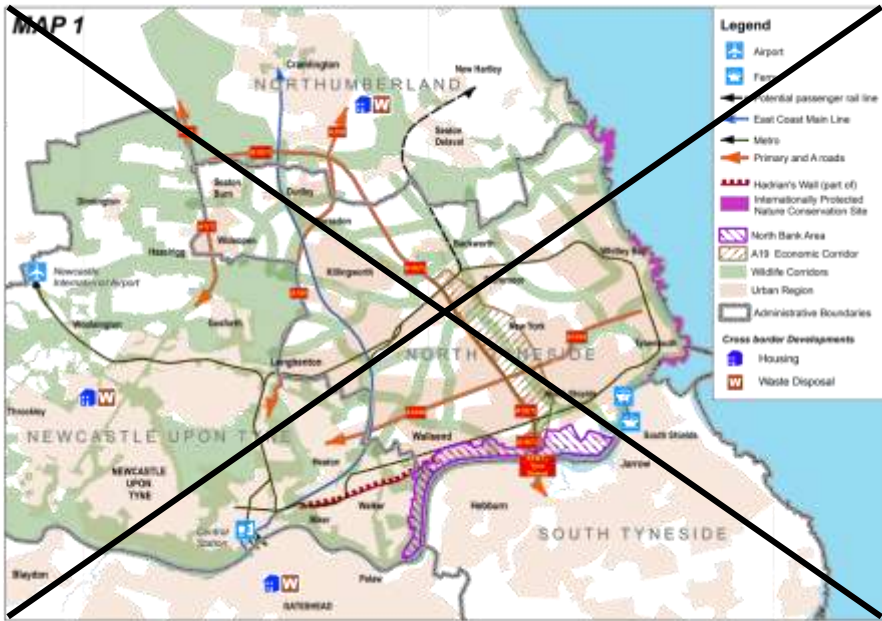



Appendix – Minor (also known as Additional) Modifications

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. <u>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).</u>
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 <u>City Centre</u> .
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 <u>deliver delivery</u> 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, <u>and particularly with Newcastle city centre, Northumberland, South Tyneside, Newcastle International Airport and the Port of Tyne.</u>
AM32	21	Vision box, third Para	Meanwhile, the <u>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 accommodating all ages and abilities, with quality and affordable homes that reflect reflecting high standards of design and construction 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-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 District and Local local centres will...</u>
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 <u>set</u> 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

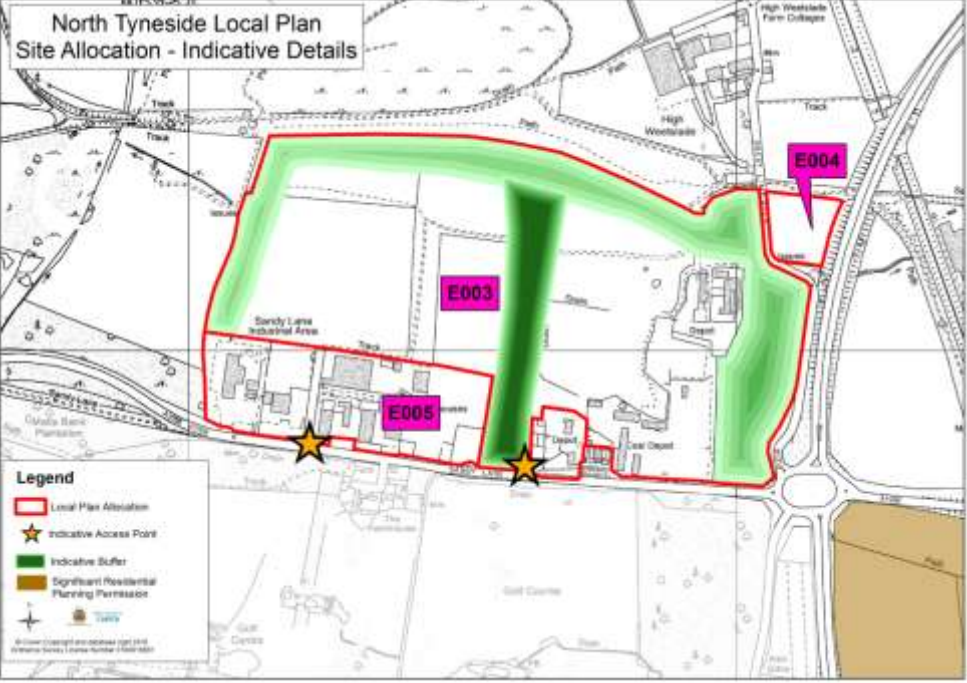
Ref	Page	Policy/Site/Para /Fig	Additional Modification
			sustainable locations for future development. These areas of former UDP safeguarded land are sufficient to provide for the growth needed through to 2032, without the need to consider development of Green Belt land....
AM56	30	Para 4.24	In order 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	<p>The Green Belt in North Tyneside as defined on the Policies Map:</p> <p>a. Checks the unrestricted spread of the built-up area of North Tyneside.</p> <p>b. Prevents the merging of the following settlements:</p> <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. <p>c. Assists in the regeneration of the older parts of the urban area.</p> <p>d. Safeguards the Borough's countryside from further encroachment and maintains openness.</p>
AM58	30	Para 4.25	<p>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:</p> <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.

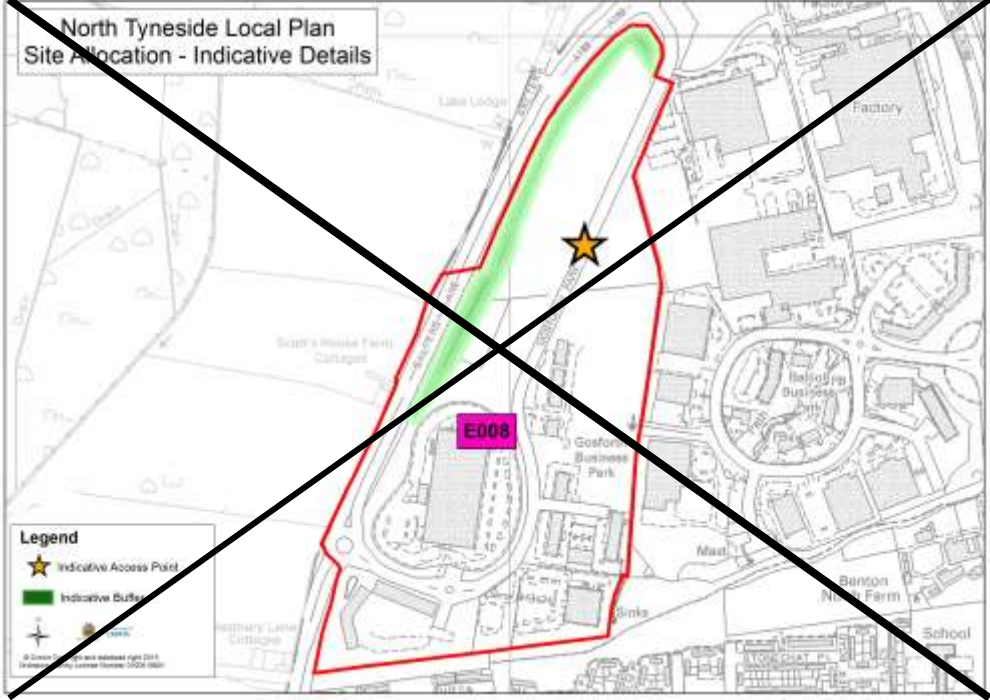
Ref	Page	Policy/Site/Para /Fig	Additional Modification
			These strategic areas of land will be maintained in <u>an</u> there open state for at least the plan period.
AM66	32	Para 4.32	Policy S1.7 and <u>the</u> Policies Map defines <u>define</u> the broad location and role of safeguarded land and it 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 Employment Land Provision <u>employment land provision</u> .
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>

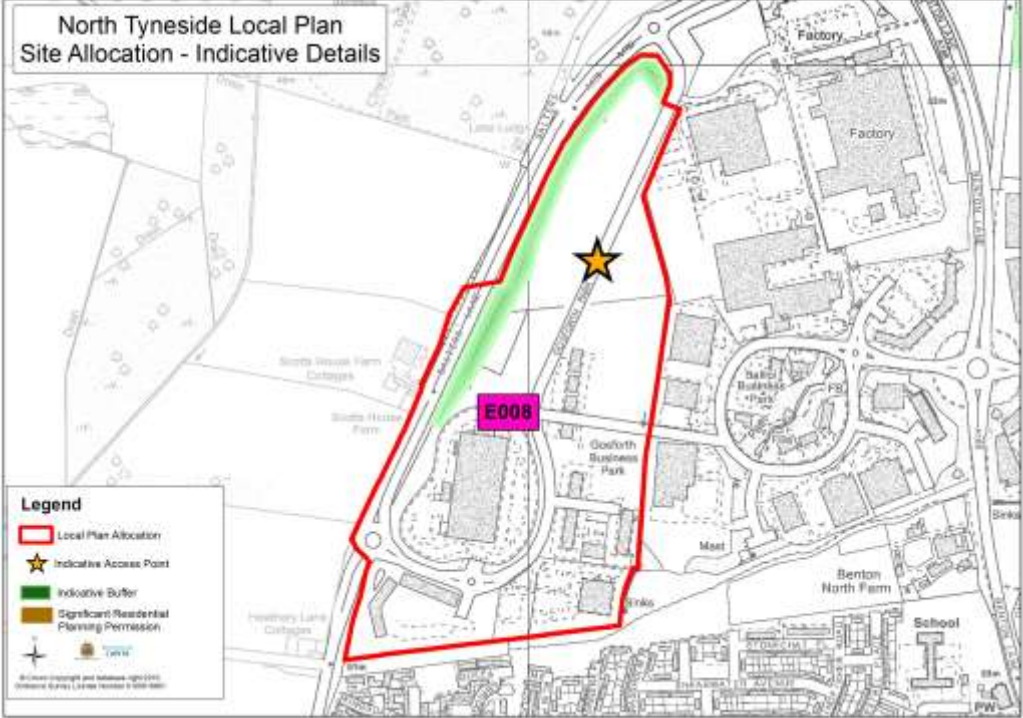
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			when the housing market strengthens. business sector indicating that over the next fifteen years there are relatively few notable major development opportunities in North Tyneside, and that potential restructuring of the economic base would continue 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;

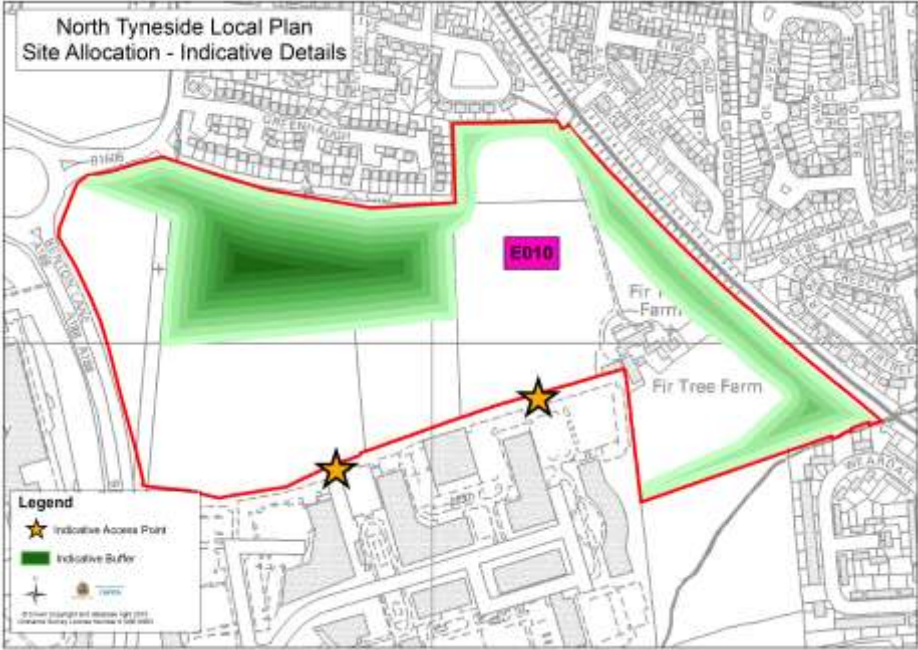
Ref	Page	Policy/Site/Para /Fig	Additional Modification
			<ul style="list-style-type: none"> • cultural cultural facilities; and, • outdoor outdoor activities.
AM83	39	Para 5.16	...operates an award-winning International <u>Ferry Passenger Terminal</u> ...
AM84	40	Para 5.17	The former shipyards <u>ship 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>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 1657 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.</u> Biodiversity safeguarding expected to mean some of the available land at site remains unchanged.
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 <u>Site Schedule</u> , 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
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 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>

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			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 Drive</u> 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 Monitoring Report</u> .
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 town centres <u>Town Centres</u> 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 vitality and viability of its town centres <u>Town Centres</u> , 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 town centres <u>Town Centres</u> 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.

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AM135	62	Policy S3.3 , bullet b.	...neighbourhoods and Northumberland Park Metro Station metro station with particular attention...
AM136	62	Para 6.31	... readily accessible to Metro metro stations or...
AM137	62	Para 6.33	...accord with the requirements of policy Policy DM3.4. The...
AM140	69	Para 6.43	... 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 governments 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	Para 6.44	... reflects the governments government's changes to legislation...
AM142	69	Para 6.46	... local facilities out-of-centre out of centre, 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	Para 7.1	A decent home, that people are able to afford and that adequately meets their present and future needs, is 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	Para 7.4	...the Borough including the following: <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	Para 7.8	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	Para. 7.9	Previously published housing requirements for North Tyneside, set out within the Core Strategy Preferred Options in 2010, were in conformity with the minimum requirements

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			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.

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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

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			<p>of reserved matters applications for <u>Phase A (180 homes) and Phase B (200 homes) first two phases</u> in 2015);</p> <ul style="list-style-type: none"> • Wellfield (200 homes permitted following an appeal in 2011 with <u>125 +62</u> remaining to be built); • East Wideopen (330 homes permitted following an appeal in 2011 with <u>36 +05</u> remaining to be built); • REME Depot Killingworth (125 homes permitted during <u>2014</u>, with <u>development now 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 process</u>. 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 at Killingworth Moor (Sites 22 to 26) and Murton (Sites 35 to 41) 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>

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			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

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			<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	...matters including: <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>

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			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>,

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			<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>

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			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:

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			<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 <u>differs 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 <u>if, and when, a proposal is made to provide a site for a the travelling community-site proposal.</u></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>

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			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 work</u> Work 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...

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AM257	121	Para 8.25	Wildlife corridors Corridors allow the movement of...
AM258	121	Para 8.26	North Tyneside's wildlife corridor Wildlife Corridors are made up...
AM259	121	Policy DM5.7	Development proposals within a <u>wildlife corridor</u> , as shown on the Policies Map, 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	Para 8.34	...classed 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.

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			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>

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			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.

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			<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>

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			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>

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			<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.

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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>

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			<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>

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			(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>

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			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 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.
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) Regulation</u> 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>

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			<u>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.</u>
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>	<u>Taxis and private hire vehicles will continue to play an important role in the wider public transport network and opportunities to integrate with other modes of transport the rest of</u>

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			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. This interchange junction, with which currently sees over 100,000 vehicle movements per day, already experiences significant congestion in both the morning and evening peaks. 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. Further detail of the latest timetable for the works is</u>

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			<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>

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			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>	North Tyneside is served by three routes which form part of the National Cycle Network (NCN) and <u>that</u> 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 (NAC72) (NCN72) and North Sea Cycle Route (NCN1) (Coast and Castles). <u>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>

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			<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;

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			<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>

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			<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.

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			<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 2M<u>mbps</u>. 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;<u>;</u> • North Shields<u>;</u> • The Coast (including Whitley Bay town centre)<u>;</u> and<u>;</u> • The North West Villages.
AM356	164	Para 11.3	<p>...the global success of shipyards like Swan <u>Hunter's 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 <u>Century</u> century, culminating in the end of shipbuilding at Swan Hunter's shipyard in 2006, jobs have become scarce and the prosperity heavy engineering once brought to the town has declined. This has left behind a town proud of its origins and past but in need of support and a new role. Regeneration is a priority today, led by town centre enhancement and investment, and major opportunities at the River, taking advantage of its key physical and natural attributes for new growth in <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

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			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

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			<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>

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			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

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			<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>orth 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> <ul 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>

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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 <u>Policy DM5.6</u> 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 <u>town centre</u> 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 <u>town centre</u> Town Centre would be encouraged where it can play an important role in ensuring the vitality of North Shields.
AM378	180	Policy AS8.13	<u>The Beacon Centre and wider regeneration</u> Wider Regeneration of North Shields Town Centre 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 <u>Coast</u> east 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 <u>Lighthouse</u> 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

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			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

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			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 The Coastal Sub Area</u> 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 Town</u> .
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 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 <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 Century <u>century</u> 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.

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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 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 Policy DM5.6 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 (2012) 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 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 Policy DM5.6 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

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			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	Within the North West Villages Sub Area, <u>as shown on the Policies Map:</u> <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

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			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>
AM410	196	Para 11.113	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.
AM411	196	Para 11.114	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.
AM412	197	Para 11.115	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

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			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 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:</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. 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;</u> ii. <u>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;</u> could all benefit from being more visible via good signposting. iii. <u>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;</u> <u>d. A coordinated approach to the installation of street furniture of high quality;</u> <u>e. Good quality, natural ground surfaces that encourage pedestrian movement; and</u> <u>f. Ensuring all aspects of the public realm are maintained and repaired to a high standard.</u>

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			<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>

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		(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</u> could also deliver new homes and facilities for <u>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 <u>unappealing</u> hardstanding that could be <u>positively redeveloped used for with</u> an attractive residential scheme, <u>alongside the near the northern entrance of the Borough</u>. The proposed redevelopment of the Seaton Burn Recreation Ground <u>would benefit from having this site improved in visual quality</u>. 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. <u>A highly unattractive area of hardstanding in an otherwise pleasant residential environment</u>. 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. <u>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</u>

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			<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

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			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	<i>NEW PARA after Para 11.133 (replacement for former 11.128 to 11.136) (ref 11.133a)</i>	<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	<i>NEW PARA after Para 11.133 (replacement for former 11.128 to 11.136) (ref 11.133b)</i>	<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	<i>NEW PARA after Para 11.136 (replacement for former 11.128 to</i>	<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>

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		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

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			order to meet the requirements for growth and development in North Tyneside over the next fifteen years. However, national National <u>national</u> planning policy also sets 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 time scales and; that the policies do not undermine the objectives and overall strategy of the Plan 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 <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 local authorities : <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 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 plan is not being delivered.
AM444	203	Policy S9.1	S9.1 <u>Local Plan Implementation and Monitoring</u> Monitoring and Local Plan Implementation
AM445	203	Policy S9.1	The policy policies 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"> Undertake a review of the relevant policy and implementation procedure to establish the issues affecting delivery; <u>and/or</u>, Review the delivery of site-specific allocations; <u>and/or</u>, 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

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			<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.

