossary

- House in Multiple Occupation (HMO)

A house occupied by unrelated individuals, some of whom share one or more of the basic facilities. Commonly shared facilities include: bathrooms, toilets, shower rooms, living rooms and kitchens. A building defined as a HMO may consist entirely of bedsit unit type accommodation (where some or all amenities are shared) or a combination of both bedsits and self-contained flats.

- Hydrocarbon

A compound of hydrogen and carbon, such as petroleum and natural gas.

- Infrastructure

A collective term for services such as roads and railways, underground utilities such as electricity, sewerage and water, children's services, health facilities and recycling and refuse facilities.

- Infrastructure Delivery Plan (IDP)

A report that identifies the infrastructure projects required to deliver the Plan or a site including physical, social and green infrastructure. The IDP would outline how and when it is anticipated that infrastructure will be funded.

- Internationally designated nature sites

These include Special Areas of Conservation and Special Protection Areas designated under the Habitats and Birds Directives. They host some of Europe's most threatened species and habitats and form part of a Europe-wide network of nature conservation areas known as the Natura 2000 network. Ramsar sites are afforded the same protection as European nature sites.

- Listed building

Listed buildings are those statutorily defined as being 'of special architectural or historic interest'. They are listed by the government based on the advice of Historic England. Listed buildings are graded at grade I, II* or II according to their architectural quality or historical significance.

- Local Enterprise Partnership (LEP)

A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

- Local Flood Authority

13 Glossary

13

The local authority or council whose duty it is to carry out specific local flood risk management functions for their area, notably managing the risk of flooding from surface water runoff, groundwater, and ordinary watercourses.

- Localism Act (2011)

The Act sets out new freedoms and flexibility for local authorities and gives local communities more powers. The act covers a wide range of issues related to local public services, with a particular focus on the general power of competence, community rights, neighbourhood planning and housing.

- Local Nature Reserves (LNRs)

Local Nature Reserves are places with wildlife or geological features that are of special interest locally.

- Local Planning Authority (LPA)

The local authority or council whose duty it is to carry out specific planning functions within its area, including preparation of the Local Plan and development management.

- Local Wildlife Sites (LWS)

Local Wildlife Sites contain features of substantive nature conservation and are designated by the Council.

- Main town centre uses

Retail development (including warehouses, clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drivethrough restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotel and conference facilities).

- National Planning Policy Framework (NPPF)

This sets out the government's planning policies for England and how these are expected to be applied. It sets out the government's requirements for the planning system and provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of communities.

- National Planning Practice Guidance (NPPG)

National online planning practice guidance that is regularly updated and which supplements the NPPF.

- Net developable area

13 Glossary

The area available for residential or employment generating uses excluding major distributor roads, primary schools, key areas of open space serving a wide area and significant buffer strips.

- Neighbourhood Plan

A neighbourhood plan establishes general planning policies for the development and use of land in a neighbourhood. They must be in general conformity with the adopted development plan for the area.

- Open space

Open space (including areas of water such as lakes) that offer important opportunities for sport and recreation and can also act as a visual amenity. .

- Permeable paving/surfacing

Surfaces that allow water to percolate, soak, pass or infiltrate through them.

- Plan period

The time period to which the Local Plan applies - from 1st April 2011 to 1st April 2032.

- Planning condition

A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

- Planning obligation

See Section 106 agreement below.

- Previously developed land

Land that is or was occupied by a permanent structure, including land within its curtilage and any fixed surface infrastructure. There are various exceptions to this that area set out in the NPPF.

- Primary Shopping Area (PSA)

Defined area where retail development is concentrated (generally comprising the primary and secondary frontages which are contiguous and closely related to the primary shopping frontage).

- Primary shopping frontages

13 Glossary

13

Primary shopping frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.

- Priority habitat and priority species

Priority habitats and species are ‘habitats and species of principal importance’ for the conservation of biodiversity included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

- Policies Map

The map that accompanies the Local Plan written statement. This illustrates which land in North Tyneside is subject to different designations and allocations.

- Pollution

Anything that affects the quality of land, air, water or soils that might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

- Public realm

Those parts of an area (whether publicly or privately owned) available for everyone to use. This includes streets, squares and parks.

- Ramsar site

Wetlands of international importance, designated under the 1971 Ramsar Convention. As per government advice, Ramsar sites have the same protection as European nature sites and so in effect they form part of the EU’s Natura 2000 network and are internationally important nature sites.

- Renewable and low carbon energy

Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). Renewable and low carbon energy includes energy for heating and cooling as well as for generating electricity.

- Retail hierarchy

Defines the role and relationship of centres in the retail network i.e. town centre, district centre, local centre.

- Safeguarded land

13 Glossary

Land located between the urban area and the Green Belt identified to meet potential development needs beyond the plan period, in this case after 2032, and therefore not allocated for development at the current time.

- Scheduled monuments

Scheduled Monuments, also referred to as Scheduled Ancient Monuments, are sites of outstanding national importance that are worthy of protection. The word "monument" covers the whole range of archaeological sites. Scheduled monuments are not always ancient, or visible above ground. They are placed on a schedule by the government based on the advice of Historic England.

- Secondary shopping frontages

Secondary shopping frontages have a significant proportion of retail uses but provide greater opportunities than the Primary Shopping Frontages for a diversity of uses.

- Section 106 agreement

Section 106 agreements, also known as planning obligations, are agreements between developers and local planning authorities that are negotiated as part of a condition of planning consent. These are legally enforceable obligations entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Such obligations could ensure the developer contributes towards a range of infrastructure and services, such as community facilities, public open space, transport improvements and/or affordable housing.

- Setting of a heritage asset

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

- Significance (with regards to heritage)

Significance is the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

- Site of Special Scientific Interest (SSSI)

A site designated by Natural England as an area of special interest by reason of any of its flora, fauna, geological or physiographical features.

- Special Protection Areas (SPAs)

13 Glossary

13

These are European designated sites, classified under the Birds Directive because of their international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They form part of the Natura 2000 network and are internationally important nature sites.

- Strategic Flood Risk Assessment (SFRA)

A study carried out by a local planning authority to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.

- Strategic Housing Land Assessment (SHLAA)

A study prepared by a local planning authority to assess how much urban land is suitable and available for new housing development.

- Strategic Housing Market Assessment (SHMA)

A study prepared by a local planning authority to provide a long-term strategic assessment of both housing need and demand (including affordable housing need).

- Supplementary Planning Document (SPD)

A document that provides further guidance to the policies in a Local Plan. They are capable of being a material consideration in planning decisions but are not part of the Development Plan.

- Sustainable communities

Places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

- Sustainable development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

- Surface water run-off

Surface water comes from rain or snow falling on to the ground that may then collect and flow over the land surface (hard-surfaces or green space) as 'overland flow'.

- Sustainable Drainage Systems (SuDS)

13 Glossary

Drainage systems designed to manage surface water sustainably. They aim to reduce the amount of surface water run-off and the rate it joins rivers, public sewers or runs off the site as 'overland flow', and to maintain or improve water quality.

- Sustainability Appraisal (SA)

An appraisal of the economic, environmental, and social effects of a plan. They should be undertaken from the outset of the preparation process to allow decisions to be made that accord with sustainable development. Sustainability appraisals have to be in conformity with the EU directive on strategic environmental assessment (see below).

- Strategic Environmental Assessment (SEA)

A procedure that requires the formal environmental assessment of certain plans and programmes that are likely to have significant effects on the environment.

- Travel plan

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action.

- Use Classes Order

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

- Waste Hierarchy

The waste management hierarchy indicates an order of preference for action to reduce and manage waste. The order of preference is usually given as prevention, re-use, recycle, energy recovery and disposal.

- Water bodies

Areas of water such as streams, rivers, canals, ponds, lakes and reservoirs, and in some cases drainage ditches.

- Watercourses

Streams, brooks, rivers, drainage and other ditches flowing in a particular direction in a definite channel with a bed or banks. 'Main rivers' are marked on a main river map produced by the government based on advice from the Environment Agency. All other watercourses are 'ordinary watercourses'.

- Wildlife corridor

Areas of habitat connecting wildlife populations.

- Windfall sites

Sites that are granted planning permission for housing that have not previously been identified through the plan process. Most windfall sites are either small, or involve the conversion of existing buildings.

14 Appendix

14 Appendix

The Local Plan Implementation and Monitoring Framework

- 14.1** The Local Plan Implementation and Monitoring Framework can be viewed here:
http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=565827

NORTH TYNESIDE LOCAL PLAN POLICIES MAP 2017 DRAFT

Strategic Sites - Policies S4.4a/b/c

Killingworth Moor (Sites 22 to 26)
Murton (Sites 35 to 41)

- Strategic Site Boundary
- Indicative Development Zone
- Indicative Mixed-Use Zone
- Potential Location for New School
- Potential Location for Employment Development
- Indicative Green Amenity Space and Buffer Zone
- Indicative Wildlife Corridor
- Indicative Access Point
- Indicative Principal Highway Routes and Junctions
- Indicative Secondary Highway Routes and Junctions
- Indicative Principal Pedestrian, Horsing, Cycle Routes and Community Connections
- Potential New Metro Station

Legend

North Tyneside Boundary

Strategic Policies

- Local Plan Strategic Policy Area
- Green Belt
- Safeguarded Land
- Local Green Space

Local Plan Site Allocations

- Residential
- Mixed-Use
- Employment Land
- Available Employment Land
- Reserved Employment Land
- Retail

Economy

- River Tyne North Bank
- Enterprise Zone
- A19 Economic Corridor

Retail and Town Centres

- Town Centre Boundary
- District and Local Centre Boundary
- Town Centres - Primary Shopping Areas
- Primary Shopping Frontage
- Secondary Shopping Frontage
- Hot Food Takeaway Schools Buffer

Infrastructure

- Metro Station
- Shields Ferry
- International Ferry Terminal (Port of Tyne)
- Transport Safeguard Route
- Cycle Routes
- Tyne Pedestrian and Cycle Tunnel
- Transport Improvement Schemes and Junctions
- Waste Management Facility
- Howdon Wharf

The Natural Environment

- Open Space
- Special Protection Area (SPA) and Ramsar Site
- Site of Special Scientific Interest (SSSI)
- Local Wildlife Site (LWS)
- Site of Local Conservation Importance (SLCI)
- Wildlife Corridor
- Coastal Change Management Area (CCMA)
- Mineral Safeguarding Area - Limestone
- Mineral Safeguarding Area - Sand and Gravel
- Energy Mineral Safeguarding Area coincides with Borough Boundary
- Newcastle International Airport Noise Level Contour (dB) - L den (2011)

Housing

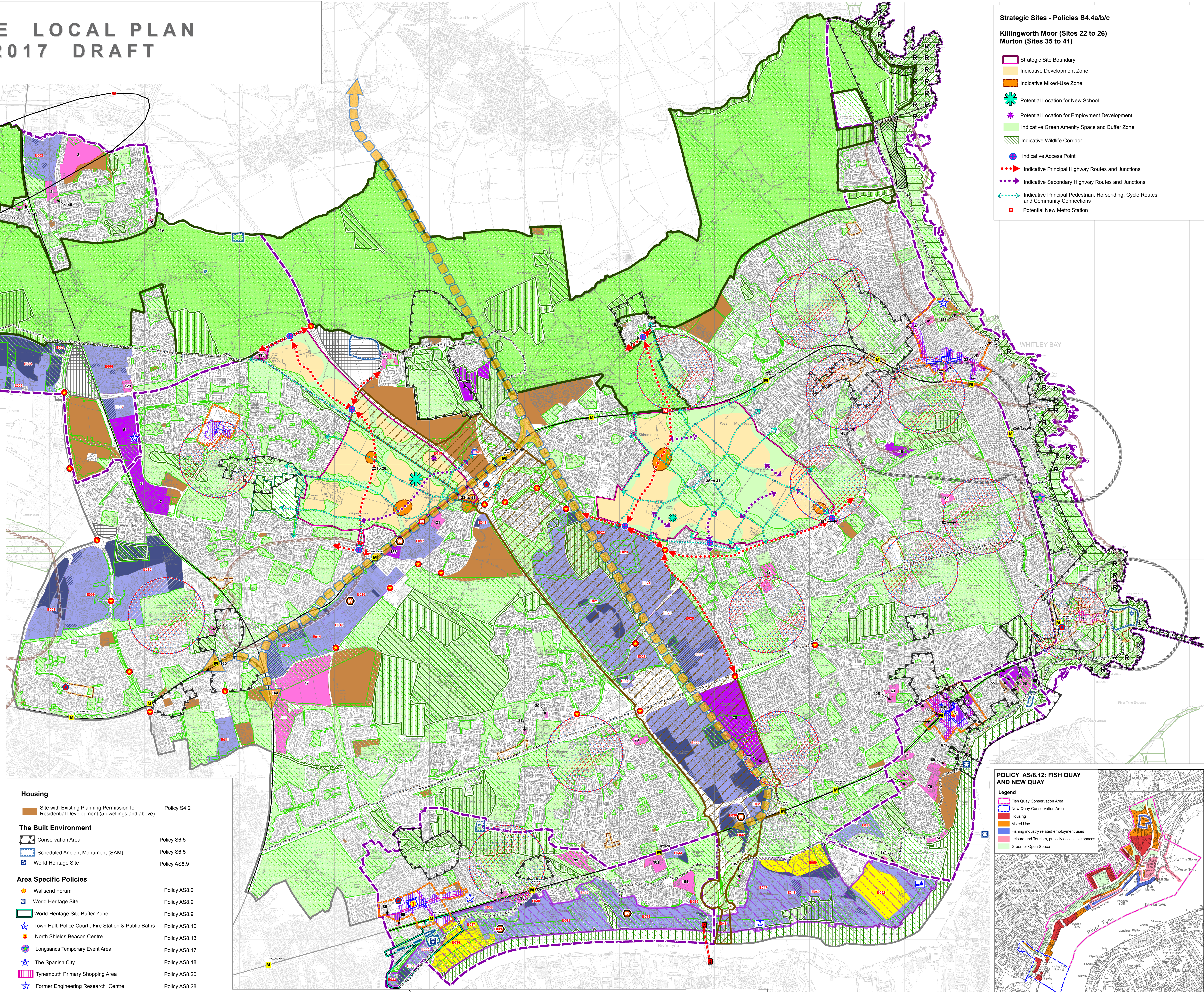
- Site with Existing Planning Permission for Residential Development (5 dwellings and above) Policy S4.2

The Built Environment

- Conservation Area Policy S6.5
- Scheduled Ancient Monument (SAM) Policy S6.5
- World Heritage Site Policy AS8.9

Area Specific Policies

- Wallsend Forum Policy AS8.2
- World Heritage Site Policy AS8.9
- World Heritage Site Buffer Zone Policy AS8.9
- Town Hall, Police Court, Fire Station & Public Baths Policy AS8.10
- North Shields Beacon Centre Policy AS8.13
- Longsands Temporary Event Area Policy AS8.17
- The Spanish City Policy AS8.18
- Tynemouth Primary Shopping Area Policy AS8.20
- Former Engineering Research Centre Policy AS8.28



POLICY AS/8.12: FISH QUAY AND NEW QUAY

Legend

- Fish Quay Conservation Area
- New Quay Conservation Area
- Housing
- Mixed Use
- Fishing industry related employment uses
- Leisure and Tourism, publicly accessible spaces
- Green or Open Space

FISH QUAY NP SPD scale 1:8000



Working in partnership with
CAPITA



North Tyneside Council Local Plan Sustainability Appraisal Post Adoption Statement

Contents

1. Introduction	3
2. Legislative background.....	4
3. How environmental considerations have been integrated into the Local Plan	6
4. How the environmental report has been taken into account	9
5. How Consultation Representations have been taken into account	11
6. The reasons for choosing the plan or programme as adopted.....	13
7. The measures that are to be taken to monitor the implementation of the Local Plan.....	15

DRAFT

1. Introduction

1.1 This document provides the Sustainability Appraisal Adoption Statement for the North Tyneside Local Plan 2017 (the Local Plan), which was adopted on 20 July 2017 by North Tyneside Council. *(Currently pending Council approval, May 2017)*

1.2 The Local Plan sets out a comprehensive framework of site allocations and strategic and development management policies that will shape development in North Tyneside to 2032. Originally, North Tyneside Council was working towards the preparation of a Core Strategy and three Area Action Plans. From 2013, these documents have been combined within an emerging Local Plan.

1.3 Sustainability Appraisal (SA) was undertaken whilst developing the Local Plan. The purpose of the SA was to ensure that the environmental, social and economic issues were considered throughout the development of the Local Plan with the aim of achieving sustainable development through its implementation.

1.4 The purpose of this Adoption Statement is to satisfy the legislative requirements of Directive 2001/42/EC and the Environmental Assessment of Plans and Programmes Regulations (2004).

2. Legislative background

2.1 European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment ('the SEA Directive') states that a Strategic Environmental Assessment (SEA) is mandatory for plans prepared for town and country planning and land use purposes. The SEA Directive is transposed into UK law through the Environmental Assessment of Plans and Programmes Regulations (2004), which requires the SA of local development plan documents.

2.2 The Town and Country Planning (Local Planning) Regulations (2012) states that a SA report must be completed for Local Plan documents in accordance with section 19(5) of the Planning and Compulsory Purchase Act (2004). In accordance with these regulations, SA, incorporating SEA was prepared completed for the North Tyneside Local Plan.

2.3 Article 9 of the SEA Directive requires that when a plan or programme is adopted, the Council makes available a statement summarising *"how environmental considerations have been integrated into the plan or programme and how the environmental report prepared pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8 and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with."*

2.4 This requirement in European law has been transposed into UK law through Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations (2004), which requires the responsible authority to produce a statement containing the following information as soon as reasonably practical after the adoption of a plan or programme:

- a) *How environmental considerations have been integrated into the plan or programme;*
- b) *How the environmental report has been taken into account;*
- c) *How opinions expressed in response to:*

- i. The invitation referred to in Regulation 13(2)(d);*
- ii. Action taken by the responsible authority in accordance with Regulation 13(4), have been taken into account;*
- d) How the results of any consultations entered into under Regulation 14(4) have been taken into account;*
- f) The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and*
- e) The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.*

2.5 The following sections will set out how the North Tyneside Local plan has been prepared in accordance with these requirements.

DRAFT

3. How environmental considerations have been integrated into the Local Plan

3.1 A scoping stage is required as part of the SA. This sets out a framework for how the SA would be carried out. Scoping must, as set out in Annex 1 of the SEA Directive and Schedule 2 of the Environmental Assessment of Plans and Programmes Regulations (2004), consider a range of environmental factors including biodiversity, human health and cultural heritage.

3.2 The SA scoping for the Local Plan is documented in a series of revised reports:

- Core Strategy Issues and Options 2006 - Sustainability Appraisal Scoping Report;
- Wallsend and North Shields Area Action Plans Issues and Options 2007 Sustainability Appraisal Scoping Report;
- Coastal Area Action Plan Issues and Options 2009 - Sustainability Appraisal Scoping Report;
- Local Plan Consultation Draft 2013 - Sustainability Appraisal Scoping Report; and,
- Local Plan - Sustainability Appraisal Scoping Report (September 2015).

3.3 The Scoping Reports have looked at a wide range of topic areas and:

- Identified relevant international, national, regional and local policies, plans, programmes, strategies and initiatives (PPPSIs) that would have links and/or effects on the Local Plan;
- Set out what the aims and objectives of these PPPSIs are;
- Set out what the baseline situation is for North Tyneside and what the main issues are;
- Suggested how all the above together need to be addressed in the Local Plan;
- Put forward SA objectives that would measure through the SA process how well the Local Plan did address these issues.

3.4 From the August 2015 scoping exercise, 19 SA objectives were derived that were deemed sound indicators to test emerging Local Plan policies and proposed development sites against to ensure they were addressing the issues that North Tyneside faces. They cover social, environmental and economic elements.

The 19 SA objectives are:

1	To create a diversified and forward looking economy with high and stable levels of employment where everyone can share and contribute to a greater and sustainable prosperity.
2	To increase the diversity and quality of jobs.
3	To create higher and more stable levels of employment with more local jobs within the Borough, particularly in the socially deprived areas.
4	To develop further a sustainable tourism sector.
5	To improve access to a wide range of education and training opportunities.
6	To enable all people to have a choice of decent homes, in a range of tenures, sizes and types, to meet their needs, including affordable homes.
7	To create harmonious, crime free neighbourhoods with strong identities and high levels of participation in community activities.
8	To prevent disease, prolong life, promote health and support all residents to adopt healthy lifestyles, while targeting action to reduce health inequalities.
9	To afford everyone in the Borough with equality of access to the range of community facilities and services they require in meeting their needs.
10	To maintain and improve the quality of ground and surface waters.
11	Adapt to the impacts of climate change whilst addressing the contribution made by the Borough by reducing emissions of greenhouse gases and maintaining good local air quality through more efficient use of resources.
12	To reduce the need to travel, encourage sustainable transport options and make the best use of existing transport infrastructure.
13	To avoid adverse effects to the areas ecological network, including designated wildlife sites and protected species, and to protect and enhance biodiversity and geodiversity.
14	To reduce waste and improve waste management by encouraging re-use, recycling and

	composting.
15	To maintain and enhance areas of Green Belt and network of multifunctional green infrastructure as a community resource to support local wildlife initiatives and for amenity and recreation.
16	To preserve, conserve and enhance North Tyneside’s landscape character, cultural and historic environment, maintaining and strengthening local distinctiveness and sense of place.
17	To reduce Flood risk to people and property.
18	To avoid the loss of the area’s best and most versatile agricultural land and bring contaminated land back into beneficial use.
19	To reduce noise pollution.

3.5 The Environment Agency, Natural England and Historic England were consulted as statutory consultees during the SA Scoping stages. This ensured that the sustainability framework addressed the key environmental considerations of other organisations.

4. How the environmental report has been taken into account

4.1 An updated version of the SA (or the “environmental report”) has been prepared at each draft stage in the preparation for the Local Plan (and prior to this, the Core Strategy and Area Action Plans):

- Core Strategy Issues and Options - Sustainability Appraisal Report 2006;
- Wallsend Area Action Plan Issues and Options 2008 - Sustainability Appraisal;
- North Shields Area Action Plan Issues and Options 2008 – Sustainability Appraisal;
- Coastal Area Action Plan Issues and Options 2009 - Sustainability Appraisal;
- Core Strategy Preferred Options - Sustainability Appraisal 2010;
- Area Action Plans Preferred Options - Sustainability Appraisal 2012;
- Local Plan Consultation Draft 2013 - Sustainability Appraisal Report;
- Local Plan Consultation Draft 2015 - Sustainability Appraisal Report;
- Local Plan - Sustainability Appraisal Report (November 2015);
- Sustainability Appraisal for Local Plan (June 2016); and
- Sustainability Appraisal Report Addendum: Main Modifications (January 2017).

4.2 The Local Plan has evolved with input from the SA as an integral part of the process. Recommendations from the SA were considered alongside information from the Councils’ evidence base, and consultation responses. This process has informed both the overall scope of the Local Plan and the content of individual policies and the suitability of site allocations.

4.3 The SA process was an important tool in the early stages of plan formation. The Core Strategy Preferred Options 2010 and its associate SA reviewed and assessed potential spatial strategies, providing a steer on overall development strategy.

4.4 When assessing policies and potential development sites, the SA process considered alternative options. In many cases, alternative options were either not reasonable or not feasible, and in some cases, preferred options were assessed as having the potential for some adverse impacts. Mitigation was considered as part of the SA process; this allowed for the consideration of how adverse impacts could be reduced or avoided. This meant that in

preparing the Local Plan, thought could be given to the range of policies that must be included to provide that necessary mitigation so that when implemented as whole, it would be in the interests of sustainable development.

4.5 The Local Plan includes two strategic sites, at Killingworth Moor and Murton Gap, which together would provide approximately 50% of the Plan's housing growth. For both of the strategic sites, a "concept plan" has been prepared to give a clearer understanding to residents of the proposals and how they could support the Authority's vision for North Tyneside. The principles of sustainable development have been incorporated into their production; the conclusions of the SA reports relating to the two sites have allowed for in-depth discussions and studies on various matters that have steered the concept plan in a way that manages the sustainability "unknowns" that were assessed. This includes:

- The incorporation of new areas of formal and informal open space (including landscape buffers);
- Measures to protect, create and enhance areas for wildlife and biodiversity;
- The provision of sustainable drainage solutions to address flood risk which can be integrated with open space and biodiversity;
- The broad locations for the 'blocks' of residential development (to include employment at Killingworth Moor) that allows for the protection of those most significant landscape and built environment features;
- The specific key infrastructure requirements and broadly where these could be located. This includes the provision of a primary school for Murton Gap and both a primary and secondary school for Killingworth Moor, the key points of access into the sites and the provision of community facilities / local centres.

5. How Consultation Representations have been taken into account

5.1 The adopted Local Plan has evolved through several stages of public consultation. At each stage, consultation on the Local Plan has been accompanied by an SA report.

5.2 The key stage in initiating the SA process is the Scoping stage. In preparation of the Local Plan, five Scoping Reports have prepared and each consulted on. For each, the input of at least the statutory consultees of Historic England, the Environment Agency and Natural England was sought. The feedback received was, where appropriate taken into account in finalising the scope of the SA, including the SA framework and SA Objectives.

5.3 Consultation on SA reports took place alongside consultation on the emerging Plan. The consultation invited all statutory consultees, other key stakeholders and the community to comment. Throughout the various consultation exercises, very little feedback was received with regards to either the framework in which the SA was carried out or the conclusions and recommendations contained within the reports.

5.4 There have been a relatively very small number of occasions where objectors to the potential allocation of development sites have questioned the integrity and validity of the SA process. Where the SA has assessed a negative impact against one or more SA Objective, objectors have queried the acceptability of the proposals. The SA reports and the published responses to such objections make clear, however, that if the policies of the Local Plan as a whole are rigorously applied, the potential negative environmental impacts of new development will be mitigated (as referred to in paragraphs 4.4 and 4.5 of this statement). Accommodating anticipated growth in housing and employment makes a strong contribution to achieving social and economic sustainability objectives, by providing new and existing residents with homes and opportunities for employment. Additionally, whilst the SA sets out a transparent assessment of the Local Plan's proposals, it cannot in itself singularly determine the particular direction the Local

Plan must take. The Local Plan fits into a hierarchy of planning documents, and is therefore influenced by Government policy that has also been subject, in some cases, to some form of SA. The Local Plan is guided by stakeholder input and suite of evidence that sets out and takes into account matters such as the aspirational objectives of the Borough, balanced against the realism and viability of the Plan being delivered.

5.5 Following a comment received about the methods employed in undertaking the SA of the Local Plan: Consultation Draft 2013, regarding the numerical approach to establishing the relative sustainability effects of policies and proposals. As a consequence an amendment was made to the framework employed in the SA of the Local Plan: Consultation Draft 2015 and subsequent versions.

5.6 The feedback helped identify that whilst seeming clear and comparable, the numerical approach (where -1 is a negative impact, 0 is a neutral impact and 1 is a positive impact and an overall impact can be derived by adding the score against each objective together) can become over-complicated, allowing for inconsistencies and a lack of clarity between the scoring of different policies/sites. Also, conclusions that are based on mathematical calculations can be too rigid in their outcomes, when the issues and impacts they represent are generally not succinct in their nature and require a more discussion-led conclusion. As a result the approach to considering the effects of proposals was amended from a numerical scoring system to a “RAG” approach. In this approach (R) red represents an envisaged negative effect, (A) amber represents an envisaged neutral or insignificant effect and (G) green represents an envisaged positive effect. The overall sustainability effect of each proposal is then taken from a general consideration of the overall balance of effects identified.

6. The reasons for choosing the plan or programme as adopted

6.1 In accordance with the SEA Directive, it is important when assessing proposals to consider appropriate and reasonable alternatives. All aspects of the Local Plan have been considered as part of the SA process, along with alternatives.

6.2 The preparation of the Local Plan has considered alternative spatial strategies. The Core Strategy Preferred Options 2010 and associated SA reviewed and clearly set out the preferred options and reasonable alternatives that had been dismissed. Adjustments to the Spatial Strategy identified within the Core Strategy Preferred Options 2010 have taken place over subsequent preparation of the Local Plan and include:

- Incorporation of an area-specific strategy for the North West Villages, reflecting its gateway status and identified need for regeneration that emerged through engagement.
- Inclusion of the initially rejected strategic sites of Murton Gap and Killingworth Moor as part of the Spatial Strategy, to ensure the Local Plan could meet the overall housing requirement without triggering a need for review of the Green Belt.

6.3 The general strategy of distribution of development throughout the main urban area has remained. The spatial strategy put forward in the Local Plan in proposed policy S1.1 *Spatial Strategy for Sustainable Development* has been subject to the SA process. In this case, the preferred option of the spatial strategy set out in policy S1.1 was assessed as representing the more sustainable approach.

6.4 Several alternative strategies were suggested in representations but they were not assessed as representing reasonable alternative strategies and so should not be considered as such. The 2017 SA Addendum set out a summary of the alternatives that were identified as unreasonable. They are either not sufficiently distinct from the preferred strategy that has been pursued within the Local Plan to have been appraised

individually, or would be harmful to the Local Plan aim's of pursuing an approach that would ensure least environment impact. In this context at least two of the suggested alternatives relate to development of the Green Belt and Site Selection.

6.5 During 2014, Planning Policy officers worked closely with specialist consultants (Arup, Edge Analytics and Arc4) to provide expert, robust and impartial support in strengthening the Authority's evidence of employment and housing needs. From this work, 15 growth options were prepared. It was deemed important to assess the alternative options above through the SA process, so the potential sustainability impacts of each could be considered. Through this process, and through consideration of the evidence informing the various growth options, eight were not considered as representing a reasonable alternative to planning for growth in North Tyneside or would not provide a substantially alternative scenario for growth to be considered.

6.6 From the remaining options, three broad growth options were identified as potentially reasonable alternatives for the Borough over the Plan period to 2032. Growth Option B or "medium" growth was assessed as overall having the most sustainable outcome.

6.7 For each proposed policy and site allocation, an alternative was considered. For policies, this was usually "do nothing" – that is, do not implement the policy, leaving the situation as existing, which was the only alternative that was reasonable to consider. For sites, alternative uses and often a "do nothing" option were assessed.

7. The measures that are to be taken to monitor the implementation of the Local Plan

7.1 The SEA Directive requires the significant environmental effects of implementing the plan or programme to be monitored in order to identify unforeseen adverse effects and to be able to undertake remedial action.

7.2 North Tyneside Council has established a monitoring framework for the Local Plan that includes the Implementation and Monitoring Framework, Housing Implementation Strategy and Annual Monitoring Report. These are supported by policy S9.1 *Local Plan Implementation and Monitoring* and together will be crucial to delivery of the Council's strategic policies and proposals.

7.3 The Implementation and Monitoring Framework considers:

- Policy Objective and Local Plan Objectives – to determine the purpose and role of the policy.
- Implementation/Delivery Mechanism – to establish how the policy is intended to be delivered.
- Key Agencies and Partners – to establish who will be responsible and support delivery of the policy.
- Monitoring Indicators – to measure performance against the objectives of the policy; these have been developed with consideration to the 19 SA Objectives developed in the Scoping process.
- Triggers for Action – to identify when analysis of performance would require additional measures to be taken.
- Potential Action or Contingency – summarising potential steps that will be taken to ensure performance improves.

North Tyneside Council

Planning and Compulsory Purchase Act 2004

Localism Act 2011

Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

Local Plan Adoption Statement

Notice is hereby given in accordance with Regulations 26 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) that North Tyneside Council formally adopted its Local Plan on 20th July 2017.

The North Tyneside Local Plan sets out the Council's spatial vision, strategic objectives and spatial strategy, detailed policies for development management and identifies specific sites for delivery of the Borough's objectively assessed needs for development over the Plan period. The revised Local Plan document replaces in full the Unitary Development Plan adopted in 2002.

The Local Plan was the subject of an independent examination conducted by a Planning Inspector appointed by the Secretary of State. The Inspector's Report was published in May 2017 and recommended Main Modifications have been included in the adopted Local Plan which now carry full weight in the consideration of planning applications.

Notice is hereby given that copies of the Local Plan along with the associated Sustainability Appraisal Report, Policies Map and other supporting documents are available on the Council website www.northtyneside.gov.uk/planning and for inspection at: Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY (Planning reception hours Monday: 08:30 until 13:00, Wednesday: 13:00 until 17:00, Friday: 08:30 until 13:00). Copies are also available at Wallsend Library, North Shields Central Library, Whitley Bay Library and Killingworth White Swan Centre (See <http://my.northtyneside.gov.uk/category/151/find-library> for opening times).

Any person aggrieved by the Local Plan Review may make an application under Section 113 of the Planning and Compulsory Purchase Act 2004 to the High Court on the grounds that the document is not within the appropriate powers and/or a procedural requirement has not been complied with. Any such application must be made within six weeks from the date of adoption by the Council.

For further information or to contact the Planning Policy Team:
Email: planning.policy@northtyneside.gov.uk
Phone: 0191 643 2310



North Tyneside Council

Working in partnership with
CAPITA

North Tyneside Local Plan 2015 Examination in Public

Policies Map Modifications Schedule

Spatial Changes arising due to Main and
Additional Modifications

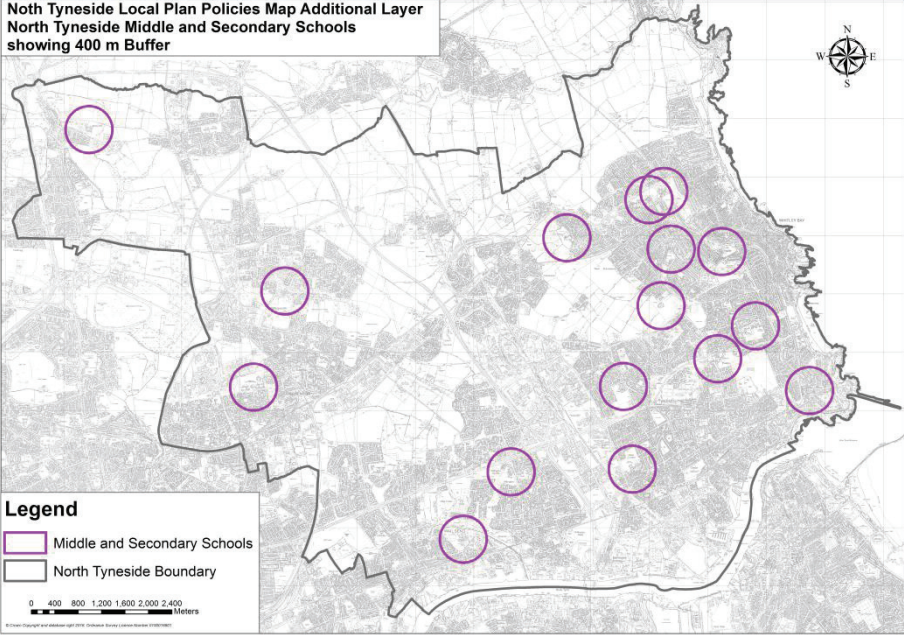
January 2017

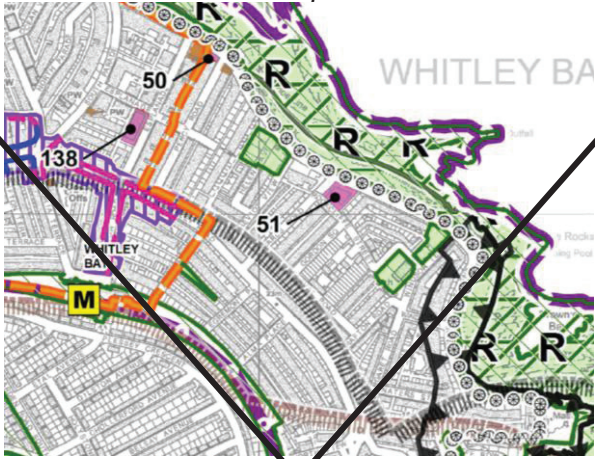
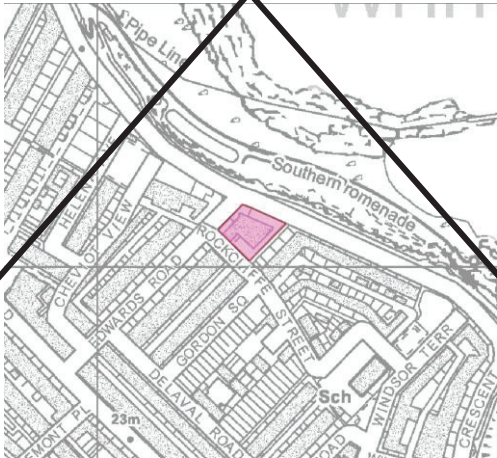

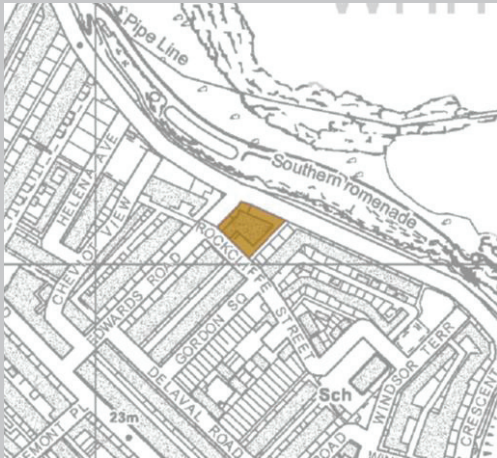


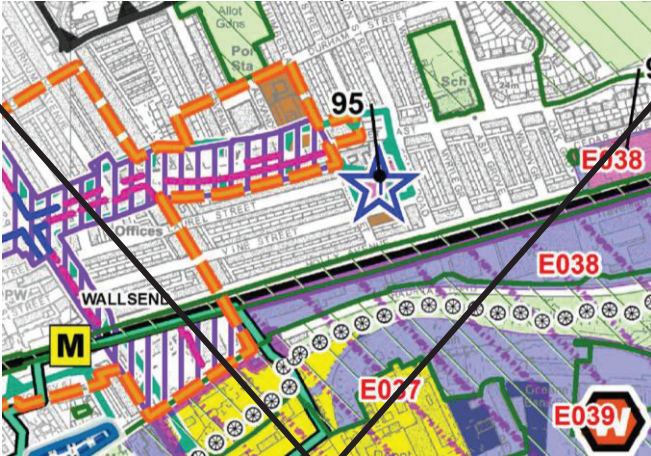
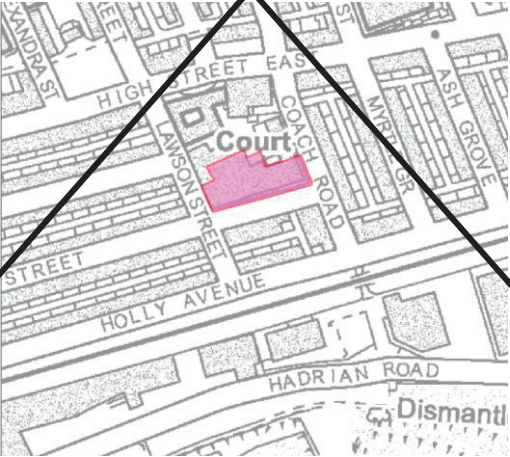
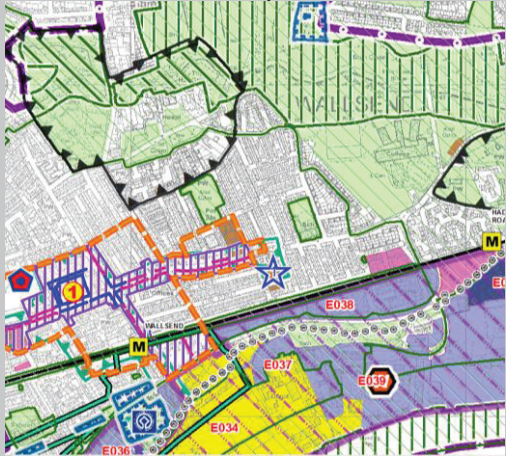
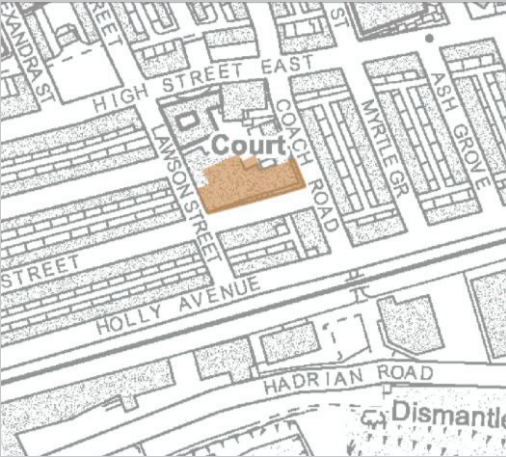
Main Modifications Amendments affecting the Polices Map

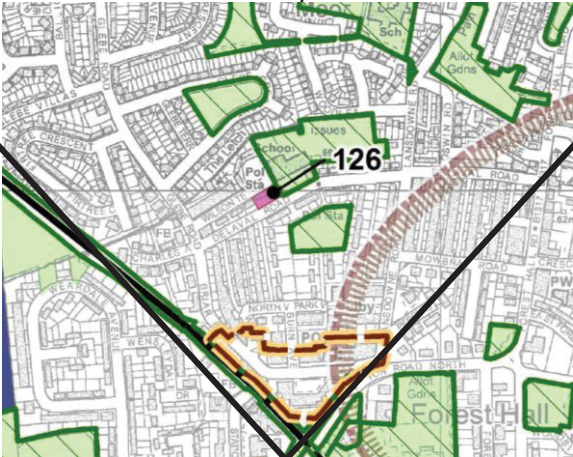


Subject to Consultation

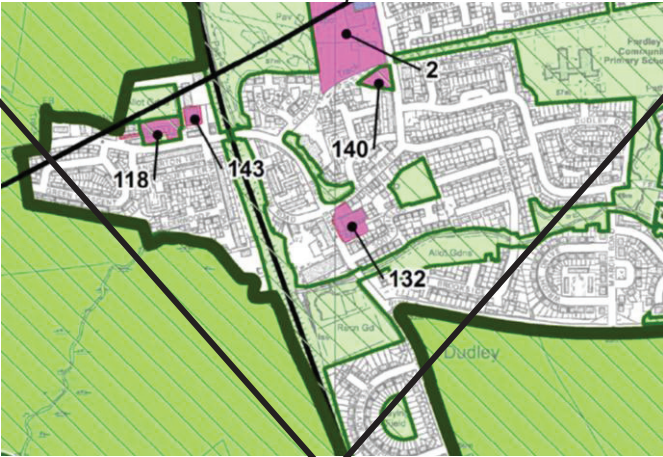
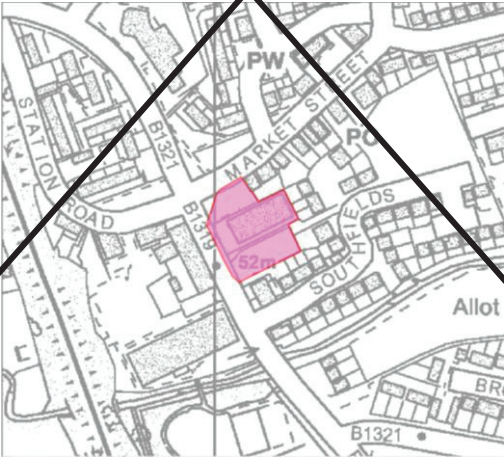
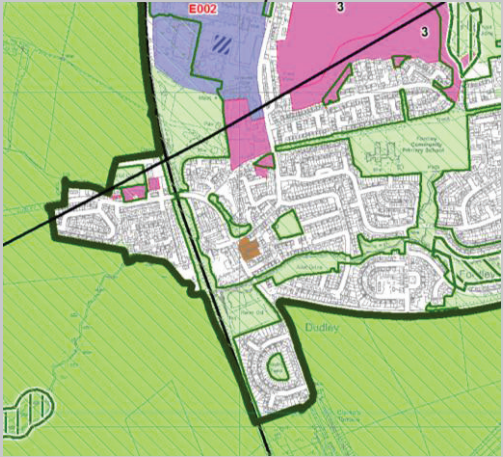

The proposed modifications to the Local Plan Pre-submission Draft Policies Map 2015 identified in this section provide the updated spatial expression to proposed Main Modifications. Each of these proposed Main Modifications are identified within the Main Modifications schedule published for formal consultation on January 23rd 2017.

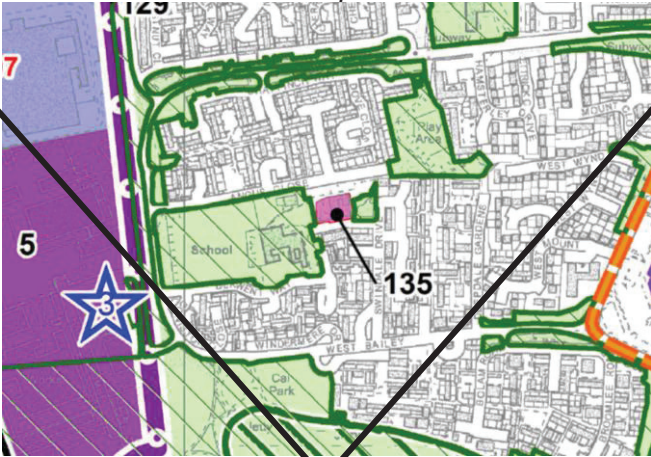
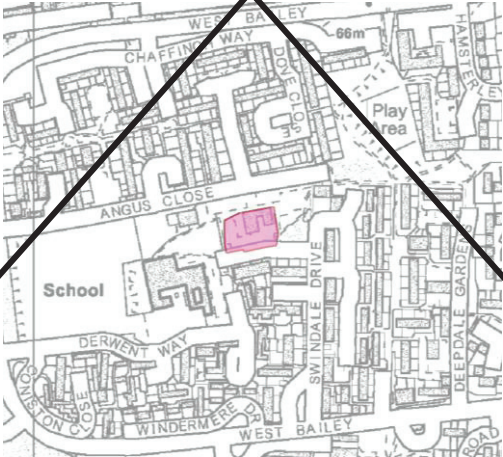
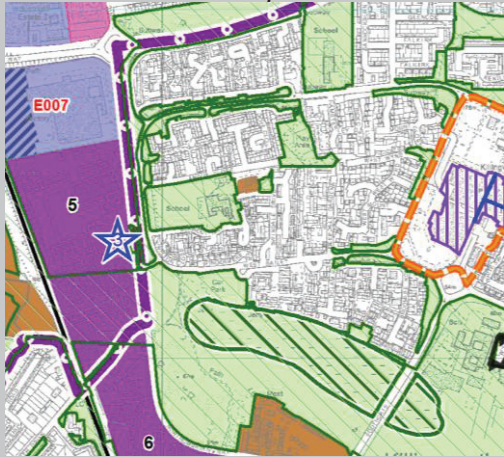
Mod Ref	Policy Reference	Amendment	Reason for Change
MM145	Policy DM3.7	Addition of 400m buffer for all secondary and middle schools.	To identify on the policies map the buffer identified in Local Plan policy DM3.7 with respect to consideration of planning applications for hot food takeaways.
	<p><i>Policies Map extract:</i></p> <p>Not previously include</p>	<p><i>Policies Map extract:</i></p> <p>Illustration of layer to be added</p>	 <p>North Tyneside Local Plan Policies Map Additional Layer North Tyneside Middle and Secondary Schools showing 400 m Buffer</p> <p>Legend</p> <ul style="list-style-type: none"> Middle and Secondary Schools North Tyneside Boundary <p>0 400 800 1,200 1,600 2,000 2,400 <small>Meters</small></p>


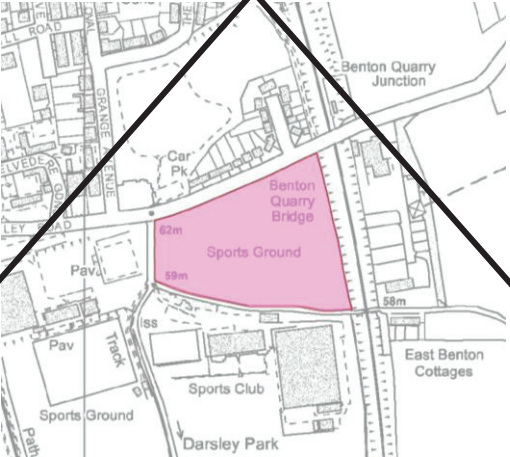
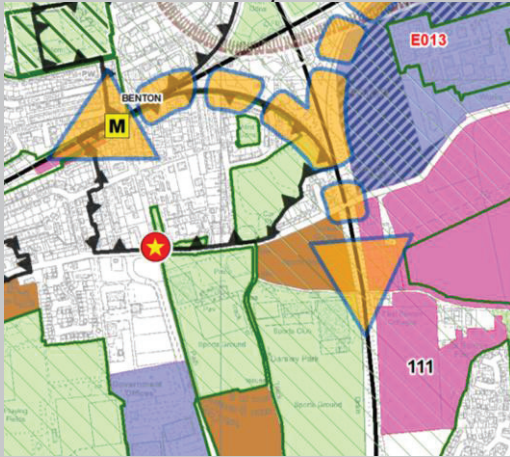

Mod Ref	Policy Reference	Amendment	Reason for Change
MM174	Policy S4.3 site list – Site 51	Change status of Site 51 High Point Hotel from residential allocation to planning permission.	To reflect subsequent consent of planning permission for site. (see also Main Modifications Schedule MM174).
<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 		<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 	


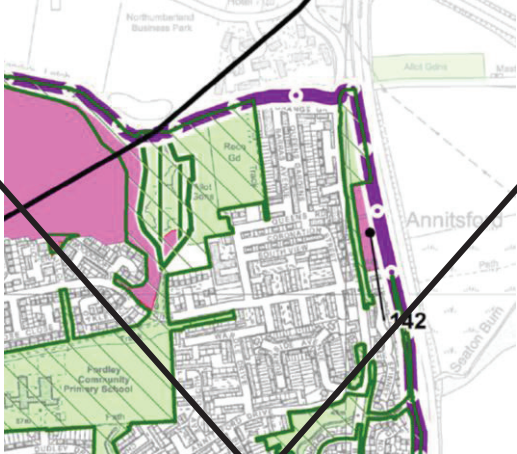
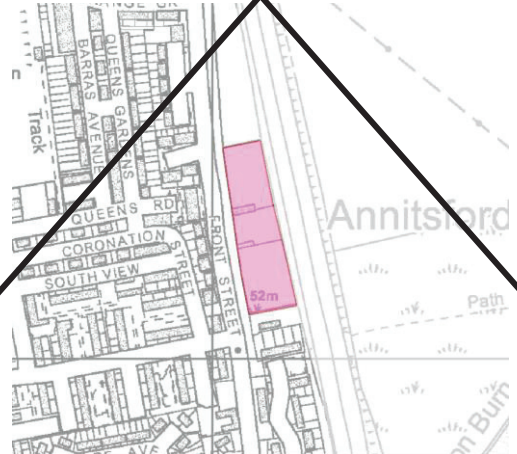


Mod Ref	Policy Reference	Amendment	Reason for Change
MM174	Policy S4.3 site list – Site 95	Change status of Site 95 High Street East/Lawson Street from residential allocation to planning permission	To reflect subsequent consent of planning permission for site. (see also Main Modifications Schedule MM174)
<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 		<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 	

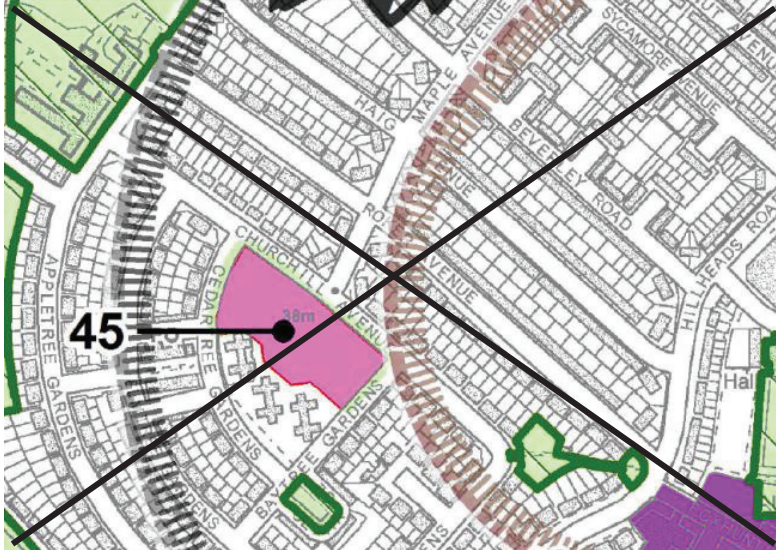
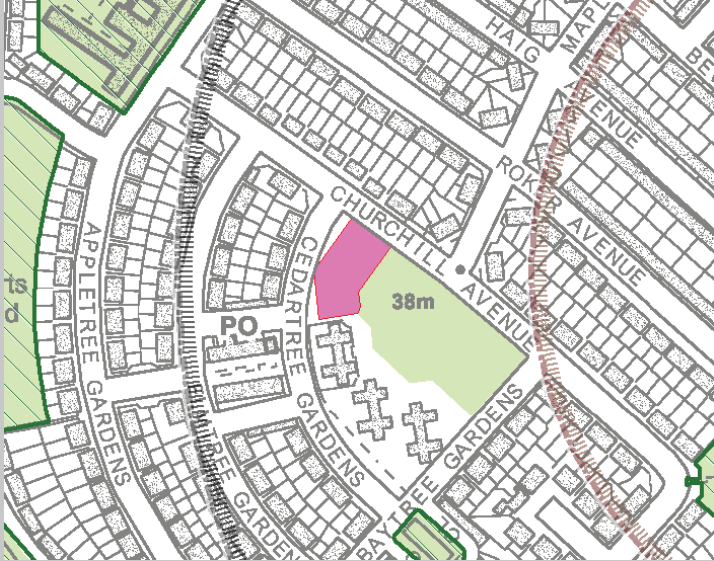
Mod Ref	Policy Reference	Amendment	Reason for Change
MM174	Policy S4.3 site list – Site 126	Change status of Site 126 ‘Site at Wilson Terrace’ from residential allocation to planning permission	To reflect subsequent consent of planning permission for site. (see also Main Modifications Schedule MM174).
		<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 	<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 

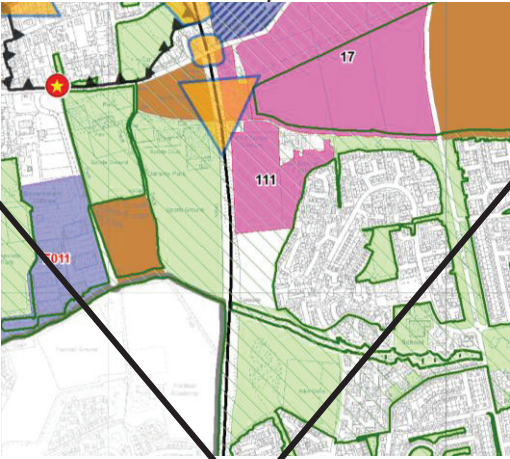
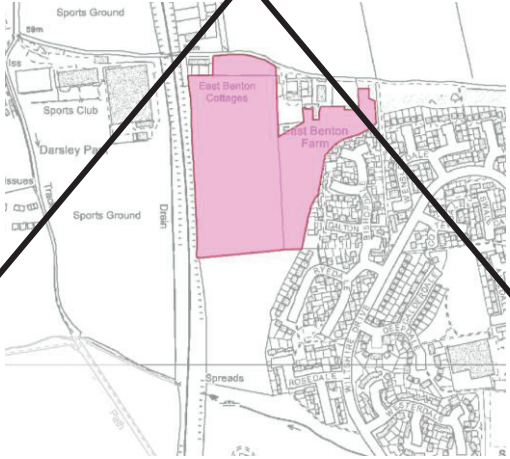
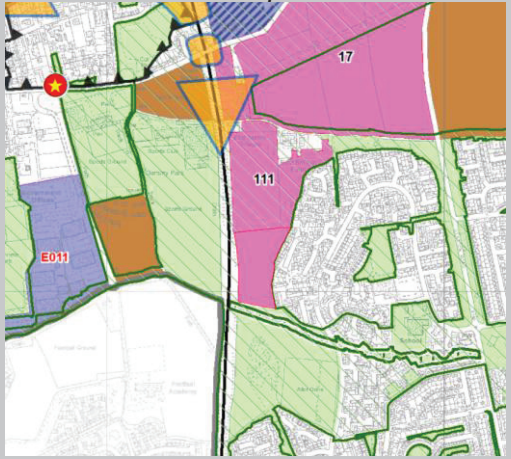
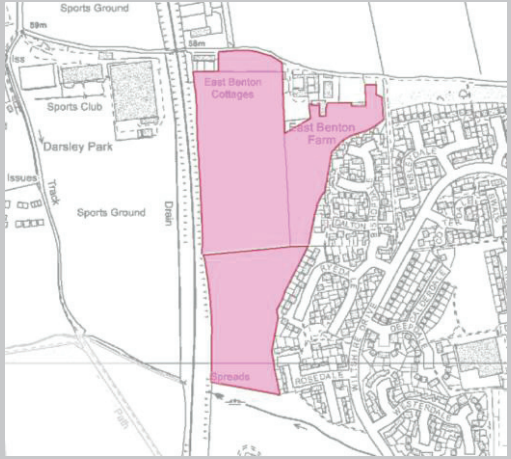
Mod Ref	Policy Reference	Amendment	Reason for Change
MM174	Policy S4.3 site list – Site 132	Change status of Site 132 ‘Former Dudley People’s Centre’ from residential allocation to planning permission	To reflect subsequent consent of planning permission for site. (see also Main Modifications Schedule MM174).
<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 		<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 	

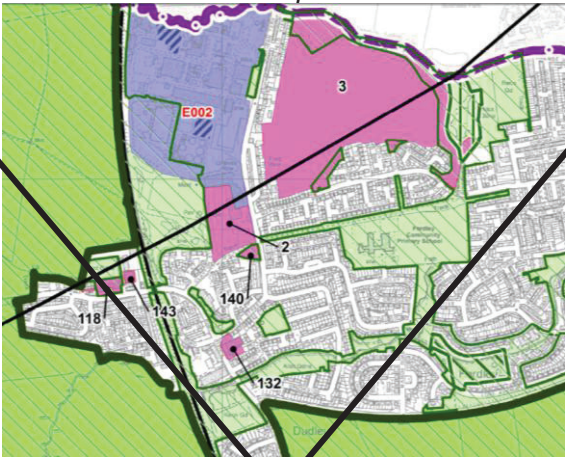
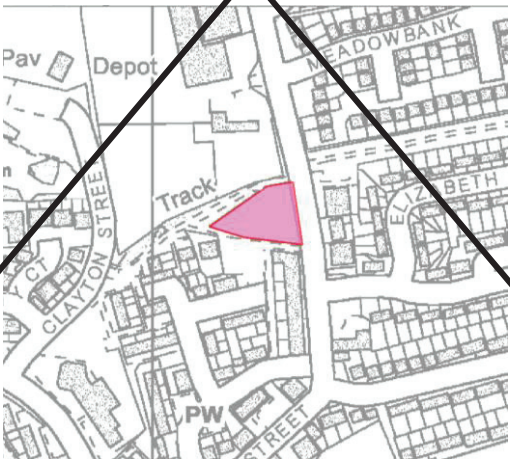
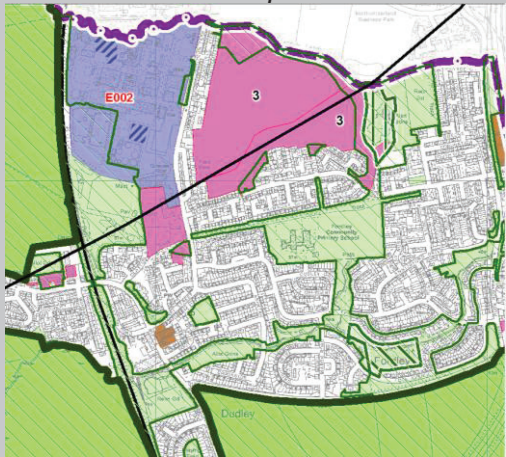
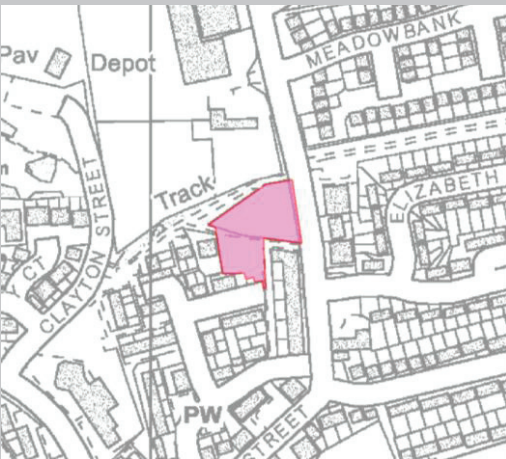
Mod Ref	Policy Reference	Amendment	Reason for Change
MM174	Policy S4.3 site list – Site 135	<i>Change status of Site 135 'Grasmere Court' from residential allocation to planning permission</i>	To reflect subsequent consent of planning permission for site. (see also Main Modifications Schedule MM174)
<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 		<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 	

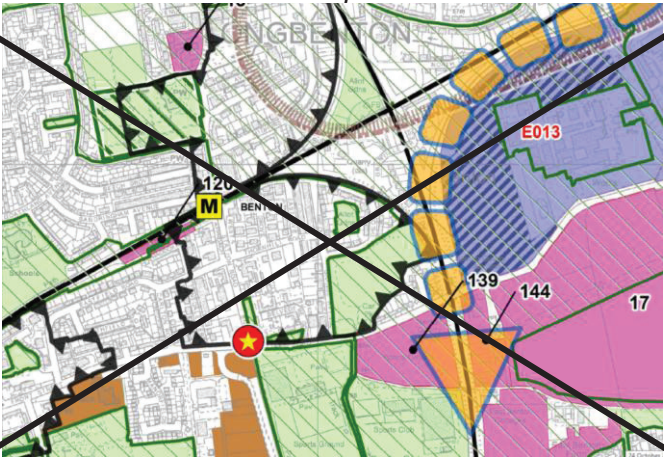
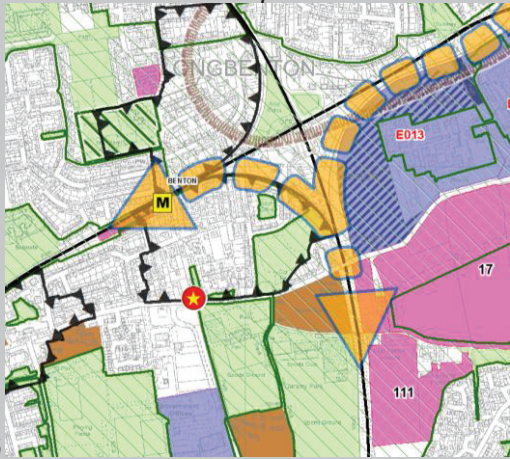
Mod Ref	Policy Reference	Amendment	Reason for Change
MM174	Policy S4.3 site list– Site 139	Change status of Site 139 ‘Land at Darsley Park’ from residential allocation to planning permission	To reflect subsequent consent of planning permission for site. (see also Main Modifications Schedule MM174)
<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 		<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 	

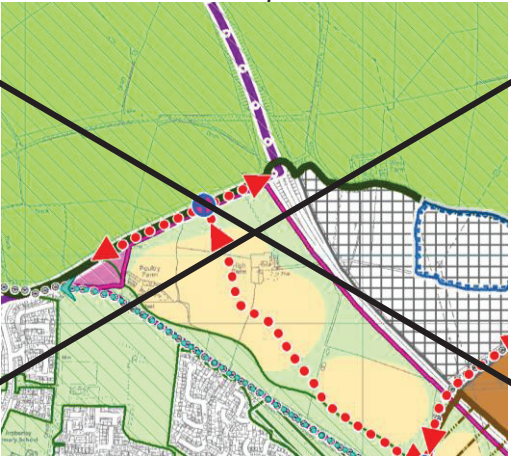
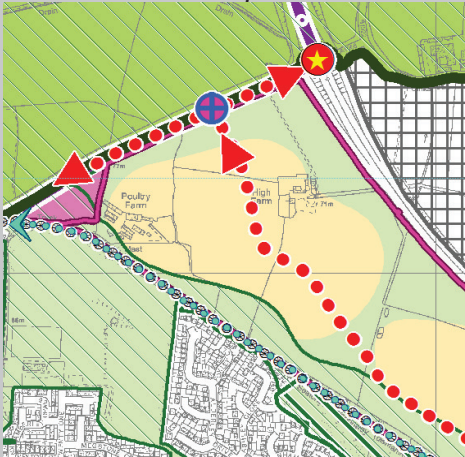
Mod Ref	Policy Reference	Amendment	Reason for Change
MM174	Policy S4.3 site list – Site 142	Change status of Site 142 ‘Land at ‘Burradon Road/Front Street, Annitsford’ from residential allocation to planning permission	To reflect subsequent consent of planning permission for site. (see also Main Modifications Schedule MM174)
		<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 	<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 

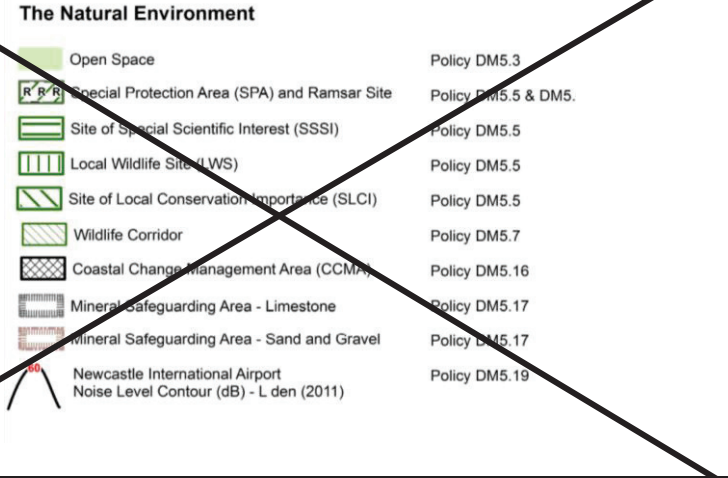
Mod Ref	Policy Reference	Amendment	Reason for Change
MM484	Policy S4.3 site list – Site 45	Amend boundary of site 45 Charlton Court	Site boundary amended to reflect reduced developable area and to reduce yield from 20 to 13 homes. (see also Main Modifications Schedule MM474 and MM482).
<p data-bbox="607 392 882 421"><i>Policies Map extract:</i></p> 		<p data-bbox="1525 392 1800 421"><i>Policies Map extract:</i></p> 	

Mod Ref	Policy Reference	Amendment	Reason for Change
MM179	Policy S4.3 site list – Site 111	Amend boundary of site 111 East Benton Farm	Site 111 and East Benton Farm – site boundary amended to reflect inclusion of land to the south (SHLAA ref 073b) and increase yield from 50 to 100 homes (see also Main Modifications Schedule MM473).
<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 		<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 	

Mod Ref	Policy Reference	Amendment	Reason for Change
MM175	Policy S4.3 site List – Site 140	Amend boundary of site 140 Former Dudley Miner’s Welfare to take in small vacant site to the south at East View.	To amend boundary error and to be consistent with revised Map 12. (See also Main Modifications Schedule MM475).
<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 		<p><i>Policies Map extract:</i></p>  <p><i>In detail for information:</i></p> 	

Mod Ref	Policy Reference	Amendment	Reason for Change
MM450	Policy S7.3 site list – Benton Curve (South West Link)	Add alignment of Benton Curve (South West) as safeguarded for transport (ECML to Benton/South Gosforth)	To reflect strategic priority of NIA/Nexus/NECA. (See also Main Modifications Schedule MM303).
	<p><i>Policies Map extract:</i></p> 		<p><i>Policies Map extract:</i></p> 

Mod Ref	Policy Reference	Amendment	Reason for Change
MM304	Policy S7.3 Transport Improvements Schemes and Junctions	Addition of a relevant symbol at Killingworth Interchange (A19 and A1056 Junction)	To reflect improvements required here associated with the Local Plan (See also Main Modifications Schedule MM304).
<p style="text-align: center;"><i>Policies Map extract:</i></p> 		<p style="text-align: center;"><i>Policies Map extract:</i></p> 	

Mod Ref	Policy Reference	Amendment	Reason for Change
MM273	Policy DM5.17	MSA to be added to map key. Legend amended with: “ <i>Energy Mineral Safeguarding Area coincides with the Borough boundary</i> ”	MSA needs to be annotated on Policies Map to be in accordance paragraph 143 of the NPPF
<p><i>Policies Map extract:</i></p> 		<p><i>Policies Map extract:</i></p> 