The South Tyneside Local Plan

Pre-Publication Draft (Regulation 18) - August 2019



South Tyneside Council

Foreword

South Tyneside Council is an ambitious authority, determined to continue to shape the destiny of the local area and deliver on its long term strategic vision of making South Tyneside an outstanding place to live, invest and bring up families.

South Tyneside is a special place. With breath-taking natural assets, an award-winning built environment, good connectivity, a strong family-friendly living offer including affordable housing and good schools, and close-knit, safe communities – we have a lot to be proud of.

Our overarching ambition is to raise prosperity for residents and we aim to do this by using our strategic assets to further grow our economy, improve our living environment and connect our people and places. Proper planning is a key part of getting this right.

This Local Plan proposes a strategy for the future development of the Borough up until 2036. It will ensure that new development and growth is delivered in the right places. The plan seeks to manage change in a positive way; providing for the future needs of our community whilst protecting those assets that make our Borough special.

The Plan supports the delivery our 20 Year 'Hello Tomorrow, Change is Happening' Vision from 2010 which has already delivered dramatic changes to the physical environment through: high quality regeneration schemes; the completion of more and better homes; an Area Action Plan to deliver thousands of new jobs at the International Advanced Manufacturing Park; and, Improved Leisure, cultural and heritage facilities which have supported increased visitor numbers.

We have come a long way and we want to continue to build on this progress. This 8 week consultation continues to give you the opportunity to tell us what you think about our plan for South Tyneside to continue to be 'an outstanding place to live, invest and bring up families.



Councillor Iain Malcolm, Leader



Councillor John Anglin, Lead Member for Regeneration and the Economy

Contents

1.	INTRODUCTION	9
	How We Have Got To This Stage	10
	How You Can Influence This Plan and the Next Steps	1
	Privacy Notice	1
	The Local Plan's Relationship With Other Plans, Policies and Strategies	12
	What Will This Plan Replace?	12
	Neighbourhood Planning	12
	The National Planning Policy Framework	12
	Supplementary Planning Doucments	12
	Cooperating With Our Neighbours and Key Partners	13
	What Does The Local Plan Contain?	13
2.	A SPATIAL PORTRAIT OF THE BOROUGH	15
	The Area	16
	The Borough's Population	16
	Jobs and the Economy	17
	Health and Wellbeing	18
	Town, District and Local Centres	18
	Transport	19
	Our Natural Assests	19
	Our Heritage Assests	20
3.	SPATIAL VISION AND STRATEGIC OBJECTIVES	2
4.	DELIVERING THE STRATEGY	2.5
	Context	26
	The Spatial Strategy	26
	Strategic Spatial development Principles	29
	Promoting Health and Wellbing in South Tyneside	32
	The Presumption in Favour of Sustainable Development	33
	The Re-Use of Previously Developed Land	34
	Appropriate Development Within the Green Belt	34
	Extensions and Alterations to Buildings in the Green Belt	35
	Replacement of Buildings in the Green Belt	35
	Re-use of Buildings in the Green Belt	30
5.	PLANNING FOR HOMES	37
	Context	38
	The Number of Homes Needed by 2036	38
	Determining The Overall Housing Requirement	38
	Housing Requirement For The Neighbourhood Forum Areas	39
	Ensuring a Sufficient Supply of Deliverable and Developable Housing Land	40
	Housing Allocations and Commitments	4(

	Windfall Housing Proposals	61
	Efficient Use of Land and Housing Density	62
	Our Existing Housing Stock	63
	Existing Housing Stock	63
	Empty Homes	64
	Registered Providers, private landlords	64
	Renewal / Regeneration Schemes	64
	Houses in Multiple Occupation	65
	Specialist Housing – Extra Care & Supported Housing	66
	Affordable Housing	67
	Housing Mix	68
	Executive Housing	68
	Custom and Self-Build	69
	Technical Design Standards for New Homes	69
	Gypsies, Travellers and Traveling Showpeople	71
6.	PLANNING FOR JOBS	73
	Context	74
	The North East Strategic Economic Plan (SEP)	74
	Strategic Economic Development	75
	Understanding our Employment Land Needs	76
	Availability of Employment Land	76
	Port of Tyne	77
	Advanced Manufacturing and Engineering	77
	Digital and Technology Sector	77
	Skills	77
	Visitor Economy	78
	Provision of Land for Economic Development	78
	Wardley Colliery	79
	Provision of Specialist Employment Land – Port and Marine Access	80
	Protecting Employment Uses	81
	Employment Development Beyond our Employment Allocations	82
	Leisure And Tourism	82
	Tourist And Visitor Accommodation	83
7.	PLANNING FOR OUR TOWN CENTRES	85
	Context	86
	The Hierarchy of Our Centres	86
	Ensuring Vitality and Flexibility in Our Retail Centres	91
	Mixed Use Opportunities in South Shields Town Centre	92
	South Shields Market	93

	Prioritising Centres Sequentially	94
	Proposals Requiring An Impact Assessment	94
	Evening And Night-Time Economy Uses In South Shields Town Centre	95
	Hot Food Takeaways	96
	Local Neighbourhood Hubs	98
8.	REGENERATION	101
	Context	102
	South Shields Riverside	103
	Tyne Dock Estate Housing-Led Regeneration Site	106
	Winchester Street Housing-Led Regeneration Site	107
	Argyle Street Housing-led Regeneration Site	108
	Cleadon Lane Mixed-Use Regeneration Site	109
	Improvement Areas	110
	Fowler Street Improvement Area	111
	Foreshore Improvement Area	111
9.	PLANNING FOR OUR BUILT ENVIRONMENT	113
	Context	114
	Design	114
	Our Strategic Approach For the Built Environment	114
	General Design Principles	115
	Promoting Good Design with New Residential Developments	116
	Alterations and Extensions to Residential Buildings	116
	Buildings	117
	Accessible Environments	117
	Public Realm	118
	Landscape	118
	Lighting	119
	Housing	119
	Health	119
	Sustainable Construction	119
	Shopfronts	120
	Advertisements	121
10.	PLANNING FOR OUR HERITAGE ASSETS	123
	Context	124
	Our Strategic Approach For Our Heritage Assets	125
	Heritage-Led Regeneration	125
	World Heritage Sites	126
	Development Affecting Designated Heritage Assets	127
	Conserving And Enhancing Heritage Assets	128
	Scheduled Monuments	128

	Registered Parks And Gardens	128
	Listed Buildings	129
	Conservation Areas	129
	Archaeology	130
	Non-Designated Heritage Assets	131
	Heritage At Risk	131
11.	PLANNING FOR OUR NATURAL ENVIRONMENT	133
	Context	134
	Our Strategic Approach for the Natural Environment	134
	Biodiversity, Geodiversity and Ecological Networks	134
	International Designations	136
	National and Local Designations	136
	Green Infrastructure	138
	Open Space & Green Infrastructure Provision	140
	Areas of High Landscape Value	142
	Floodrisk And Water management	144
	Protecting Water Quality	147
	Coastal Change	148
	Contaminated Land and ground Conditions	150
	Air Quality	151
	Pollution	152
12.	INFRASTRUCTURE	153
	Context	154
	Our Strategic Approach To Infrastructure	154
	Developer Contributions, Infrastructure Funding and Viability	155
	Social and Community Infrastructure	156
	Renewables and Low Carbon Energy Generation	157
	Telecommunications and Utilities	158
	Travel - New Development	159
	Accessible and Sustainable Travel	162
	Urban Traffic Management Control and Freight	163
	Airport and Aircraft Safety	164
	Waste Facilities	165
	Protection of Existing Waste Facilities	167
	Minerals Safeguarding and Extraction	168
13.	IMPLEMENTATION AND MONITORING	171
	Implementation and Monitoring	172
14.	APPENDIX 1: HOUSING TRAJECTORY	175

Introduction



- 1.1 All councils are required to prepare development plan documents (commonly referred to as 'local plans') for their areas and keep these up to date.
- 1.2 The South Tyneside Local Plan will form part of our new development plan and will help us shape the Borough to 2036. This will influence how our towns, villages coast and countryside may change; where we live, work and shop and play; and how we move around. Once adopted, the Plan will provide:
 - A framework to meet the needs of South Tyneside's communities in a positive, managed and sustainable way;
 - Those priorities for investment in jobs, homes and the timely delivery of the infrastructure necessary to support growth;
 - The starting point for making decisions on day to day planning applications;
 - A strategic policy framework for the preparation of Neighbourhood Plans.

HOW WE HAVE GOT TO THIS STAGE

- 1.3 Consultation is a key element when bringing forward any plan of this kind. So far, this Pre-Publication Draft has been informed by the following extensive consultations with a range of partners, organisations and most importantly our community:
 - The Local Plan Key Issues and Options (February to April 2013) discussed a range of planning issues facing the Borough and sought views on a range of options that could be taken to address those matters.
 - The Local Plan Growth Options (June to July 2015) sought views specifically on three options for the number of new homes and jobs to be provided for across the Borough. It discussed options for how this might also be best distributed and highlighted the possible need to use the Green Belt to meet these needs.
 - The Strategic Land Review (May to June 2016) did not propose to allocate any sites, but sought views from all parties as to the suitability and deliverability of a range of sites that were known to be available at that time.
- 1.4 This Plan has also been informed through a variety of statutory and non-statutory appraisals and assessments. These include:
 - Evidence The Plan's policies and proposals have taken account of an extensive range of evidence and studies that we have assembled and updated. Examples include: the Green Belt Review, the Strategic Housing Land Availability Assessment, the Viability Assessment and Employment Land Review. All supporting evidence and documents supporting this draft of the Local Plan can be viewed online at: https://www.southtyneside.gov.uk/article/36020/Supporting-Documentation-and-Evidence-Base-Studies
 - Habitats Regulation Assessment (HRA) This is the statutory process to assess the potential impacts of the Local Plan on Natura 2000 sites. Natura 2000 sites are of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species within Europe. They include Special Protection Areas (SPAs) designated under the European Union (EU) 'Wild Birds' Directive; Special Areas of Conservation (SACs) designated under the EU 'Habitats Directive'; European Marine Sites (EMS) and Ramsar Sites. As the Habitats Directive applies the precautionary principle, plans can only be adopted if there is likely to be no adverse impact on the integrity of the site(s) in question.
 - Sustainability Appraisal (SA) SA is a statutory process integrated into the preparation of all aspects of our Plan. The process measures the potential impacts of the Plan on a range of economic, social and environmental considerations and includes the requirements of Strategic Environmental Assessment legislation. Our SA has been designed to incorporate the principles of an Equality Impact Assessment (EqIA) and a Health Impact Assessment. This is to ensure that these aspects are fully embedded into the process of developing the new Plan and also to negate the need to produce separate documents as the Plan progresses. The separately published SA Report makes clear how environmental considerations have been integrated into the Plan; the reasons for choosing the selected approach over the alternatives considered; and the arrangements for monitoring the significant environmental effects of the Plan.

HOW YOU CAN INFLUENCE THIS PLAN AND THE NEXT STEPS

1.5 At this stage nothing is set in stone and we would like you to tell us what you think of policies and proposals within this Pre-Publication Draft.

Comments must be made in writing and returned to us:

- Via our on-line consultation portal
- By email to Local.Plan@southtyneside.gov.uk
- By post to Spatial Planning, Development Services, Economic Regeneration, South Tyneside Council, Town Hall and Civic Offices, Westoe Road, South Shields, Tyne & Wear, NE33 2RL.
- 1.6 To enable your comments to be processed more efficiently, we would ask you to make your comments using the standard form that is available on-line and from our Council Office and public libraries.
- 1.7 The Local Plan and all supporting documentation can be viewed in hard copy at our Council Office at the above address and public libraries within the Borough, and can be downloaded from our website www.southtyneside.gov.uk
- 1.8 Following this consultation, all comments received by the closing date will be closely analysed and used to inform the next version of the Plan, the 'Publication Draft' which itself will be consulted upon. From there, any representations received will be considered and the Publication 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.

PRIVACY NOTICE

- 1.9 We are committed to protecting your privacy when you use our services. The consultation process requires that you supply personal information about yourself. Once your comments have been submitted, your details will be checked and added to our secure consultee database and will only be accessed by authorised Council employees.
- 1.10 The comments we receive cannot be treated as confidential, but only your name and the comments you submit will be displayed publicly (personal information such as your address, email address, telephone numbers, etc will not be displayed publically).
- 1.11 The main reason for collecting these details is so that we can contact you and keep you informed of the next steps in the process and any other relevant planning policy consultations.
- 1.12 Your information will not be shared with other organisations unless we have your consent or there is a legal basis for doing so. For example, should you submit comments to the next stage of the Plan, ie the "Publication Draft", we are legally required to pass on your comments to the Planning Inspectorate and Secretary of State for Housing Communities and Local Government when the Plan is submitted for examination. If you do not wish your details to be passed on to the Planning Inspectorate then the Council and the Planning Inspector will not be able to take your comments into account as anonymous comments are not permissible.
- 1.13 Personal information will not be retained longer than we need to and then we will ensure that records are either fully anonymised or are securely destroyed.
- 1.14 Our consultee database will be reviewed periodically in order to maintain an up to date contact list. You may have your details removed at any time from this database by contacting Local.Plan@southtyneside. gov.uk.
- 1.15 Full details of our Privacy Notice can be found at: www.southtyneside.gov.uk.

THE LOCAL PLAN'S RELATIONSHIP WITH OTHER PLANS, POLICIES AND STRATEGIES

WHAT WILL THIS PLAN REPLACE?

- 1.16 Once adopted, this Plan will fully replace the following adopted development plan documents:
 - Core Strategy Development Plan Document (June 2007);
 - South Shields Town Centre & Waterfront Area Action Plan (November 2008);
 - Hebburn Town Centre Area Action Plan (October 2008);
 - Central Jarrow Area Action Plan (September 2010);
 - Development Management Policies (December 2011);
 - Site-Specific Allocations (April 2012).
- 1.17 This Plan will operate alongside the International Advanced Manufacturing Park Area Action Plan (IAMP AAP) (November 2017). This was prepared jointly with Sunderland City Council. Relevant policies within this Plan will apply to the IAMP area except where there is a site specific policy set out within the IAMP AAP.

NEIGHBOURHOOD PLANNING

- 1.18 Neighbourhood planning was introduced through the Localism Act 2011. It allows communities to develop a vision of what their own area should be like and make decisions on where certain types of development should go. The neighbourhood plan policies and proposals sit alongside the local plan. These can be prepared at any time, but they must be in general conformity with the adopted local plan's strategic policies. Neighbourhood plans must pass through a number of stages including an examination and ultimately be agreed by a majority vote through a local referendum.
- 1.19 Two separate Neighbourhood Plans are currently being progressed in East Boldon and Whitburn information on which can be found at https://www.southtyneside.gov.uk/article/36008/Neighbourhood-Planning. We will continue to work with and support those respective Neighbourhood Forums pursuing neighbourhood plans alongside any others that may come forward.

THE NATIONAL PLANNING POLICY FRAMEWORK

- 1.20 The National Planning Policy Framework (NPPF) provides the suite of national planning policies that underpin our approach to both plan making and the development management process (the determination of planning applications). More detailed 'Planning Practice Guidance' adds further detail to many of the NPPF's policies and can be found electronically here: https://www.gov.uk/government/collections/planning-practice-quidance.
- 1.21 Since we undertook our last consultation, the National Planning Policy Framework was revised in July 2018 and more recently in February 2019. The "presumption in favour of sustainable development" continues to sit at the heart of the NPPF. Amongst the new provisions within the revised NPPF is the introduction of a new standard methodology to calculate the Plan's local housing need.
- 1.22 This Plan has been prepared in accordance with the revised NPPF (2019).

SUPPLEMENTARY PLANNING DOUCMENTS

- 1.23 We have prepared a number of other documents that provide advice and guidance on how our planning policies will be applied for certain topics. These are known as Supplementary Planning Documents (SPDs). These are important material considerations but do not have the same weight or even override the policies of an adopted development plan.
- 1.24 Full details of our adopted SPDs that support our existing suite of development plan documents can be found at https://www.southtyneside.gov.uk/article/36021/Supplementary-Planning-Documents. Now that we are bringing forward this Local Plan, we will review and update those SPDs to ensure they remain consistent with the relevant new policies and where necessary introduce others.

COOPERATING WITH OUR NEIGHBOURS AND KEY PARTNERS

- 1.25 We cannot prepare our Plan in isolation without regard to the planned and committed actions of our neighbours (who are bringing forward their own development plans) or other key agencies who operate across the North East.
- 1.26 The Localism Act 2011 introduced the "Duty to Cooperate" (the Duty). When preparing plans, councils must work effectively, constructively and continuously with their neighbours and 'other public bodies' such as Highways England, Natural England and Historic England. The purpose of this cooperation is to identify and, where possible, address strategic cross boundary issues such as additional infrastructure that might be necessary and consider whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.
- 1.27 We are one of seven authorities within the North East Region that is home to over 1.4 million people. Geographically, we share common boundaries with the Councils of Sunderland, Gateshead and North Tyneside.
- 1.28 There are a variety of inter-relationships with our neighbours for employment, leisure, shopping and housing needs driven by the close connections of our road network and excellent public transport links. These relationships, particularly with Sunderland, means that we share a number of opportunities. In part, we have both sought to capitalise on those opportunities for economic growth and development with the joint adoption of the IAMP AAP in November 2017.
- 1.29 Our Plan seeks to understand and sets out a strategy that recognises the Borough's position within this wider area. A "Duty to Cooperate Statement" has been prepared which contains a series of Statements of Common Ground have been prepared to accompany this Plan. It documents the cross boundary matters that have been identified and addressed which have influenced this draft of the Plan, alongside those steps to be taken to address new or ongoing matters.

WHAT DOES THE LOCAL PLAN CONTAIN?

- 1.30 This Plan sets out the proposed policies, proposals and the justification which supports them. The Plan must therefore be read as a 'whole' ie with reference to all relevant policies that will collectively determine what constitutes "sustainable development".
- 1.31 The NPPF (at paragraphs 20-23) requires that plans explicitly set out which policies are strategic and address the strategic priorities of the area (including any relevant cross boundary issues). These set out the overall strategy for the pattern, scale and quality of development. By doing this, they provide the clear starting point for any locally based policies included within either the local or neighbourhood plan.
- 1.32 Accordingly, this Plan contains a number of strategic policies which are clearly marked. It is supplemented by more detailed local policies that address a range of themes including economic growth, homes, the built, historic and natural environments.
- 1.33 Finally the Plan details how the Plan's policies will be Implemented and Monitored and should it prove necessary, is able to respond to any changes in circumstances that may put at risk the delivery of the Plan's policies and proposals.
- 1.34 A 'Policies Map' sits separately to the Plan, but illustrates those policies which have an area or place specific application. This includes sites that are allocated for development and, where appropriate, committed sites that have planning permission.
- 1.35 Allocations identified on the Policies Map should be read in conjunction with the relevant policy in this Plan which will set out criteria that any planning applications will need to comply with. By setting out specific land allocations in this way, the Plan provides local communities, land owners, developers and infrastructure providers with a clear indication of the future pattern of development across the Borough. Inclusion as an allocated site within this Plan indicates that the principle of development on such sites is acceptable.

A Spatial Portrait Of The Borough



2.1 It is important that our future development strategy is based on an understanding of the Borough as it is now, the challenges it faces and the opportunities that exist. The following outlines the key features of the Borough and the challenges that this Plan seeks to address.

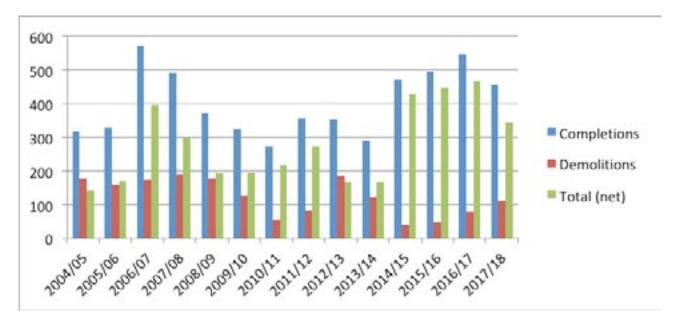
THE AREA

- 2.2 South Tyneside is a compact borough covering 6,443 ha and is predominantly urban in character with the built-up area covering about 60% of the land area. The towns of Jarrow, Hebburn and South Shields form a contiguous built up area. To the south lie the villages of Boldon, Cleadon and Whitburn.
- 2.3 South Tyneside is one of the five metropolitan districts that make up the Tyne and Wear conurbation. The North Sea lies to the east and the River Tyne to the north marks the boundary with North Tyneside. The metropolitan authorities of Gateshead and Sunderland lie to the west and south of the Borough respectively.

THE BOROUGH'S POPULATION

- Between 2001 and 2011, our resident population fell by 3.1% from 152,785 to 148,127. However, since 2007 growth has been positive, with the Borough gaining around 1,000 people. Looking ahead, the 2014 Based Sub-National Projections (published by the ONS in 2016) forecasts the population will rise to 154,900 by 2036 by which time the working age population (ie aged 20-64) will have fallen by some 6,800 whilst those aged over 65 years will increase significantly to 12,700.
- 2.5 The Borough's population is predominantly white British, although there are a higher percentage of Asian/ British Asian residents than at a regional level. The Beacon and Bents Ward in South Shields has the highest percentage of people who are Bangladeshi ethnicity (at 9.8%).
- 2.6 The Index of Multiple Deprivation (2010) ranks South Tyneside as the 26th most deprived authority in the England. 18% of our residents are claiming a key benefit in comparison to the England average of 11%. There are however marked contrasts across the Borough with villages such as Cleadon, Whitburn and Boldon being more prosperous.
- 2.7 There are approximately 71,570 dwellings in South Tyneside and as at October 2018, 2.8% of the homes were identified as being vacant. The vast majority (71.4%) of properties are houses, 20.3% are flats/ apartments and maisonettes, 7.8% are bungalows and 0.5% are other types of property including park homes/caravans. Population density in South Tyneside is 23 persons per hectare, significantly higher than the regional and national average of 3 and 4.1 persons per hectare.
- There are lower levels of properties owned outright or mortgaged, whilst 25.3% of properties are socially rented homes, a considerably higher percentage than at a regional (14.8%) and national level (9.4%). Levels of private rented properties have increased from 4.2% in 2001 to 9% in 2011, with the highest levels of private renting occurring in South Shields. The average weekly rent in South Tyneside is £73.08 (2016); this is the lowest in Tyne and Wear but close to the average weekly rents of £76.
- 2.9 Median house prices have risen by 16% since 2012, from £114,250 to £132,000 in 2018. House prices vary considerably within the Borough, South Shields identified as having the lowest average house prices at £107,053 and Cleadon having the highest at £213,403.
- 2.10 South Tyneside is less affordable than the regional average (5.4), with a median quartile house price to income ratio of 5.78. However, affordability remains as issue for the Borough. South Tyneside consistently has had the highest recorded number of households on the Local Authority waiting list for accommodation in recent years. Specifically, the Strategic Housing Market Assessment identified a need for flats and bungalows, and 1 and 2 bedroom properties across the Borough.
- 2.11 The building of new homes has fluctuated, in part as a result of the economic downturn but also due to the number of homes that were demolished. Since 2014, there has been a marked uplift in the number of homes completed with net completions averaging 422 per year.

Figure 1: South Tyneside Housing Completions and Demolitions



JOBS AND THE ECONOMY

- 2.12 Our economy has been able to adjust following the decline of its traditional industries ie shipbuilding coal mining and chemicals. However, the most recent economic downturn has also had a detrimental impact on the provision of jobs and economic development growth.
- 2.13 Our main employment areas are concentrated around the main centres of South Shields, Jarrow, and Hebburn within the riverside corridor which includes the Port of Tyne, Viking Business Park and Simonside Industrial Estate. Boldon and Monkton Business Parks also deliver a further high concentration of employment to the south of the Borough.
- 2.14 In November 2017, the International Advanced Manufacturing Park Area Action Plan was adopted by ourselves and Sunderland City Council. IAMP covers some 150 ha to the north of Sunderland's Nissan car plant close to the A19(T). This will build on those opportunities to develop a high quality strategic employment site for advanced manufacturing to attract national and international business investment. IAMP will expand upon the existing North East automotive manufacturing hub and will continue the strong local track record as location for high quality, adaptable manufacturing. This project will enable the construction of infrastructure, bringing a predicted £295million in private sector investment and the creation of over 7,850 new jobs by 2026/27. In June 2018, construction commenced on the first phase, IAMP ONE, that falls within Sunderland City Council comprising some 60 hectares. The second phase, IAMP TWO is to be progressed via a Development Consent Order ('DCO') under the Planning Act 2008 (as amended).
- 2.15 The largest employment sector in South Tyneside in 2016 was health (18.8%). There is still a considerable manufacturing sector (11.7%) in ship-repair and offshore services, engineering, electronics, clothing, furniture, paper products, timber and small precision engineering.
- 2.16 Unemployment is considerably higher than the national rate, with 7.6% of the population unemployed. The economic activity rate (ie the share of working-age residents either in or seeking employment) in South Tyneside, at 74.9%, is lower than both the regional (75.5%) and the national (77.8%) average. In line with regional and national trends, claimant unemployment levels have generally been on a downward trajectory since 2009. That said, the wards of Biddick and All Saints and Simonside and Rykendyke have the highest unemployment levels at over 9% whilst Cleadon and East Boldon have the lowest unemployment rates.
- 2.17 Resident wages in South Tyneside (£469.00 gross per week) stand at 86.7% of the national average (£541.00) and are lower than the North East average (£492.20).

- 2.18 South Tyneside is a net exporter of jobs, with some 27,600 (42.5%) of the working residents commuting out of the Borough Sunderland, Newcastle and Gateshead are the main destinations. By contrast, some 14,400 workers commute into South Tyneside for work.
- 2.19 There are fewer NEET's (16-18yr olds not in education, employment or training) in South Tyneside (4.5%) than at the regional level (5.4%) and national average (6%). The number of apprenticeship starts in South Tyneside has increased from 1,040 in 2005/06 to 2,610 in 2015/16.
- 2.20 In 2013/14, 64.6% of pupils achieved 5 or more GCSE's grades A*- C, this is above the regional figure of 62.9%. However, further education does not appear to retain the same success rate as the Borough has significantly less 18+ full time students, a smaller number of working age adults achieving NVQ Level 4. 7.8% of the population have no qualifications which are comparable with the National figure but lower than the Regional figure (9.6%).

HEALTH AND WELLBEING

- 2.21 The health of our communities is generally worse than the England average. Life expectancy for both men and women is below the national average and varies between wards; with 7.8 years difference for men and 9.9 years difference for women, between the highest and lowest average life expectancies. The Cleadon and East Boldon ward has the highest life expectancy for both men (82.2 years) and women (87.0 years), the lowest male life expectancy can be found in the Whiteleas ward (74.4 years) and female in the Biddick and All Saints ward (78.1 years).
- 2.22 Under-75 mortality rates from cancer and cardiovascular disease are both higher than the national average. The mortality rate from causes considered to be preventable is 232.3 per 1,000 population, this is considerably higher than the England average of 182.8 per 1,000 population.
- 2.23 Unhealthy lifestyle choices are prevalent with levels of obesity in adults being higher than the national average, along with levels of smoking and binge drinking. The number of adults undertaking 30 minutes of physical activity per day is lower than the national average, with nearly two-thirds of adults not achieving the minimum recommended activity level.
- 2.24 Levels of obesity in children aged 4-5 years are higher than the regional and national average. Levels of obesity in children aged 10-11 years are above the national and regional levels with over 23.3% of children aged 10-11 classed as obese. The highest levels of childhood obesity are in the Jarrow character area, where levels at both 4-5 years and 10-11 years are above the Borough average.

TOWN, DISTRICT AND LOCAL CENTRES

- 2.25 Retail provision is concentrated in the three town centres of South Shields, Hebburn and Jarrow and six district shopping centres. These contain approximately a third of all retail premises, where the town centres and district centres combined provide 57% of the Borough's total retail units and 75% of the Borough's retail floorspace.
- 2.26 Whilst performing well in terms of convenience retailing, some £444m of the available expenditure for comparison shopping leaks out of the Borough to other destinations (principally city centres of Newcastle and Sunderland the Metro Centre in Gateshead and the Galleries in Washington).
- 2.27 For the largest of our town centres, "South Shields 365" is a 20 year partnership between the Council and Muse Developments that will deliver £100m improvements to South Shields Town Centre on a phased basis. The first phase has seen construction of 'The Word' as a new cultural attraction central library with wider public realm improvements. Phase 2 is nearing completion and involves construction of a new transport interchange creating a new point of arrival into the town centre and will bring greater connectivity to the town, linking the Riverside and the Foreshore areas. The final phase would see the delivery of a mixed retail and leisure scheme, including the provision of a cinema within the town centre.
- 2.28 The majority of our District Centres perform relatively strongly with the likes of Boldon Colliery and Boldon Lane District Centres which have more substantial convenience retail provision present, being able to serve a wider catchment.

TRANSPORT

- As part of the Tyne and Wear Conurbation, the Borough is relatively accessible to the wider North East. Whilst the River Tyne forms a major physical barrier, the Tyne Road and Pedestrian Tunnels both traverse the river between Jarrow and Howdon and a pedestrian ferry also serves the towns of North and South Shields.
- 2.30 The Borough has an effective public transport infrastructure, with a network of bus routes providing frequent services connecting residents to destinations throughout Tyne & Wear. The percentage of passengers using public transport has remained consistent for the last five years, with 12% of commuters using the bus to travel and 10% using the Metro in 2016/17. Specifically, the Metro system has 60 stations and links South Tyneside with Newcastle, Sunderland, Gateshead and North Tyneside. There are 10 stations situated throughout our Borough which provides connections to the national rail services and Newcastle Airport. In 2016/17 the Tyne and Wear bus network provided 129 million passenger journeys.
- 2.31 Key road connections within the Borough include:
 - The A19 a key strategic route connecting the Tyne and Wear City Region to Northumberland in the north and Durham, Hartlepool, Tees Valley and North Yorkshire in the south;
 - The A194(M) running south west to north east connecting the A1(M) at Washington (Junction 65) to South Tyneside; and
 - The A184 running east to west connecting South Tyneside with Gateshead.
- 2.32 A high proportion of households in South Tyneside do not own a private motor vehicle (38.5%), which is higher than the regional (31.5%) and national average (25.8%). Commuting by car is however the most popular mode of transport for residents within South Tyneside, with the number of residents opting for this method having increased by 6,321 between 2001 2011.
- 2.33 Since 2011 there has been a significant increase in the amount of Ultra Low Emission Vehicles (ULEVs) registered for use on public roads across England and South Tyneside is no different with ownership of ULEVs has seen a tenfold increase over the last several years. There are currently 30 working Electric Vehicle charging posts within the Borough. These form part of our ongoing aspiration to decarbonise transport in the Borough. Ongoing initiatives to decarbonise private vehicles and promotional activities has led to over 200 electric vehicles being registered within the Borough as of 2017. This has also led to the NE34 postcode being the third most popular area within the North East for registrations of ULEV vehicles.
- 2.34 There is an extensive network of Public Rights of Way in the Borough, including 46km of footpath, 104km of cycle networks and 17km of bridleway.

OUR NATURAL ASSESTS

- 2.35 The Tyne and Wear Green Belt extends from Gateshead and Sunderland to the south of the Borough. It covers some 2,231 ha (or 33% of the Borough's land area). The Green Belt contains areas of high landscape value such as at Cleadon Hills and Boldon Downhill.
- 2.36 Major parks include South Marine Park, Temple Park and West Park. We have two statutorily registered village greens: Cleadon Village Green, situated within the Cleadon Village Conservation Area; and Whitburn Village Green, within the Whitburn Conservation Area.
- 2.37 We have a wide range of habitats which support important areas of biodiversity value. The coastline is of International importance with two European designations; the Durham Coast Special Area of Conservation (SAC) and the Northumbrian Coast Special Protection Area (SPA) and Ramsar site. There are 5 Sites of Special Scientific Interest (SSSI's) covering 158.8 ha, 52 Local Wildlife Sites and 7 Local Nature Reserves.
- 2.38 Our main watercourses are the River Tyne and its tributary, the River Don, which flows through to Jarrow where it meets the Tyne. Flood risk zones in the Borough are situated around the coastal and riverside areas and along the course of the River Don. Bathing Water quality ratings (2016) at South Shields is considered 'Excellent' and Marsden Beach is 'Good'. The coastal waters around South Tyneside are considered to be of 'Good' status for Ecological Quality and Chemical Quality. Current Ecological Quality for the River Don is classed as Moderate', however it's biological quality is 'good'.

- 2.39 Much of South Tyneside lies upon a major aquifer within the Magnesian Limestone and provides a significant resource of groundwater to the area around Sunderland. Abstractions at Cleadon Park and Boldon serve domestic and commercial purposes respectively.
- 2.40 There are two Air Quality Management Areas (AQMA's) in South Tyneside Boldon Lane and Lindisfarne Roundabout, the pollutant declared at both sites is Nitrogen Dioxide.

OUR HERITAGE ASSESTS

- 2.41 We have a wide range of historic, archaeological and cultural assets. The Frontiers of the Roman Empire World Heritage Site was inscribed in 2005 and consists of Hadrian's Wall, the German Limes, and the Antonine Wall. The Arbeia Roman Fort forms part of the Hadrian's Wall element of the Frontiers of the Roman Empire World Heritage Site. There are five Scheduled Monuments including Marsden Lime Kilns and St Paul's Monastery.
- 2.42 There are 11 Conservation Areas and 191 Listed Building entries, including 4 Grade I and 7 Grade II* Listed Buildings. Two structures appear on Historic England's Heritage At Risk register and at present, 11 grade II listed buildings are recorded as being of 'at risk' on South Tyneside's Grade II Buildings At Risk Register. South Tyneside Local List has 192 assets recorded as having locally important heritage significance.





3.1 As a starting point, we have taken and expanded upon the Council Plan's 20 year vision "South Tyneside will be an outstanding place to live, invest and bring up families" to set out the following spatial vision for this Local Plan:

By 2035, South Tyneside will be a place

....Where our stunning coastline, natural green spaces, watercourses, countryside and important biodiversity and geodiversity designations will continue to be protected and enhanced, in order to provide good quality environments. Opportunities to enhance our green infrastructure network will allow wildlife to thrive and provide spaces, in which, people can live, work and enjoy spending their time.

....Where new development is of an exceptional design quality and well integrated within the townscape and landscape of our existing communities and is supported by the provision of the right infrastructure. The openness of our Green Belt will continue to protect the unique identity of the Borough and the individual character of Cleadon, Whitburn and the Boldons. Our heritage and cultural assets are protected and enhanced ensuring both designated and non-designated assets and their settings are safeguarded for future generations.

...Where residents are able to easily make healthy lifestyle choices and have access to good quality, safe and well-designed open spaces and networks which encourage physical activity. We will have lowered childhood obesity levels and reduced health inequalities across the Borough. Residents of all ages will have a better quality of physical health and experience better mental wellbeing.

....That has a flourishing and growing economy that makes a vital contribution to the regional and national economy. The intensification of economic activities along the River Tyne and our wider portfolio of employment sites will, in combination with the International Advanced Manufacturing Park, provide active and productive locations for continued investment. This will be supported by bringing back into active uses brownfield sites and transforming key regeneration opportunities such as Holborn into vibrant locations for new homes, shops and jobs. We will have an environment that is responsive to changing economic demands and working practices, where new and existing businesses can grow and flourish. Our mineral resources will be managed ensuring the maintenance of appropriate reserves to meet needs. There will continue to be a high proportion and variety of small local businesses, offering local jobs, and further opportunities for residents to set up their own enterprise.

....Where our town centres are attractive and vibrant places and our district and local centres support sustainable communities. New investment offers a range of services and activities including shops, businesses, homes, heritage, cultural and tourism facilities and enhanced public spaces. Delivering the final phases of South Shields 365 will have created a distinctive, accessible and safe high quality environment that is recognised nationally as a place where people will choose to live, do business, visit and spend their holiday time.

....Where residents of all ages and abilities will have a choice of new homes, including affordable homes, as well as the infrastructure required to support their daily needs. They will have access to a range of educational and training facilities, including a choice of schools and nurseries, community and healthcare facilities, shops and services as well as employment and recreational activities. Residents will have benefited from local training and employment opportunities, and they will continue to enjoy the strong sense of community and inclusiveness as well as social interaction and cohesion.

....That has an integrated transport network and the physical and digital infrastructure that supports a prosperous economy. New investment in this infrastructure provides genuine transport choices to help communities, employees and tourists make more journeys by modes such as public transport, walking and cycling.

....Where people and property are more resilient to the effects of climate change, including mitigating and adapting to the effects of climate change and supporting the move towards zero carbon. Waste will be managed as a resource which minimises the amount produced and sent to landfill. Cars will continue to play a significant part in shaping our future, but air quality will be improved with more low carbon cars travelling on the road network, renewable energy opportunities will be maximised, sustainable design principles will be embraced within new developments and the impacts of flooding on properties will be reduced.

- 3.2 This Local Plan will be a key delivery mechanism for many of the Council Plan's key objectives that are detailed as follows:
 - Better education and skills;
 - Fewer people in poverty;

- Protect vulnerable children and adults;
- Strong and independent families;
- A regenerated South Tyneside with increased business and jobs;
- Better transport;
- Better housing and neighbourhoods;
- A clean and green environment; and
- Less crime and safer communities.
- 3.3 Linked to the objectives of both the Council Plan and our SA Scoping Report (2018), the Local Plan has developed the following specific objectives to achieve our Spatial Vision. These will give direction to this Plan's policies and proposals to help deliver the objectives of the Council Plan and address the challenges identified:

Building a stronger local economy

- i. Through the provision of a wide portfolio of sites, create opportunities that support inward investment that helps to foster economic growth and strengthen South Tyneside's positon in the regional, national and international economies. Economic growth will secure benefits for local people to reduce inequalities in the Borough by stimulating competition, supporting business creation and increasing access to jobs, skills, training and education opportunities.
- ii. To support the existing and future development of our town, district and local centres for future retail and leisure development, supporting shopping, entertainment, heritage assets, culture and tourism; while adapting to changes in their role and how people shop.
- iii. To support the sustainable growth of our visitor economy for the benefit of the local economy and communities promote the Borough as an attractive and vibrant place for residents, workers and visitors.

Regenerating the Borough

iv. Through a comprehensive approach to social, physical and economic regeneration, the most deprived parts of the Borough will be regenerated through a combination new homes, employment opportunities, shops and leisure provision. This will be brought together through enhancements to public realm and public transport hubs and ensuring new development is of a high quality design. Wherever possible, optimising the effective re-use of brownfield land and encouraging the remediation and re-use of contaminated land to meet the Borough's development needs particularly for new homes.

Meeting the Needs for New Homes

v. To increase the supply and choice of the type and tenure of new homes that are of a high quality and are energy efficient. New homes will meet the needs of existing residents and those wishing to move to the area, including those with a need for affordable housing that are located in a variety of suitable locations and where it's appropriate to do so, build at higher densities for example where they are close to areas better served by public transport.

Tackling Climate Change

- vi. To reduce and mitigate the local causes of climate change, mitigate flood risk and other impacts that support the move to a low carbon future and manage our waste sustainably, including working with Sunderland and Gateshead as our partner authorities.
- vii. To ensure the development of a safe, sustainable transport network across the Borough and beyond that includes the promotion and enhancement to public transport, cycling and walking and bridleways and the infrastructure for ultra-low emission vehicle charging, thereby improving local air quality, reduces local traffic congestion and the need to travel.
- viii. To make sure that development in South Tyneside minimises its energy use by encouraging local efficient energy generation, achieving the highest possible standards and ensuring that development is designed to adapt to, and reduce the effects of climate change.

Delivering an Environmentally Sustainable Borough

- ix. To protect and where possible, enhance and promote the quality of our built environment including our national and local heritage assets for present and future generations, retain and improve the character and appearance of established residential areas, and ensure new development, buildings, public places and streets are high quality, safe and sustainably designed.
- x. Supporting sustainable development whilst maintaining the openness and permanence of the Green Belt and enhancing our parks and open spaces.
- xi. The Borough's rich geodiversity and ecological assets ranging from its internationally recognised coastline to its regionally and locally significant natural assets will be protected and enhanced for their biodiversity value. The needs of the Borough's communities, businesses and visitors will be managed to protect the significant biodiversity value of our important coastline.
- xii. To protect and enhance and increase the provision of green infrastructure across the Borough and to maintain, manage and enhance multi-functional, interconnected and attractive recreational and ecological networks. This will balance the needs of our communities, businesses and visitors and managed to protect the significant biodiversity value of our important coastline.

Promoting Positive Healthy Choices

xiii. To improve the physical and mental health and wellbeing of our communities by supporting healthy and active lifestyle choices. Providing a physical environment which encourages physical activity and social interaction though high quality open spaces, green infrastructure networks, sports facilities and safe communities. Encouraging positive health choices by providing access to healthcare facilities, managing the proliferation of hot food takeaways and supporting opportunities for allotments and recognising the benefits of employment, education and good quality housing provision in achieving wider health and wellbeing benefits.

Delivering The Strategy



CONTEXT

4.1 The Plan sets out a strategy for delivering our Vision and Strategic Objectives. This section comprises a small suite of policies which set out some of the key overarching and recurring development principles which are central to how our Borough will look in 2036.

THE SPATIAL STRATEGY

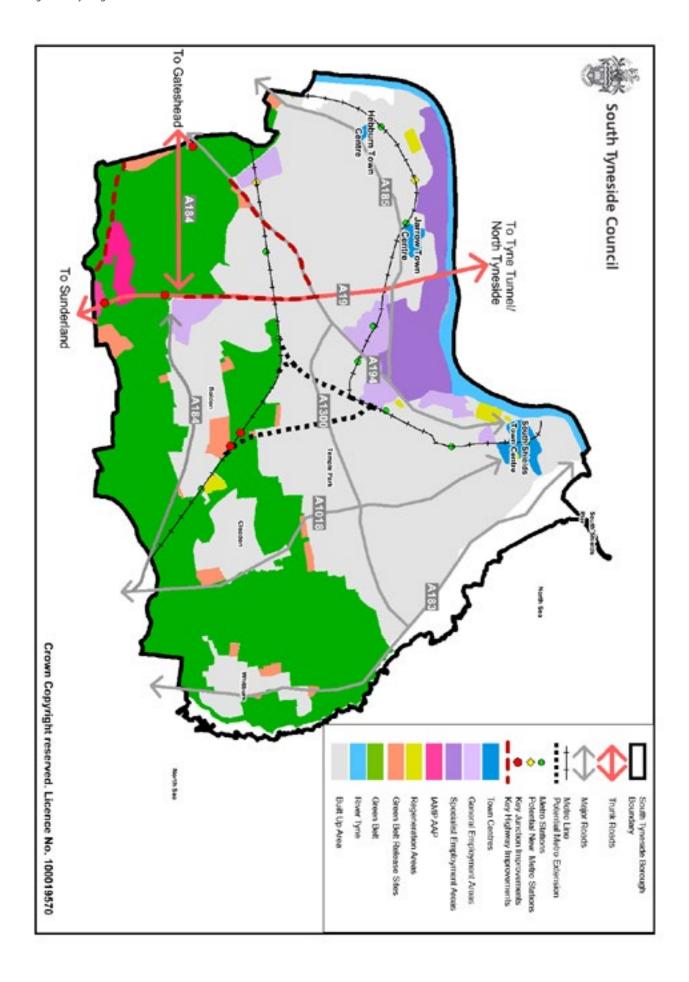
Policy S1: Spatial Strategy (Strategic Policy)

As indicated on the Key Diagram, our Spatial Strategy to 2036 will focus on delivering sustainable growth that meets the needs for new homes and employment land, regenerates places, creates thriving and attractive healthy, neighbourhoods and supports the necessary improvements to infrastructure, services and facilities.

We will achieve this by:

- a) A strategy of balanced urban growth with the majority of new development focused to the Main Urban Area of South Shields, Hebburn and Jarrow, supporting the regeneration of the River Tyne Corridor as a location where people can live, work and visit;
- b) Securing the sustainability of our Villages, Cleadon, West Boldon , East Boldon and Whitburn by supporting growth which respects the distinctive character of each Village;
- Directing new development to the most sustainable locations in our Main Urban Area and Villages which offer greater opportunities for more sustainable modes travel, encouraging the re-use of suitable and viable brownfield land and, where appropriate, encouraging higher development densities;
- d) Enhancing the vitality and viability of our centres where new retailing, leisure and other appropriate town centre uses will be prioritised according to our hierarchy of the three Town Centres, six District Centres and five Local Centres;
- e) Specifically, land for new homes will be:
 - i. Focussed on a dispersed pattern in the Main Urban Area of South Shields, Hebburn and Jarrow; and,
 - ii. Located on sites which allow the plan-led development of the Villages of Whitburn, Cleadon, East Boldon and West Boldon.
- f) Specifically, land for new employment development will:
 - Continue to focus on those existing viable and marketable employment areas that are accessible by a range of transport modes and take advantage of the road, rail and River Tyne networks; and,
 - ii. Be provided for on the new allocation at Wardley which is attractive to the market with good access to the strategic road network, Port of Tyne and the potential reopening of the Leamside Line.
- g) To facilitate sustainable growth we will amend the Green Belt around the areas of Hebburn, Hedworth and Fellgate, South Shields, Whitburn, Cleadon, East Boldon, West Boldon and Wardley, creating new defensible boundaries which positively contribute to the setting of the Green Belt;
- h) Protecting the openness and permanence of the Green Belt in order to:
 - i. Check the unrestricted sprawl of the Borough's urban areas;
 - ii. Prevent the merging of South Tyneside with Sunderland, Washington or Gateshead;
 - iii. Assist in safeguarding the Borough's countryside from further encroachment;
 - iv. Preserve the special and separate characters of the villages of West Boldon, East Boldon, Cleadon and Whitburn; and
 - v. Assist in the regeneration of the Borough's urban areas by encouraging the recycling of land, particularly along the Riverside.
- i) Directing proposals that contribute to our tourist and cultural economy to the Main Urban Area, along the River Tyne Corridor and the Foreshore.
- j) Protecting and enhancing our network of environmental and built heritage assets which includes green spaces, listed buildings and sites of biodiversity and geodiversity importance.

- 4.2 The Spatial Strategy sets out the broad pattern for the distribution of development over the Plan period which ensures that the Borough's identified housing and employment needs will be met. It also links to the Spatial Vision and the Strategic Objectives of this Local Plan.
- 4.3 The NPPF states that planning policies should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. The Spatial Vision includes the transformation of key regeneration sites such as Holborn into vibrant locations for new homes, shops and jobs.
- 4.4 One of the main objectives of the Local Plan is to prevent urban sprawl by keeping Green Belt land permanently open. Government attaches great importance to Green Belts as a spatial planning tool and the normal presumption in favour of sustainable development is reversed.
- 4.5 The Tyne and Wear Green Belt has played an important role in limiting urban sprawl, preventing the coalescence of settlements and encouraging the reuse of derelict and previously developed land in the urban areas. South Tyneside has some of the most attractive and unspoilt countryside in Tyne and Wear. This high quality environment is one of the Borough's greatest assets and makes a significant contribution to South Tyneside's distinctive character, formed over many centuries through the activities of individuals and communities living and working here.
- 4.6 The Stage One Green Belt Review: Exceptional Circumstances (2019) concludes that there are exceptional circumstances which justify the need to amend the Green Belt boundary in some areas in order to facilitate the development that is needed to promote sustainable patterns of development. In allocating land to meet these needs, we have considered the recommendations of the Stage Two Green Belt Review (2019) and propose to redefine the extent of the Green Belt in the Hebburn, Hedworth and Fellgate, South Shields, Whitburn, Cleadon, East Boldon and West Boldon and Wardley areas, as shown on the Policies Map. The redefined extent of the Green Belt in the Borough has been informed by the Stage Two Green Belt Review (2019) which justifies its continued designation as Green Belt.
- 4.7 The distribution of housing and employment development allows for a range and choice of housing sites, in respect both of types of location and dwelling types, and of employment sites and for the identified housing numbers and employment land requirement to be met.
- 4.8 The Spatial Vision requires that our town centres are attractive and vibrant places and our district and local centres support sustainable communities. Local Neighbourhood Hubs are of purely local significance but their role at the local level in supporting communities is a valuable one.
- 4.9 The Borough has some notable leisure and tourism assets it is important that the Local Plan recognises and supports these assets.
- 4.10 The Spatial Vision states that opportunities to enhance our green infrastructure network will allow our wildlife to thrive and provide spaces, in which people can live, work and enjoy spending their time and it also states that our residents should be able to easily make healthy lifestyle choices.



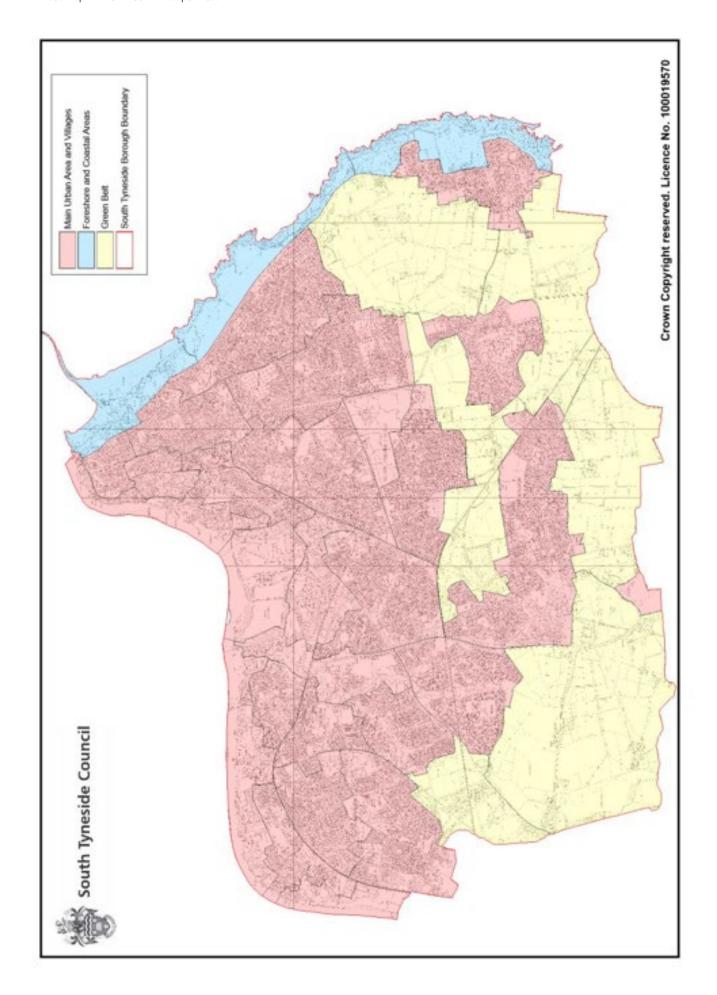
Policy S2: STRATEGIC DEVELOPMENT PRINCIPLES (Strategic Policy)

To maintain and enhance the special and distinct character of South Tyneside's built and natural environment, proposals should have regard to the following design and landscape principles for the landscape character type in which the application site falls.

Where consistent with other policies within this Local Plan, we will support development proposals that have regard to the following Design and Landscape Principles:

- a) As shown on the Policies Map, within the Main Urban Area and Villages:
 - New development should positively contribute to the townscape by considering physical aspects
 of the area and the sense of place.
 - ii. New developments should have regard to the distinctive character of the area through building types, scale, massing and materials to preserve and reinforce distinctive features.
 - iii. New development should contribute to the conservation and/ or enhancement of historic cores and traditional features to retain the special character of our built heritage.
 - iv. Consideration should be had to the relationship between the proposed scheme and the existing settlement and surrounding landscape, in terms of visual and historic setting.
 - v. The character of the area should be enhanced through the protection of existing areas of open space, hedgerows and trees and where possible enhanced through additional planting and green landscaping.
 - vi. Where appropriate, enhance visual and physical links to the Foreshore, Green Belt and Coastal Areas to strengthen the traditional setting of the Villages within the wider landscape.
 - vii. Settlement boundaries should contribute positively to the setting of the urban area and the countryside and reinforce Green Belt boundaries.
- b) As shown on the Policies Map, within the Green Belt:
 - i. Unless there are very special circumstances appropriate new development will only be granted where it is demonstrated that it will preserve the openness of the Green Belt and is consistent with Policies S6, S7 and S8.
 - ii. We will support proposals that enhance connectivity between the Main Urban Area and Villages through a network of Green Infrastructure.
 - iii. Proposals should create a sustainable and attractive landscape through the retention of existing trees and supporting enhancement through woodland planting and hedgerow restoration.
 - iv. Proposals should ensure landmark features and their wider settings are protected.
- c) As shown on the Policies Map, within the Foreshore and Coastal Area:
 - Conservation of the natural environment as a resource for tourism and recreation in so far as
 it does not significantly affect our coastal Special Areas of Conservation and Special Protection
 Area.
 - ii. Where relevant, unless there are very special circumstances, appropriate new development will only be granted where it is demonstrated that it will preserve the openness of the Green Belt and is consistent with Policies S6, S7 and S8.
 - iii. New development proposals in the Foreshore area should be of high standards of siting, design and materials.
 - iv. New proposals for access and recreational facilities in the undeveloped coastal area should be of high quality and design standards and in keeping with the natural environment.
 - v. Development proposals close to the coastal area should be carefully considered in terms of scale and potential effects on coastal views.

- 4.11 The character of the landscape across the Borough is varied and has been shaped by human and physical influences over time. South Tyneside lies within two national character areas defined by Natural England- the "Tyne and Wear Lowlands" and the "Durham Magnesian Limestone Plateau". The Tyne and Wear Lowlands covers the riverside and the urban areas in the Borough, whilst the Durham Magnesian Limestone Plateau includes the coastal areas, the Green Belt and the villages of Cleadon, Whitburn and the Boldons.
- 4.12 The way growth is delivered through the Local Plan will need to be appropriate and sensitive to the landscape in which it is situated. Wider consideration of the landscape, natural environment and townscape through the design principles of schemes is an important consideration in the planning process. New development can offer opportunities to enhance landscape character, green infrastructure and biodiversity networks and positively contribute to the character of the area. It is essential to consider landscape issues early in the planning application process.
- 4.13 Three important landscape areas have been identified within the Borough which are shown on both the Policies Map and Inset Map 1 are:
 - Urban Area South Shields, Jarrow, Hebburn and the Villages (The Boldons, Whitburn and Cleadon)
 - The Green Belt undeveloped rural area in the south of the Borough.
 - Foreshore and Coastal Area Developed coastal area in South Shields (Foreshore) to Sunderland boundary, including the Leas.
- 4.14 These areas are based upon 3 landscape character types identified in The South Tyneside Landscape Character Study (2012) which provides guidance on local character types and key sensitivities for each area. Along with Policy D2, these assessments should be considered in the assessment of planning applications to deliver good quality design which enhances the diverse character of the area, and ensures our landscape is maintained and enhanced.
- 4.15 Townscape is the cumulative impact of the area's buildings, their setting, landscape and other locally important features. New developments should carefully consider the townscape and wider setting of the application site by incorporating high levels of urban design and having regard to the scale, massing and features of the surrounding area. Where these principles are applied new developments can contribute to wider improvements to the character of the built area.
- 4.16 Throughout the Borough are areas of historic importance which contribute to our built and cultural heritage. These historic cores and heritage assets are largely protected and managed through conservation area management plans. These areas should continue to be protected and enhanced by these documents. In addition important local landmarks and landscape features, and views to and from these assets should be protected.
- 4.17 Open spaces, street trees and hedgerows not only contribute to the attractiveness and character of the area; they also provide important opportunities for recreation, leisure and support wildlife habitats and corridors. These green corridors can also contribute to the wider green infrastructure network within the borough and can provide key links and opportunities in linking our built environments with the natural environment. Recognising the links between our developed areas and their wider landscape setting is vital to retaining the character of our settlements. This is particularly important in the Villages. New developments in Boldon, Cleadon and adjoining the Green Belt should seek to retain visual links to the wider landscape and enhance connectivity to the rural area. New developments in Whitburn should also consider the relationship between the application site and its coastal setting.
- 4.18 Where appropriate, all new developments should consider landscape belts or screening to reduce the impact of the new development on its setting. Any new development at the edge of settlements should seek to create strong and attractive urban edges which soften the impact of the built area and the countryside; where possible opportunities for new hedgerows and woodland planting should be encouraged.
- 4.19 The balance between supporting the leisure and recreational opportunities and protecting the special unique biodiversity of the area is of significant importance in the coastal area. New developments within this area should be sensitive to nationally and international important biodiversity and geodiversity features. Consideration of the potential impact on the landscape and natural environment should be carefully considered through the design process by applicants, for development proposals in or close to the coastal area.



Policy S3: Promoting health and wellbeing in South Tyneside (Strategic Policy)

We will improve and promote strong, vibrant and healthy communities in South Tyneside which encourage healthy lifestyle choices, reduce health inequalities and support good physical and mental health and wellbeing amongst our residents.

New development will be required to contribute to providing healthy communities by:

- a) Increasing physical activity and active travel through the provision of good quality, accessible open spaces and playing fields, and enhancing environments to encourage walking and cycling and public transport;
- b) Reducing levels of excess weight in South Tyneside residents by promoting healthy environments and managing the provision of unhealthy eating outlets;
- c) Enhancing the quality of the natural environment and green infrastructure by providing opportunities for healthy lifestyle choices, including the provision of new allotments;
- d) Delivering well- designed, affordable and appropriate housing to meet the needs of our changing population; and supporting improvements in the condition and living standards of our existing housing stock;
- e) Promoting safe and sustainable public realm and residential environments which encourage social interaction and strong communities;
- f) Supporting health care provision in our communities;
- g) Ensuring that pollutants, including noise and air pollution, and hazards detrimental to public health and residential amenity are addressed prior to development.
- 4.20 This policy should be read in conjunction with other relevant policies in this Plan, which also affects the wider determinants of health and wellbeing.
- 4.21 The health of South Tyneside's residents is generally worse than the national average, with unhealthy lifestyle choices and physical inactivity major contributors to the Borough's health issues. The 'South Tyneside Our Better Health and Wellbeing Strategy 2017-2021' identifies the strategic priorities for improving health and wellbeing in the Borough, including the delivery of a Local Plan with 'health at its centre'. The 'Planning for Health and Wellbeing: Hot Food Takeaways and obesity in South Tyneside: Evidence Report' (2014) and the 'Progress Report' (2017) provide an overview of the environmental factors which are influencing health in South Tyneside.
- 4.22 The built and natural environment can have a significant impact on physical and mental health. Improving the health and wellbeing of our communities and reducing health inequalities in the Borough are key priorities. Planning can play a significant role in providing healthier environments by providing access to health care facilities, well-designed public and residential spaces and providing opportunities for active and healthy lifestyle choices.
- 4.23 The built environment contributes to the wider factors which are influential in promoting or discouraging physical activity. Poor quality, unsafe environments which limit access to recreational spaces or facilities, or prioritise the private car over other modes of sustainable transport can discourage the amount of physical activity untaken. Lack of physical activity and other unhealthy lifestyle choices can lead to increased levels of obesity and other health issues which can reduce life expectancy and increase health inequality. The South Tyneside Physical Inactivity Strategy 2018-2021 identifies that 26.4 % of the adult population in South Tyneside is classed as inactive. The strategy aims to increase activity levels throughout our resident population by 2021.
- 4.24 The provision of good quality open space, recreation facilities and a well-designed built environment is important in facilitating physical activity and healthy lifestyle choices. Areas of open space that are valued by residents provide an important community function, and can make a significant contribution to quality of life. Green space and the natural environment also provide important areas for social interaction which can reduce loneliness amongst the population and have benefits for mental health and wellbeing.

Allotments provide opportunities for outdoor recreation and to produce healthy locally grown food, which can help to improve the diet of residents.

- 4.25 Long term unemployment, poor housing and reduced life chances can have negative impacts on the health and well-being individuals (Barton, 2009); and in turn, poor health can lead to lower economic productivity and inactivity (Bambra, Munford, Brown et al, 2018). The Borough's health facilities are likely to come under pressure due to an ageing population and health facility capacities. Ensuring healthcare provision is accessible to all within the community is important to helping to improve health within the Borough. Planning can contribute to closing the gaps in health inequality and improving quality of life, through ensuring access to local healthcare facilities, the provision of well-designed developments that are accessible to all. Encouraging opportunities for employment, education and training, as well as provision for culture and recreation can also contribute to improving mental health amongst residents
- 4.26 Decent and appropriate housing has an essential role to play in good health and well-being. Non-decent homes can have a detrimental impact on residents' health, including both physical health and mental wellbeing. Despite the continued improvements in construction standards the home remains a major cause of ill health for many. Poor housing can increase the risk of injury, cause or exacerbate respiratory and cardiovascular diseases and cause illness or even death from temperature extremes. It is important that these risks are minimised and prevented, through ensuring residents are within suitable housing that meets their needs. Ensuring that households have decent homes, particularly those residents who may be more vulnerable to ill health, for example older households, is essential to creating a healthier community.
- 4.27 New developments can generate potential risks to human health through increasing exposure to air pollution, noise pollution or contaminated land. These issues should be adequately addressed and assessed in accordance with the relevant policies in this Plan.

THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

Policy S4: Presumption in favour of Sustainable Development (Strategic Policy)

When considering development proposals, we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will work proactively with applicants to find solutions which mean that proposals can be approved where possible, and to secure development that improves the economic, social and environmental conditions in the Borough.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with polices in made neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

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

- a) The application of policies in the National Planning Policy Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- b) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole.
- 4.28 A presumption in favour of sustainable development is at the heart of the NPPF. Achieving sustainable development has three overarching objectives an economic objective, a social objective and an environmental objective. These are interdependent and need to be pursued in mutually supporting ways. The policies referred to (point ii of the Policy) are clarified at footnote 7 of the NPPF.
- 4.29 Securing sustainable development is therefore the central theme which runs through this Local Plan and will also bind with any Neighbourhood Plans that are made.

THE RE-USE OF PREVIOUSLY DEVELOPED LAND

4.30 This Plan seeks to deliver a sustainable pattern of development that meets our community's needs whilst seeking to protect and enhance our environment. New development and site allocations will, wherever possible and viable, be encouraged to re-use vacant buildings and previously developed or 'brownfield' land in order to help recycle land and make a positive contribution towards regeneration within the Borough.

Policy S5: Re-use of Previously Developed Land (Strategic Policy)

Wherever viable, we will prioritise the re-use of brownfield land (including despoiled, degraded, derelict and contaminated land) within or immediately adjoining the Main Urban Area or Villages provided proposals are appropriate in scale, size and role of the settlement and are consistent with the other policies of this Plan.

To ensure the best use of land, proposals should seek to:

- a) Use brownfield land provided that they are not of high environmental or heritage value; and
- b) Increase building densities where appropriate, taking into account the character of the surrounding area and access to services and facilities to ensure an efficient use of the land.
- 4.31 Proposals to reuse previously developed land are encouraged, but these must consider the suitability of the site in terms of accessibility and location. A number of our brownfield sites are contaminated and this will need to be addressed to determine whether such sites can be viably remediated for the new use being proposed.
- 4.32 The use of suitable brownfield sites within the built up areas should always be given priority over less sustainable greenfield sites. However, brownfield sites, if left undisturbed for some time, can develop biodiversity interest and an assessment will be needed to show that the biodiversity interest of the site is not so significant that it would prevent or restrict its future redevelopment. In assessing contaminated land, adequate site investigation information will be necessary to ensure that unacceptable works to human health, buildings, property and the natural and historic environment are identified and managed.
- 4.33 This Plan has sought to meet as much of its identified needs on previously developed land that is considered suitable and viable. However, new sites will inevitably come forward over the Plan period. To support new brownfield sites being re-used for development purposes, we will continue to maintain and update our Brownfield Register which identifies all known brownfield sites (allocated or otherwise) that may prove suitable for development purposes.

APPROPRIATE DEVELOPMENT WITHIN THE GREEN BELT

Policy S6: Appropriate Development Within the Green Belt (Strategic Policy)

The extent of the Green Belt is defined on the Policies Map. Development proposals must protect and enhance the openness of the Green Belt in accordance with the National Planning Policy Framework.

- 4.34 We will give substantial weight to any harm to the Green Belt and 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 4.35 The NPPF states that the construction of new buildings in the Green Belt is inappropriate. Exceptions to this are set out in the NPPF and include limited infilling or the partial or complete redevelopment of previously developed sites (brownfield sites), whether redundant or in continuing use, (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. To assist applicants, Policies S7 to S8 provide more detailed policies to those types of applications we tend to receive within the Green Belt.

4.36 Taking into consideration the importance of protecting and enhancing the natural environment, the need to provide sites for new sport, open space and recreation facilities and the need to make the most of opportunities for improving green infrastructure, we encourage the beneficial use of the Green Belt for the opportunities identified in this policy. Such proposals will need to demonstrate that they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it as defined in national policy.

EXTENSIONS AND ALTERATIONS TO BUILDINGS IN THE GREEN BELT

Policy S7: Extensions and Alterations to and Replacement of Buildings in the Green Belt (Strategic Policy)

Extensions and alterations to buildings in the Green Belt will be permitted provided they do not result in development which is a disproportionate addition to the original building. They must be sympathetic to the size of the plot, the character and the appearance of the original building. When assessing a proposal with regard to harm to openness and whether it constitutes inappropriate development, proposals should have regard to:

- a) The planning history of the site (post 1st July 1948) including any previous extensions or enlargements including previous works carried out under permitted development;
- b) Alterations to footprint which may increase the spread and site coverage and reduce distances to boundaries to materially increase the prominence of the building;
- c) Changes in mass, bulk and height of buildings including roof form changes and features, and any raising off ground to provide voids/flood mitigation;
- d) Scale of buildings including from different aspects within and outside the site;
- e) Inclusion of features which may impact on openness including basements and sunken areas, light wells, changes to ground levels including any exposed parts of buildings and ramps;
- f) Other ancillary aspects of a development proposal such as garages and other outbuildings, walls and gates, areas of handstanding and their use and external storage will be considered additionally in respect of the built envelope, function and linkages to the main dwelling. These may cumulatively have an unacceptable impact on the openness of the Green Belt.

Policy S8: Replacement of Buildings in the Green Belt (Strategic Policy)

The replacement of a building or structure will be acceptable provided the increase in the external volume of the built form is no greater than 30% above the size of the original building or structure and does not cause significant harm to the openness and character of the Green Belt. Proposals should meet the following criteria:

- a) The new building is sited so as to minimise visual impact and is not sited outside the original curtilage;
- b) The construction, materials and design of the building or structure should be appropriate to the character of the area;
- c) Ancillary works and curtilage buildings are sited and are of a scale and design to minimise the impact on the openness and character of the Green Belt; and
- d) Existing landscape features (where appropriate) are retained and additional landscaping carried out if necessary.

- 4.36 The extension or alteration of a building within the Green Belt is not inappropriate provided it is in accordance with the NPPF and does not result in 'disproportionate additions' over and above the size of the original building. The extension to or replacement of any existing building should not cause material (i.e. significant) harm to the openness and character of the Green Belt. In this respect, each scheme will raise specific issues and require a thorough assessment of impact.
- 4.37 An assessment of impact that would be cause to the openness and character of the Green Belt will be applied on a case by case basis. Key factors that will be taken into account include:
 - an extension to a building must not result in a building disproportionately larger compared with the original building, and a replacement building must not be materially larger than the one it replaces, taking into account any buildings that are to be removed;
 - cumulative effect of the proposed scheme together with previous development on the site;
 - visual impact of the proposed development compared with that caused by the existing building(s) on the site;
 - increase in and nature of activities outside the building(s), such as parking, storage;
 - extent to which existing buildings would be removed and the proposed scheme would consolidate or reposition development on the site;
 - use of appropriate design and materials which are suitable to the nature of the local area; and
 - a new curtilage building, e.g. garage, should be within five metres of the dwelling.
- 4.38 The 'original building or structure' means the building or structure (and garages and ancillary buildings within 5 metres) that existed in 1948 or when first built if later than 1948. Any extensions which are built subsequently will not be considered part of the original building.
- 4.39 For sites currently or formerly in an employment uses, development proposals should seek to secure alternative forms of employment uses in order to provide jobs and support the economy in accordance with Policy ED4. Other uses may be appropriate but it is necessary to ensure that policies regarding the location of development are applied to individual cases to ensure consistency with the overall strategy.

Planning For Homes



CONTEXT

- Housing provision is an essential element of our Local Plan. Giving our existing and future residents a decent, affordable home that adequately meets their needs is critical to support healthy, safe and sustainable communities. This section aims to provide policies that will contribute to delivering the housing needs of our residents to 2036.
- 5.2 The NPPF sets a clear requirement for local authorities to significantly increase housing delivery to meet the housing need and requirements as informed by the population and household projections. The population is forecast to grow over the plan period and as a consequence, more homes will be required, with a greater emphasis on building properties that will attract economically active families who will contribute to the long term socio-economic growth within the Borough while providing a range of homes to meet affordability needs, and cater for all age groups, including an aging population.
- 5.3 To allow us to realistically plan for sustainable growth, the Strategic Housing Land Availability Assessment (SHLAA) (2019) has been reviewed and updated to allow an up-to-date record of the potential supply of housing land. It considers whether sites are suitable and available, and whether or not they are likely to be delivered over the short, medium and long term.
- 5.4 New housing in South Tyneside should ensure that a range of housing types are developed and maintained to provide residents with a choice of affordable accommodation that both meets needs and aspirations in attractive, safe and sustainable neighbourhoods. The type and condition of homes, together with the quality of the immediate surroundings, is one of the most important factors affecting quality of life.

THE NUMBER OF HOMES NEEDED BY 2036

Policy H1: The Number of Homes Needed by 2036 (Strategic Policy)

Over the period 2016 to 2036, we will boost the supply of homes in the Borough by ensuring that the strategic housing requirement is met in full.

Overall Housing Requirement

a) To provide for the Borough's housing requirements, provision is made for the delivery of at least 7,000 new homes.

Housing Requirement For The Neighbourhood Forum Areas

- b) To ensure that the Borough's overall housing requirement is met, provision is made for the delivery on allocated sites of at least:
 - i. 950 new homes within the designated East Boldon Neighbourhood Forum Area; and
 - ii. 397 new homes within the designated Whitburn Neighbourhood Forum Area.

DETERMINING THE OVERALL HOUSING REQUIREMENT

- In order to determine the minimum number of homes needed to deliver a sufficient supply of homes, the NPPF states that strategic policies should be informed by a local housing need assessment, using the 'standard method' set out within the in National Planning Guidance. The standard method uses a formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and any historic under-supply. The standard method follows a three-step process to identify a minimum annual housing need figure. Using this approach, we have determined that the minimum annual housing need figure is 350 dwellings per annum. The three-step process to derive this annual housing requirement is as follows:
 - Step 1 Setting the baseline using the national household growth projections: The household growth projections (2014-based household projections) for South Tyneside over the period 2019 to 2029 are 315 new households per annum.

- Step 2 An adjustment to take account of affordability: Adjusting the average annual household growth figure based on median workplace affordability ratios (released March 2019). This refines the minimum annual housing need figure to 350 dwellings per annum.
- Step 3 Capping the level of any increase: A cap may be applied which limits the increase in the minimum annual housing need figure if the figure is 40% above the figure set out in the most recent strategic documents or the household projections (whichever is the highest). The figure of 350 dwellings per annum is not 40% above either of these figures so the cap is not relevant.
- 5.6 For housing purposes, the period covered by this Plan is 1st April 2016 to 31st March 2036 against which, the 350 dwellings per annum figure is applied. This produces an overall minimum housing requirement of 7000 new homes. The household projections that inform the housing baseline (see Step 1 above) are the 2014-based household projections. We have used a base date of April 2016 for housing completions and commitments (planning permissions) in order to determine whether we have over or under provision at this point in time. Table 1 sets out our calculation for how the minimum housing requirement of 7,000 new homes will be delivered by this Plan and in particular, the number of homes this Plan will need to provide for through making specific site allocations.

Table 1: Meeting the Housing Requirement through this Local Plan

А	Local Plan housing minimum requirement 2016 – 2036	7,000
В	Completions (net) 1.4.2016 to 31.3.2019	1,102
С	Commitments (gross) (homes with existing planning permission at 1.4.2019)	904
D	10% lapse rate for commitments	91
Е	Projected demolitions / losses	138
F	Small scale windfalls	287
G	Residual target to find $= A - B - C + D + E - F = G$	4,936
	Local Plan Allocations Supply	5,425
	Over Provision	489
	Over Provision (%)	10%

HOUSING REQUIREMENT FOR THE NEIGHBOURHOOD FORUM AREAS

5.7 Policy H1 also includes housing provision figures for the Borough's two designated Neighbourhood Areas. The NPPF states that within the overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. The housing requirements for the designated neighbourhood areas have been determined by following this approach. The requirement for the Neighbourhood Areas reflects the overall strategy (see Policy S1 which was informed by the Sustainability Appraisal, the Green Belt Review and the Strategic Housing Land Availability Assessment) and the housing commitments and housing allocations within the respective Neighbourhood Areas.

ENSURING A SUFFICIENT SUPPLY OF DELIVERABLE AND DEVELOPABLE HOUSING LAND

Policy H2: Ensuring a sufficient supply of deliverable and developable housing land

We will maintain a sufficient supply of housing land over the plan period in order to ensure the delivery of the overall housing requirement as outlined in Policy H1 and the maintenance of a rolling five year supply of deliverable housing sites including appropriate buffers. This will be ensured through the following measures:

- a) Assessing the rate of housing delivery and supply through the annual monitoring process as outlined in Policy IM1, with performance being assessed against the housing trajectory (at Appendix 1).
- b) Working with developers and other stakeholders to ensure the timely development of strategic proposals, including the associated key infrastructure requirements.
- c) Introducing a range of contingency measures as outlined in Policy IM1, where the supply or delivery is projected to fall below the thresholds set out in Policy H2a).
- Ensuring a sufficient supply and delivery of new homes is a national priority and it is essential to enable our residents to have access to a choice of market and affordable homes to meet their needs and aspirations and we want to deliver sufficient new homes to support economic growth. The policy highlights the importance of ensuring that land allocated for housing is deliverable and/or developable. The Strategic Housing Land Availability Assessment which will be regularly updated sets out our total supply of deliverable and developable housing sites and the Five Year Supply of Deliverable Housing Sites Report, which is published annually, sets out in detail the five year housing land supply position.
- 5.9 A trajectory for the projected delivery of the new homes proposed by this Plan is detailed at Appendix 1.
- 5.10 The Plan contains a range of proposals relating to housing, including the strategic sites that are crucial to the delivery of the Spatial Strategy.

HOUSING ALLOCATIONS AND COMMITMENTS

Policy H3: Housing Allocations and Commitments (Strategic Policy)

To deliver the housing requirement and to maintain a rolling five year supply of deliverable housing sites, we have allocated sites, as shown on the Policies Map and identified within this Policy.

Where planning permissions for 5 or more homes, as shown on the Policies Map, lapse, or revised proposals for residential development come forward, the principle of residential development will continue to be supported, subject to consistency with the other policies in this Local Plan and any Neighbourhood Plans that are made.

Where stated, applicants should have strong regard to the "key considerations" listed against those site allocations set out within this Policy and indicative maps have been prepared where it is considered this would assist future delivery.

All site allocations will be required to be consistent with the wider policies set out in this Local Plan and any Neighbourhood Plan that are 'made'.

Sites falling within 6km of either the Durham Coast Special Protection Area or Northumbrian Coast Special Area of Conservation Specific must satisfy the requirements of Policy NE2.

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes		
					(approx.)		
		SOUTH SHIELDS					
H3.1	SBC096	Land at Benton Road	2.6	G'field	28		
		Key considerations are:					
		 The site should provide scope for enviror site open space provision. 	imental net	gains, inclu	ding on-		
		ii. The design and layout should actively see and defensible boundaries between the e Belt to which it is adjacent.		•			
		iii. Mature tree buffers around the site shou	ld be retain	ed.			
		iv. Trees likely to be removed due to level cr implications would have to be quantified	_	ure scheme,	so noise		
	v. Proposals should be supported by a site specific transport with particular focus on Benton Road, Galsworthy Road, B Road and the Boldon Level Crossing.						
		vi. Proposals should be supported by a site-	specific floo	od-risk asses	sment.		
H3.2	SBC100	Land south of Cleadon Park	3.42	G'field	90		
		Key considerations are:					
		 The site should provide scope for environmental net gains, including on- site open space provision. 					
		ii. The design and layout should actively see and defensible boundaries between the e Belt to which it is adjacent, in particular a created to the south of the site.	edge of the	site and the	Green		
		iii. Tree buffer to the north of the site should	d be retaine	d.			
		iv. Footpath running along the north the sit improved.	e should be	e retained ar	nd		
		v. Access into site important for traffic movements with preferred access onto Shields Road / Sunderland Road.					
	vi. Proposals should be supported by a site specific transport asses with particular focus, with particular focus on the A1018, Sun Road, Prince Edward Road and the A1300.			•			
		Refer to Inset Map 2 for further illustration.					

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new	
112.2	CDC101	Land west of Sunniside Farm	F 07	Citivala	(approx.)	
H3.3	SBC101		5.97	G'field	156	
		Key considerations are:				
		 i. The site should provide scope for environ site open space provision. 	imental net	gains, inclu	ding on-	
		ii. The design and layout should actively see		-		
		and defensible boundaries between the edge of the site and the Green Belt to which it is adjacent, in particular a landscape buffer should be created to the south of the site.				
		iii. Tree buffer to the north of the site should	d be retaine	d.		
		iv. Footpath running along the north the site	should be r	etained and	improved.	
		v. Lower densities should be considered tov to preserve and enhance the character an Conservation Area and the locally listed h	id appearan	ce of Clead	on Hills	
		vi. Access into site important for traffic mov onto Shields Road / Sunderland Road.	ements witl	n preferred a	access	
		vii. Proposals should be supported by a site s with particular focus on the A1018, A130 Road and Prince Edward Road.	-	-	I	
		Refer to Inset Map 2 for further illustration.				
H3.4	SIS013	Land at 1 Robinson Street	0.03	B'field	8	
H3.5	SIS017	Land adjacent to Ocean Road	0.07	B'field	4	
		Key considerations are:				
		 i. Further archaeological investigation and the adoption of any necessary scheme of archaeological investigation should be agreed and undertaken prior to the development having particular regard to Hadrian's Wall World Heritage Site. 				
H3.6	SIS018	Land at Chatsworth Court	0.08	B'field	5	
H3.7	SIS023	Former Wouldhave House (Site B)	0.1	B'field	6	
		Key considerations are:				
		 Development must preserve the special arch the Grade I Listed Old Town Hall. 	nitectural or	historic sign	ificance of	

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes (approx.)		
H3.8	SOS001	South Shields and Westoe Sports Club and playing fields	2.8	Mixed	79		
		Key considerations are:					
		i. Mature trees should be retained.					
		ii. Development should be of a high quality	•				
		the character or appearance of Westoe Conservation Area, preserve the special architectural or historic significance of the Grade II Listed Buildings (1-7 Wood Terrace and Westoe Villa) and conserve the character and appearance of locally listed heritage assets (Wyvestow Lodge).					
		iii. Any playing pitches lost should be com	pensated.				
		iv. Proposals should be supported by a site specific transport assessment, with particular focus on the A1018, Westoe Road, Imeary Street and Dean Road.					
		iv. Proposals should be supported by a site	-specific flo	od risk asse:	ssment.		
		v. Proposals should be supported by a site	-specific flo	od risk asse	ssment.		
H3.9	SOS007	South Tyneside College - South Shields Campus (playing fields)	2.58	G'field	77		
		Key considerations are:					
		i. Mature trees should be retained.					
		ii. Loss of the playing pitch should be com	pensated.				
		iii. Proposals should be supported by a site specific transport assessment, with particular focus on the A1018, Sunderland Road, Highfield Road, Grosvenor Road, and Dean Road.					
		iv. Proposals should be supported by a site-	specific floo	d risk asses	sment.		
H3.10	SOS009	Former Brinkburn Comprehensive School	7.82	B'field	272		
		Key considerations are:					
		i. Loss of the playing pitches should be co	-				
		ii. Proposals should be supported by a site with particular focus on the Harton Lane and McAnany Avenue.	•	•			
		iii. Proposals should be supported by a site-	specific floo	od risk asses	sment.		
H3.11	SOS025	Land to rear of Simonside Arms Public House	0.2	G'field	11		
		Key considerations are:					
		i. Proposals should be supported by a site-sp	ecific flood	risk assessn	nent.		

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes (approx.)			
H3.12	SOS040	Land at Chuter Ede Education Centre	7.8	Mixed	280			
		(excluding Brydon Court)						
		Key considerations are:						
		 The design and layout should actively se and defensible boundaries between the Belt to which it is adjacent, in particular provided to the south of the site. 	edge of the	site and the	e Green			
		ii. The development will include approxima	tely 120 ext	tra care unit	S.			
		iii. Loss of playing pitches should be compe	nsated.					
		iv. The developer will provide contributions children's play facilities.	towards the	e off-site pro	ovision of			
		v. Trees around the north-east corner of the	e site should	d be retaine	d.			
		vi. Proposals should be supported by a site with particular focus on Benton Road, G New Road and the Boldon Level Crossing	alsworthy R	•				
H3.13	SOS043	Former Temple Park Infant School	0.7	B'field	22			
H3.14	SOS044	Connolly House, Reynolds Avenue	0.4	B'field	13			
H3.15	SOS045	Former Temple Park Junior School (west)	1.03	B'field	32			
		Key considerations are:						
		i. Proposals should be supported by a site-	specific floo	od risk asses	sment.			
H3.16	SOS050	Land at Bradley Avenue	1.17	G'field	41			
		Key considerations are:						
		 Proposals should be supported by a site specific transport assessment, with particular focus on A1300 / Marsden Road corridor. 						
H3.17	SOS053	Land at Farding Square	1.4	G'field	45			
		Key considerations are:						
		 i. Contributions towards on or off site oper provision should be provided. 	n space inc	luding child	ren's play			
		ii. Proposals should be supported by a site with particular focus on A1300 / Marsde would need to be assessed, with potenti	n Road / Liz	ard Lane jur				
		iii. Contribution required towards mitigatin Wildlife Site.	g indirect in	npacts on Lo	ocal			
		iv. Proposals should be supported by a site	-specific flo	od risk asses	sment.			
H3.18	SOS069	Landreth House, Boldon Lane/South Dene	0.06	B'field	12			
		Key considerations are:						
		 i. Implications on Boldon Lane / Stanhope Area would need to be assessed. 	Road Air Qu	uality Manag	gement			
H3.19	SOS071	Demolished nursery school, Wharfedale Road	0.11	B'field	3			

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes (approx.)
H3.20	SOS072	Land at Orchid Close	0.03	G'field	2
H3.21	SOS082	Land south of Bedale Court / Heworth Court	1.08	G'field	15
		Key considerations are:			
		i. Contributing towards formalising the cycof the site.	cleway over	the railway	to the east
		ii. Mature trees should be retained.			
		iii. Developer contributions should be made provision.	towards of	f-site open	space
H3.22	SOS087	Land behind Ryedale Court	0.48	G'field	15
		Key considerations are:			
		i. Proposals should be supported by a site-s	specific floo	d risk assess	ment.
H3.23	SOS221	Land at Lizard Lane	0.35	B'field	30
		 Proposals should be supported by a site with particular focus on Prince Edward R A183 and A1300. 	-	•	
H3.24	SOS222	Land at Dean Road	0.42	B'field	80
		Key considerations are:			
		i. The development should comprise approx	kimately 80	extra care u	nits.
		ii. Development should be of a high quality character or appearance of the Westoe Cothe special architectural or historic signific (Westoe Terrace).	onservation a cance the Gr	Area and pr ade II Listed	eserves I Building
		iii. Proposals should be supported by a site s particular focus on Dean Road, Chichester		-	nent, with
112.25	CEC.00.4	FELLGATE AND HEDWORTH	0.05	CIC. 11	40
H3.25	SFG004	Land adjacent Lakeside Inn	0.95	G'field	19
		Key considerations are:			
		 i. The site should provide scope for enviror site open space provision. 	nmental net	gains, inclu	ıding on-
		 ii. The design and layout should actively see and defensible boundaries between the Belt to which it is adjacent, in particular created to the south of the site. 	edge of the	site and the	e Green
		iii. Further archaeological investigation and scheme of archaeological investigation s prior to the development.	-	=	-
		iv. Proposals should be supported by a site swith particular focus on the Mill Lane and the A194 corridor.			
		v. Preparatory to considering the site layou is an appropriate buffer and that the dev the applicant will need to model Monkto	elopment is		
		vi. The proposal will need to ensure that ap are in place in order to protect the water		ater quality	measures

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes (approx.)	
H3.26	SFG012	Land at Hedworthfield Community Association Car Park	0.18	G'field	5	
H3.27	SFG015	Land to east of Lakeside Inn	1.08	G'field	40	
		Key considerations are:				
		 i. The site should provide scope for enviror site open space provision. 	nmental net	gains, inclu	uding on-	
		ii. The design and layout should actively seek to create and preser and defensible boundaries between the edge of the site and the Belt to which it is adjacent, in particular a landscape buffer sho created to the south-west and the south-east of the site.				
		iii. Further archaeological investigation and scheme of archaeological investigation s prior to the development.	•	-	- 1	
		iv. Proposals should be supported by a site with particular focus on the Mill Lane an the A194 corridor.	•	•	I	
		v. The applicant will need to ensure that th compromised by the proposal and that t treatment to avoid impacting the pond a	here is appı	opriate wat	I	
H3.28	SFG044	Land at Heathway, Hedworth	0.07	G'field	3	
H3.29	SFG045	Land at Heathway/Greenlands, Hedworth	0.18	G'field	10	
H3.30	SFG046	Land at Kings Meadow, Hedworth	0.51	G'field	25	
		Key considerations are: i. Proposals should be supported by a site with particular focus on Hedworth Lane	-	-	sment,	
H3.31	SFG048	Land at Calf Close Walk	0.8	G'field	15	
		Key considerations are:				
		 Developer contributions should be made off-site open space provision. 	e towards th	ne enhancer	nent of	
		 Further archaeological investigation and the adoption of any necessary scheme of archaeological investigation should be agreed and undert prior to the development. 				
		iii. Proposals should be supported by a site with particular focus on Fellgate Avenue	-	-	sment,	
		iv. Proposals should be supported by a site-	specific floc	d risk asses	sment.	

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes (approx.)
H3.32	SFG053	Land at Wark Crescent/Pathside, Primrose	0.64	G'field	20
		Key considerations are:			
		 Developer contributions should be made off-site open space provision. 	e towards th	ne enhancer	ment of
		ii. Proposals should be supported by a site with particular focus on the A194.	specific trai	nsport asses	sment,
H3.33	SFG068	Land to North and East of Holland Park Drive	0.99	G'field	41
		Key considerations are:			
		 Developer contributions should be made site open space provision. 	towards the	e enhancem	ent of off-
		ii. Proposals should be supported by a site s particular focus on the A194.	pecific trans	sport assess	ment, with
		JARROW			
H3.34	SJA003	Land at Grange Road/Monkton Road	0.1	G'field	14
H3.35	SJA008	Land at Salcombe Avenue	0.9	G'field ld	36
		Key considerations are:			
		i. Footpath through the site should be retai	ned and im	proved.	
		ii. Proposals should be supported by a site s	pecific trans	sport assess	ment. with
		particular focus on Hedworth Lane, Fellga the A194.	•	•	
H3.36	SJA011	Neon Social Club, Perth Avenue	0.6	B'field	24
		Key considerations are:	,		,
		 i. Proposals should be supported by a site s particular focus on the A1300, Perth Aver 	-	-	
H3.37	SJA013	Perth Green Youth Centre, Perth Avenue	1.2	G'field	49
		Key considerations are:	,		,
		 i. Developer contributions should be made site open space provision including childr ii. The landscaping buffer should be retained iii. Proposals should be supported by a site s particular focus on the A1300, Perth Aver 	en's play fa d. pecific trans	cilities. sport assess	ment, with
H3.38	SJA015	Land at Kirkstone Avenue / Coniston Road	0.3	G'field	14
		Key considerations are:			
		i. The landscaping buffer should be retained	d.		
H3.39	SJA019	Land at previously Martin Hall, Prince Consort Road	0.4	B'field	24
		Key considerations are:			
		i. Proposals should be supported by a site-s	pecific floor	d risk assess	ment.
H3.40	SJA020	Land at previously Nolan Hall, Concorde Way	0.5	B'field	15
	337.1020	Key considerations are:	1 0.0	D IICIG	
		i. The development should comprise approxunits.	kimately 15	supported I	iving

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or	Total new
				B'field	homes (approx.)
H3.41	SJA049	Land at Falmouth Drive	1.3	G'field	40
		Key considerations are:	1		
		i. Landscaping should be provided on-site.			
		ii. Developer contributions will be required	towards off	-site open s	pace
		provision.			
		iii. Proposals should be supported by a site s with particular focus on the A194, A1300	-	-	sment,
		iv. Proposals should be supported by a site-s	pecific floo	d risk assess	ment.
H3.42	SJA072	Land at rear of Shaftesbury Avenue	2.1	B'field	77
		Key considerations are:			
		 i. Proposals should be supported by a site with particular focus on the A194, A130 	•	•	sment,
H3.43	SJA063	Land at Ayrey Avenue	0.25	G'field	11
		Key considerations are:			
		i. Trees should be retained where possible			
		ii. Developer contributions will be required	towards of	f-site open	space
		provision.	ı		1
H3.44	SB0ALS	Phase 2 - Eskdale Drive, Primrose	1.9	B'field	61
		Key considerations are:			
		 i. Developer contributions should be made off-site open space provision. 	e towards th	ne enhancer	nent of
		ii. Proposals should be supported by a site with particular focus on Hedworth Lane	-	•	sment,
		iii. Proposals should be supported by a site-	specific floo	od risk asses	sment.
		HEBBURN			
H3.45	SHB004	Land off Glen Street (Hebburn New Town)	2.67	B'field	80
		Key considerations are:			
		i. The development should comprise 80 ap	proximately	y extra care	units.
		ii. Proposals should be supported by a site with particular focus on the A185, Glen Station Road.	-	•	
		ii. Proposals should be supported by a site-	specific floo	od risk asses	sment.
H3.46	SHB005	Land at Westmoreland Court	0.36	B'field	30
		Key considerations are:			
		i. Proposals should be supported by a site with particular focus on the A185, Glen	•	•	
		Station Road.			
		ii. Proposals should be supported by a site-	1	1	I
H3.47	SHB006	Former Roadhouse Public House, Victoria Road West	0.03	B'field	2

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes (approx.)		
H3.48	SHB012	Ashworth Frazer Industrial Estate and Hebburn Community Centre	2.83	B'field	117		
		Key considerations are:					
		i. Development Impacts on A185 / A194 co potential mitigation required.	orridor to be	e assessed, v	with		
		ii. Development should preserve the specia significance of the Grade II Listed Buildir					
		iii. Proposals should be supported by a site specific transport assessment, with particular focus on the A185, Glen Street, Hedgeley Road and Station Road.					
		iv. Proposals should be supported by a site-	1	1	1		
H3.49	SHB013	Land to North of former day care centre	0.7	G'field	22		
H3.50	SHB015	The Clock playing field, Victoria Road East Key considerations are:	3.4	G'field	69		
		 i. Developer contributions towards enhance ii. Links to local footpaths should be retained iii. Proposals should be supported by a site swith particular focus on the A185, Hedge iv. Proposals should be supported by a site- 	ed and impr specific tran eley Road ar	oved where sport assess nd Station R	possible. sment, oad.		
H3.51	SHB018	Campbell Park Road Civic Site/ Hebburn Police Station	3.1	B'field	97		
		Key considerations are: i. Proposals should be supported by a site specific transport assessment, with particular focus on the A185, Campbell Park Road, Hedgeley Road and Station Road.					
H3.52	SHB020	Storage building and land at Quarry Road	0.08	B'field	4		
H3.53	SHB024	Land at Campbell Park Road	1.5	G'field	47		
		Key considerations are: i. Proposals should be supported by a site specific transport assessment, with particular focus on the A185, Campbell Park Road, Hedgeley Road and Station Road.					
H3.54	SHB032	Land at Beresford Avenue	0.9	G'field	12		
		Key considerations are: i. Proposals should be supported by a site-	specific floo	d risk assess	sment.		

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes (approx.)		
H3.55	SHB034	Land at South Tyneside College, Hebburn Campus	5.7	G'field	160		
		Key considerations are:					
		 i. The design and layout should actively see and defensible boundaries between the e Belt to which it is adjacent, in particular a the western and southern boundaries. 	edge of the	site and the	Green		
		ii. Developer contributions towards enhancement of off-site playing pitch provision.					
		iii. Proposals should be supported by a site s with particular focus on the A185, Mill La	•	•			
H3.56	SHB045	Land south-west of Prince Consort Road	1.13	G'field	46		
		Key considerations are:					
		 Developer contributions towards enhance provision. 	Developer contributions towards enhancement of off-sit provision.		space		
		ii. Proposals should be supported by a site s with particular focus on the A185, Statio Street.	•	•			
		iii. Proposals should be supported by a site-s	specific floo	d risk assess	ment.		
H3.57	SHB046	Father James Walsh Day Centre, Hedgeley Rd	0.65	B'field	15		
		Key considerations are:					
	i. Development should comprise approximately 15 supported living uni						
H3.58	SHB112	Land at Southend Parade	0.37	B'field	17		

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or	Total new		
				B'field	homes (approx.)		
		BOLDON			(αρριοχ.)		
H3.59	SBC003	Land at North Farm	22.38	G'field	588		
		Key considerations are:					
		 i. The site should provide scope for environ site open space provision. 	mental net	gains, inclu	ding on-		
		1	ii. The design and layout should actively seek to create and pres and defensible boundaries between the edge of the site and Belt to which it is adjacent.				
		iii. Opportunities to re-naturalise the water o	course shou	ld be explor	ed		
		iv. If the surface water is being discharged t SUDS treatment assessment will be requi		r course an a	adequate		
	v. The bridleway which bisects the site to be retained and improved and trees running along it to be retained.						
		vi. Tree buffers to the north and south of the between the water course and residentia 8 metres.					
		vii. Existing hedgerows should be retained.					
		viii. Proposals should be supported by a site with particular focus on New Road, Boke and Tileshed Level Crossings.	-	-			
		Refer to Inset Map 3 for further illustration.					
H3.60	SBC025	The Disco Field, Henley Way	2.2	G'field	45		
		Key considerations are:					
		 Playground and open space to the south and enhanced. 	of the site s	should be re	etained		
		ii. Mature trees throughout the site should	be retained				
		iii. There should be a landscaping buffer to t	the north ar	nd east of th	ne site.		
		iv. Proposals should be supported by a site with particular focus on New Road, HenlLane and Cotswold Lane.	•	•			
		Refer to Inset Map 4 for further illustration.					

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new		
112.64	CDC007	L L II (C) L L / T	4.50	Cit. 11	(approx.)		
H3.61	SBC087	Land south of St. John's Terrace and Natley Avenue	1.56	G'field	63		
		Key considerations are:					
		 The site should provide scope for environmental net gains, inclusite open space provision. 					
		ii. The design and layout should actively seek to create and preserve, and defensible boundaries between the edge of the site and the G Belt to which it is adjacent.					
		iii. Formal connections to East Boldon metro station should be established.					
		iv. Tree buffers should be preserved and enhanced.					
		v. If the surface water is being discharged to SUDS treatment assessment will be required.	g discharged to the water course an adequate				
		vi. Proposals should be supported by a site s with particular focus on the A184.	s should be supported by a site specific transport assessment,				
H3.62	SBC102	Land to North of Town End Farm	22.4	G'field	400		
		Key considerations are:					
		 i. The site should provide scope for environmental net gains, including or site open space provision. ii. The design and layout should actively seek to create and preserve, clear and defensible boundaries between the edge of the site and the Green Belt to which it is adjacent. iii. The design and layout must have regard to the settings of the Listed Buildings to the north. 					
		iv. Proposals should include an appropriate landscaping scheme throughout the site. Open space should be provided throughout the site.					
		v. Potential buffering required in terms of the Town End Farm estate.					
		vi. Development should not provide a footpool	a footpath onto Downhill Old Quarry to Local Wildlife Site. y a site specific transport assessment,				
		vii. Proposals should be supported by a site s with particular focus on the A19 (Highwa Lane and the A184.					
		Refer to Inset Map 5 for further illustration.					
H3.63	SBC104						
		Key considerations are:					
		 Development should be of a high quality that preserves or enhance character or appearance of West Boldon Conservation Area and short retain the magnesian limestone wall 					
		ii. The sets of mature treelines should be ret	ained				
		iii. Proposals should be supported by a site s with particular focus on North Road and	-	sport assess	sment,		
		iv. Proposals should be supported by a site-s		d risk assess	ment.		
	1	, , , , , , , , , , , , , , , , , ,					

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes (approx.)	
H3.64	SBC106	The Paddock, Glebe Farm, Newcastle Road	0.4	G'field	18	
		Key considerations are:				
		i. The mature treeline along the southern b	ould be reta	ined		
		ii. Development should be of a high quality that preserves or enhances the character or appearance of West Boldon Conservation Area.				
		iii. Mature trees along the boundary of the site should be retained.				
H3.65	SBC111	Land West of Boldon Cemetery	2.0	G'field	54	
		Key considerations are:				
		 The site should provide scope for enviror site open space provision. 	nmental net	et gains, including on-		
	ii. The design and layout should actively seek to create and present and defensible boundaries between the edge of the site and the Belt to which it is adjacent. This will include consideration bein setting aside land for the expansion of Boldon Cemetery.				Green	
	iii. Mature trees should be retained where possible to provide an en landscape buffer around the site.					
		iv. Incorporate an appropriate landscaping scheme throughout the site, including adequate screening along the western boundary and retention of hedgerows to minimise any impact on views of heritage assets.				
		v. Development should be of a high quality that preserves or enhances the character or appearance of West Boldon Conservation Area and preserve the special architectural or historic significance of the Grade II* Listed Building (West Boldon Hall) and locally listed heritage asset (Boldon Cemetery Buildings).				
	vi. Proposals should be supported by a site specific transport assessm with particular focus on the A184.				ment,	
		vii. Proposals should be supported by a site-specific flood risk assessment.				
H3.66	SBC113	Former storage yard Hardie Drive	0.14	B'field	3	
H3.67	SBC114	Former garage site Hindmarch Drive	0.18	B'field	10	

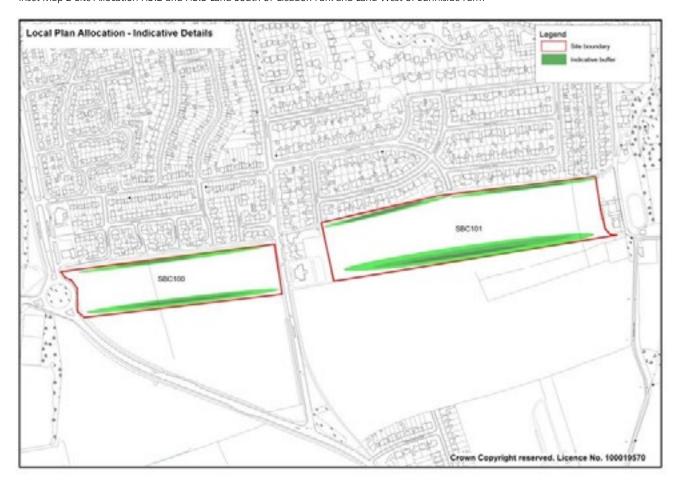
Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes (approx.)		
H3.68	SBC120	Land to the North of New Road	4.1	G'field	138		
	Key considerations are:						
		 i. The site should provide scope for environmental net gains, including onsite open space provision. ii. The design and layout should actively seek to create and preserve, clear and defensible boundaries between the edge of the site and the Green Belt to which it is adjacent, in particular a landscape buffer is required to the northern and eastern boundaries of the site and will include the retention of mature trees. 					
		iii. The Public Right of Way which runs along the eastern boundary of the should be retained.					
		iv. Contributions should be made towards ir south of the site.	ions should be made towards improvements to the play area the site. improvements would be required to alleviate surface water to the north east of the site. face water is being discharged to the water course an adequate				
		v. Drainage improvements would be require flooding to the north east of the site.					
		vi. If the surface water is being discharged t SUDS treatment assessment will be requi					
		vii. Proposals should be supported by a site specific transport assessment, with particular focus on New Road, Henley Way, North Road, Hedworth Lane and Cotswold Lane junction to be assessed, with potential mitigation required.					
		Refer to Inset Map 6 for further illustration.					
H3.69	SBC121	Open space at Dipe Lane/Avondale Gardens	0.42	G'field	17		
		Key considerations are:					
		 i. The children's play area on the site should be retained and enhanced. ii. Proposals should be supported by a site specific transport assessment, with particular focus on the A184. 					
		CLEADON					
H3.70	SBC051	Land at West Hall Farm	10.27	G'field	231		
		Key considerations are:					
		 i. The site should provide scope for environmental net gains, including on- site open space provision. 					
ii. The design and layout should actively seek to create and and defensible boundaries between the edge of the site Belt to which it is adjacent.				-			
		iii. Mature trees to the east of the site should be retained and an appropriate landscaped buffer along Sunderland Road should be created.					
		iv. Houses should be set back from the easter the feeling of openness along the A1018	y of the site	e to retain			
		v. The southern part of the site is affected by surface water flooding as we as the gardens on West Meadows Roads. SuDS should seek to alleviate both the flooding on the site and on West Meadows Road.					
		vi. Opportunities for improving the current site and Sunderland Road should be expl					
			vii. Proposals should be supported by a site specific transport assessment, with particular focus on the A1018, Moor Lane and Whitburn Road				
		Refer to Inset Map 7 for further illustration.					

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or	Total new			
				B'field	homes (approx.)			
	WHITBURN							
H3.71 SWH009 Land at Wellands Farm 5.33					200			
		Key considerations are:						
		 The site should provide scope for enviror site open space provision. 	ımental net	gains, inclu	ding on-			
	 ii. The design and layout should actively seek to create and pres and defensible boundaries between the edge of the site and Belt to which it is adjacent. 							
		iii. Landscape buffer to all boundaries of the	site.					
		iv. Surface water management plan would b	be required.					
		 Proposals should be supported by a site specific transport assessment, with particular focus on the A183, Lizard Lane, North Guards and Front Street. 						
H3.72	SWH013	Land north of Cleadon Lane	3.9	G'field	75			
	Key considerations are:							
		 i. The design and layout should actively seek to create and preserve, and defensible boundaries between the edge of the site and the G to which it is adjacent. 						
		 ii. Development should be of a high quality that preserves or enhances t character or appearance of Whitburn Conservation Area. 						
		iii. Developer contributions towards enhance	d playing p	itch off-site	provision.			
iv. Enhanced the existing landscape buffer around the site,incluretention of mature trees.				te,including	uding the			
		v. Surface water management plan would be required.						
		vi. Overland surface water flow routes will need to be considered and detailed modelling will be required to inform the surface water drainage strategy.						
vii. If the surface water discharge connection is via the ditch and cult adjacent to the site, further survey work will be required of this s viii.Proposals should be supported by a site specific transport asses with particular focus on the A183, Cleadon Lane, Lizard Lane, N Guards and Front Street.								
				•				

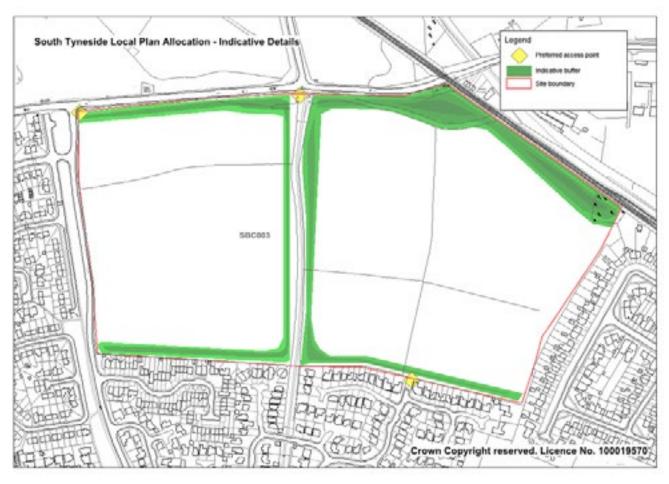
Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or	Total new			
				B'field	homes (approx.)			
H3.73	SWH025	Land at Whitburn Lodge	0.8	B'field	25			
		Key considerations are:	'	,				
		 The site should provide scope for environmental net gains, including on- site open space provision. 						
		 ii. The design and layout should actively seek to create and preserve, c and defensible boundaries between the edge of the site and the Greato which it is adjacent. iii. Mature trees should be retained and tree planting throughout the s should be used to minimise visual impacts of developing the site. 						
		iv. Surface water management plan would k	Surface water management plan would be required.					
		v. Access to site important for traffic implic						
		vii. Proposals should be supported by a site-s	specific floo	d risk assess	ment.			
H3.74	SWH026	Land to North of Shearwater	1.8	G'field	57			
		Key considerations are:						
		 The site should provide scope for environmental net gains, including on- site open space provision. 						
		ii. The design and layout should actively seek to create and preserve, clear and defensible boundaries between the edge of the site and the Green Belt to which it is adjacent.						
		iii. Mature trees should be retained and tree planting throughout the should be used to minimise visual impacts of developing the site.						
		iv. Surface water management plan would b	d be supported by a site specific transport assessment, wi					
75	61441027	particular focus on the A183, Lizard Lane,						
H3.75	SWH027	Land to North of Shearwater and East of Mill Lane	1.27	G'field	40			
		Key considerations are:		San and San all and San	:4 .			
		i. The site should provide scope for environme open space provision.	ental net ga	ins, includin	g on-site			
		o create and preserve, clear and the site and the Green Belt to						
	iii. Mature trees should be retained and tree planting throughout the sbe used to minimise visual impacts of developing the site.							
		iv. Surface water management plan would be required.						
		v. Proposals should be supported by a site specific particular focus on the A183, Lizard Lane, No.	•					
		vi. Proposals should be supported by a site-spe						

Plan ref	SHLAA ref	Site location / name	Area (ha)	G'field or B'field	Total new homes (approx.)
	Key consid	erations for the following sites are set out in the	Regeneration	on Chapter	
RG1	SOS014	Holborn - South Shields Riverside	4.44	B'field	400
RG2	SOS080	Tyne Dock housing-led Regeneration Site	1.26	B'field	65
RG3	SIS007	Winchester Street housing-led Regeneration Site	0.8	B'field	48
RG4	SHB035	Argyle Street housing-led Regeneration Site	6.7	B'field	100
RG5	SBC010	Land at Cleadon Lane Industrial Estate	5.45	B'field	245

5.11 The NPPF reaffirms that the planning system should be genuinely plan-led and also that housing sites should be deliverable and/or developable; that is to say have a genuine prospect of delivery over the plan period. We have therefore allocated the deliverable and/or developable housing sites that we need to address the Borough's housing requirement. The allocation of housing sites has been informed by a wide range of South Tyneside technical documents including the Strategic Flood Risk Assessment, the Infrastructure Delivery Plan, the Green Belt Review and the Strategic Housing Land Availability Assessment. The primary role of the Strategic Housing Land Availability Assessment is to identify and assess sites that may have the potential to provide for housing in South Tyneside to support the delivery of sufficient land to meet the community's housing need. Each allocated housing site has been subject to a Sustainability Appraisal which aims to promote sustainable development by assessing all policies and alternatives against a set of Sustainability Objectives. To ensure that the site allocation process is transparent we have prepared a Site Allocation Topic Paper (2019) which provides a full overview of the process. The Stage Three Green Belt Review: Site Specific Exceptional Circumstances (2019) sets out those exceptional circumstances that justify the allocation of those individual sites previously designated as Green Belt.

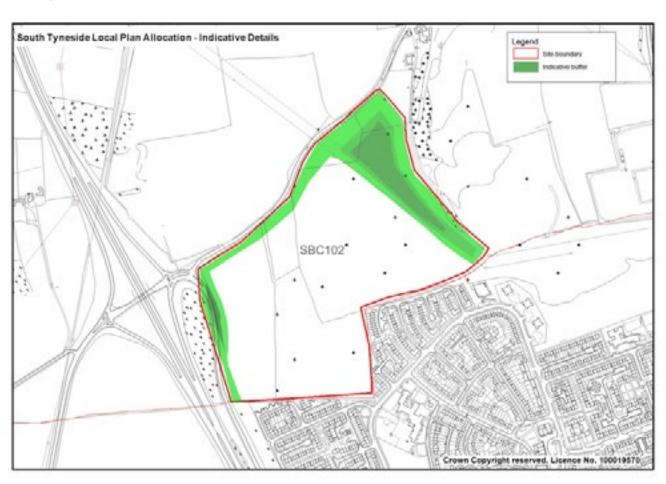


Inset Map 3 Site Allocation H3.59 Land at North Farm



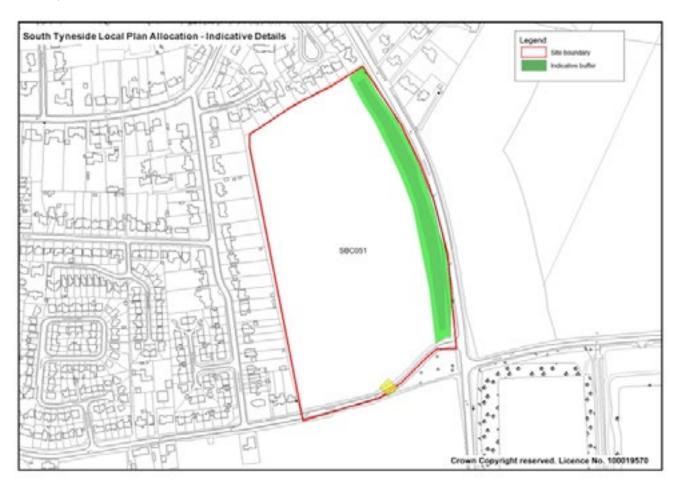


Inset Map 5 Site Allocation H3.62 Land to the North of Town End Farm





Inset Map 7 Site Allocation H3.70 Land at West Hall Farm



PolicyH4: Windfall Housing Proposals (Strategic Policy)

Proposals for residential development on sites not allocated in the Plan will be considered positively where:

- a) The site is previously developed or is a small infill site within a town or village;
- b) The site makes a positive contribution to the identified housing needs of the Borough;
- c) The site is within easy access to a range of sustainable transport modes;
- d) Proposals make the best and most efficient use of available land;
- e) Proposals demonstrate there will be sufficient infrastructure capacity, either existing or proposed, to support the level of development;
- f) Proposals make a positive contribution towards creating sustainable, healthy, safe and diverse communities.

Development of 'backland' sites will be supported where:

- g) The site has its own separate and independent vehicular access which does not infringe on the amenity of adjacent dwellings;
- h) The development is acceptable in terms of the amenity of adjoining dwellings;
- i) Proposals are in keeping with the character and amenity of the area as a whole;
- j) Adequate privacy, outlook and garden space for recreational needs is provided for both the existing and proposed dwellings; and
- k) The setting and character of the dwelling is not eroded.
- 5.12 The South Tyneside SHLAA (2019) establishes that a wide range of smaller potential housing sites exist across the Borough.
- 5.13 Whilst it is the role of the Local Plan to provide for, and specifically allocate, sites to meet the overall housing needs, proposals for new sites which have not previously been identified through the plan process will continue to come forward for development throughout the Plan period. Residential proposals which come forward on sites outside of those allocated in the Local Plan are known as housing "windfalls". These windfall sites make an important contribution to the housing land supply within the Borough.
- 5.14 Policy H4 looks to ensure that such proposals are appropriately located, sustainable and well designed and do not harm the amenity of neighbouring properties or land uses. Proposals should be informed by and considered against the most recent evidence of housing need available in order to demonstrate how the development will make a positive contribution to the Borough's housing need.

Policy H5: Efficient Use of Land and Housing Density

Planning permission for housing development will be granted where proposals make the most efficient use of land and are developed at the optimum density. Optimum densities should be determined through a design-led approach with consideration given to the site's context, connectivity and accessibility.

We will encourage higher densities in the most accessible locations, in accordance with the following distances around our defined town, district or local centres or Metro stations:

a) Average 60 Dwellings per Hectare on sites within 400m in the "Jarrow and Inner South Shields Character Areas" as shown by Inset Map 8;

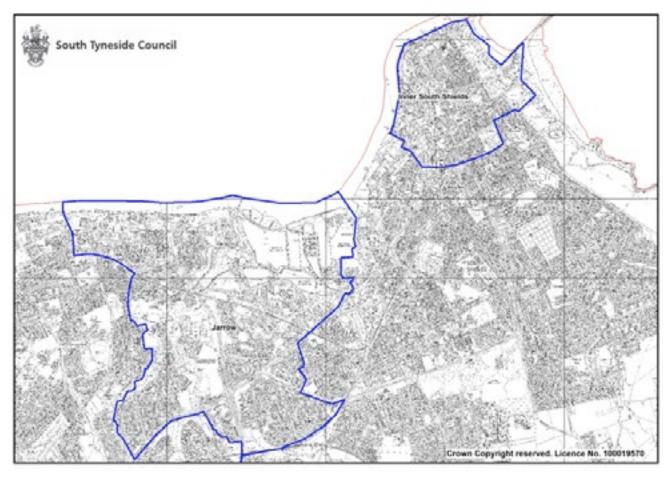
Within the rest of the Borough:

- b) Average 55 dwellings on sites within 400m;
- c) Average 45 dwellings per hectare on sites between 400-800m; and
- d) Average 35 dwellings per hectare on sites beyond 800m.

Proposals which do not meet these densities may be permitted where the development is part of a regeneration scheme and/or where proposals will improve the local housing offer .

5.15 For South Tyneside to accommodate sustainable growth, new development must make the most efficient use of land. A design-led approach to development should optimise housing densities particularly in the most sustainable and accessible locations. The density of development should reflect the local context and character and the accessibility of the site. The higher the density of a development the greater scrutiny should be of the proposed built form, massing, site layout, external spaces, internal design and ongoing management.

Inset Map 8: Jarrow and Inner South Shields Character Areas



- 5.16 The South Tyneside Density Study (2018) assessed the densities achieved on recently developed sites in the Borough and sets out recommendations for achievable housing densities across the Borough. Policy H5 uses these recommendations to encourage higher densities in the most appropriate locations. Significantly higher densities should be achieved in the Inner South Shields and Jarrow areas, given their character and high levels of accessibility.
- 5.17 The surrounding infrastructure should be a key element in determining the optimum density of a site. Where a site is well connected and has good access to services, sites should be designed to a higher density. Proposed improvements to the accessibility of a site will be taken into account in implementing this policy where there is a high certainty of their delivery.

OUR EXISTING HOUSING STOCK

Policy H6: Our Existing Stock

By working with Registered Providers, private landlords and other key partners, we will continue to make best use of our existing housing stock by delivering and supporting proposals and initiatives that:

- Deliver public realm improvements and enhance the attractiveness of current residential areas;
- b) Address problems with anti-social behaviour and promote crime reduction;
- c) Lead to improvements to properties that have traditionally suffered from poor management and under-investment;
- d) Promote, develop and implement effective initiatives which improve the condition and living standards of the existing housing stock across all tenures throughout the Borough;
- e) Bring empty and other appropriate buildings back into use as homes;
- f) Encourage development through renewal / regeneration which will lead to a net loss of residential housing stock, where the applicant can demonstrate that:
 - i. The dwelling(s) no longer provide accommodation of a suitable sustainable standard;
 - ii. It is financially unviable to improve or adapt the existing dwelling(s);
 - iii. The locality and character of the surroundings are no longer appropriate for residential use; and
 - iv. Those replacement uses make a positive contribution to the locality and are consistent with other Policies within this Plan.

EXISTING HOUSING STOCK

- 5.18 While a focus for this Local Plan focuses is on the future homes needed over the Plan period, these are still relatively small in proportion to our existing residential stock. Hence, it is necessary to make sure the existing stock is decent, sustainable, and meets the needs of our existing and future residents with regards to type and condition of those homes.
- 5.19 The social housing sector has received significant investment through South Tyneside Homes and other registered providers; which have supported improvements to the overall condition of the existing stock to meet the Decent Homes Standard. As of September 2018, 1,619 Council properties have not yet been brought up to current Decent Homes standard but efforts are ongoing with South Tyneside Homes to make sure this is addressed part of a secondary programme of works known as the 'mop up' programme.
- 5.20 The private housing stock, both owned and privately rented, provides 67% of all of the homes in South Tyneside. This means that the maintaining the condition of that stock becomes increasingly important, so our residents continue to have access to high quality homes in attractive areas. This should then assist in helping sustain neighbourhoods and encourage sustainable growth.
- We have a higher percentage of people in fuel poverty (11.8%) than that of the average across England (10.6%). South Tyneside Homes has been working to increase the energy efficiency of Council properties while completing the Decent Homes work and in their 2017–2022 Asset Management Plan.

EMPTY HOMES

- 5.22 In October 2018, approximately 2.8% of the total housing stock was classed as vacant. This vacancy rate is slightly higher than the average across England but it has recently bucked the regional trend.
- 5.23 The vacancy rates of Local Authority properties have also decreased over recent years from 1.6% in 2013 to 0.9% in 2018, and South Tyneside remains the lowest rate in the region. Many of the vacant properties are often empty due to decanting prior to Decent Homes or similar works, or are being held ahead of regeneration schemes.
- 5.24 As part of the dwellings that are classed as vacant there are also homes that are long term vacant (i.e. being empty for more than six months). Within South Tyneside the percentage of vacant dwellings that are classed as long term equates to some 0.7% of our total housing stock.
- 5.25 Any vacant property can have a negative effect on communities by becoming a potential focal point for illegal activities and anti-social behaviour. As such we are seeking to introduce an "Enforced Sale Policy" which would utilise powers given to the local authorities under Part III Law of Property Act 1925 and Local Land Charges Act 1975. This policy would allow for the purchase of privately owned premises or land where the current owner is unwilling or unable to deal with the property / site. The main aim of the scheme would be to allow a mechanism for bringing long term empty problematic properties back into use.
- 5.26 We welcome and support the work from Registered Providers in returning empty homes back into use. South Tyneside Housing Ventures Trust has worked with South Tyneside Homes and ourselves to identify properties that had been empty for over 6 months to purchase, refurbish and then rent out at affordable rental levels. This work received grant funding from the HCA and makes good economic sense as it is both cheaper and faster than building new homes as it makes use of an untapped existing resource.

REGISTERED PROVIDERS, PRIVATE LANDLORDS

- 5.27 Registered Providers own and manage over 5,000 properties. Many have successful schemes across the Borough and will continue to do so into the future, however, there are some whose stock is aging, in need of investment and, in some cases, unsuitable for the current needs of their tenants. This can lead to a decline in the demand for these properties and an increase in void levels, which then requires increased intensive management which can often not be matched by the RPs whose strategies and priorities will change overtime.
- 5.28 The private rented market has important role in filling some of the gap currently in the supply of good quality housing. Within South Tyneside, there are pockets of heavy concentrations of private landlords. These pockets are generally linked to the higher densities of private landlords being in the areas of highest deprivation. These areas, therefore, are often poorly managed and maintained, and as a result of this, high turnover the properties attracts a transient population which can have major implications on the attractiveness of residential areas and therefore lead to increased perceptions of crime and antisocial behaviour.
- 5.29 We intend to introduce a Selective Licensing scheme in parts of the Borough that have a higher level of problems with the private rented sector. The scheme would look to licence all private landlords within a defined area and the licence agreements will have attached conditions to ensure that the properties are and continue to be, safe and well-managed.

RENEWAL / REGENERATION SCHEMES

5.30 We continue to work to improve the quality of existing residential neighbourhoods through targeted regeneration and renewal schemes. The quality of residential neighbourhoods and the housing stock within them is an important factor affecting the quality of life and feeds into priorities in education, health and other priority services. A wide range of interconnected issues contribute to such underperformance, ranging from poor quality physical environment and buildings, lack of community involvement and empowerment, poor community and retail facilities, low take-up of public sector services, long term unemployment, low skills levels, poor educational attainment and health, in addition to lack of housing choice, quality and affordability.

- 5.31 The Plan supports future investment priorities that can demonstrate positive and lasting improvements to the neighbourhoods across the Borough. Therefore, support will be prioritised for those development opportunities of strategic importance that have potential to:
 - Improve the quality of life for residents in the target neighbourhoods and localities;
 - Improve the employment prospects of residents in the target neighbourhoods;
 - Build the capacity of local communities to improve their neighbourhoods;
 - Provide choice, quality and affordability of housing;
 - Stimulate private sector investment;
 - Significantly improve the connectivity and image of neighbourhoods; and
 - Add value to existing public sector investment through both the public and private sectors.

HOUSES IN MULTIPLE OCCUPATION

Policy H7: Houses in Multiple Occupation

Where planning permission is required, proposals for Houses in Multiple Occupation will be permitted where;

- a) The building is suitable for the number of proposed units and will be to an acceptable standard of accommodation;
- b) The intensity of use will not adversely impact on the functionality and characteristics of a local area;
- The proposal would not result in an over concentration of Houses of Multiple Occupation within any one area of the Borough which would lead to Houses of Multiple Occupation becoming the dominant dwelling type;
- d) The proposal would not have a detrimental effect on the amenities of surrounding properties by causing noise and disturbance;
- e) Adequate provision for parking having regard to SPD 6 Parking Standards (or any successor document), servicing, refuse and recycling is provided, and the management and maintenance of the property can be demonstrated through the submission of a management plan.

Where appropriate, we will consider the removal of permitted development rights through Article 4 Directions, to ensure that particular concentrations of Houses in Multiple Occupation between 3 and 6 household units do not harm the character and amenity of neighbourhoods and communities in South Tyneside.

- 5.32 Houses in Multiple Occupation (HMO) are defined as having a shared toilet, bathroom or kitchen that is the main residence of three or more occupiers who form a household. In April 2018 there were 39 in South Tyneside, 23 of those were licensed. This number is expected to increase with the impending changes to regulations and revised definition of an HMO.
- 5.33 It is possible for single dwelling units to be converted into an HMO of between 3 and 6 household units without planning permission.
- 5.34 HMOs can and do help to meet the housing need within the Borough in providing diverse and affordable properties. However, they can tend to be grouped together as certain property types are more suitable for conversion than others. This can lead to clustering and HMOs becoming the dominant type of accommodation within an area. Within South Tyneside, HMOs are typically clustered around areas of old, larger, housing that can often be easily converted in to multiple units. Government has recognised that high clusters of HMOs in an area can lead to:
 - Increased anti-social behaviour, noise, nuisance and crime;
 - Imbalanced and unsustainable communities;
 - Negative impacts on the physical environment;

- Parking pressures; and
- Pressure on local community facilities.
- 5.35 Therefore, when assessing applications for HMOs consideration will be given to the impact on the amenity of the area, the impact of additional traffic generation and the prior existence of other houses in multiple occupation and the cumulative impact of further proposals within the area.

SPECIALIST HOUSING – EXTRA CARE & SUPPORTED HOUSING

Policy H8: Specialist Housing – Extra Care & Supported Housing (Strategic Policy)

We will support proposals for specialist housing, including extra care and supported housing, where applicants can demonstrate the development is:

- a) Integrated into the local residential community; and
- b) In a location accessible by public transport or within a reasonable walking distance of community facilities such as shops, medical services and public open space. Where this is not the case, such facilities should be provided on site;

Accommodation should seek to deliver and promote independent living in new build properties as well as adaptations to existing homes.

- 5.36 As across the UK, we have an aging population and in 2016 it was estimated that by 2041 there will be an additional 12,700 residents in the 70 and over age bracket. Due to this, there are increasing demands for specialist housing that helps to support elderly people in the community who often have specific housing needs. Providing the right type of housing will help people to maintain independent living or support assisted living where appropriate. Alongside the increasing aging population comes an increase in the amount of people with physical or learning disabilities and other vulnerabilities that require additional support.
- 5.37 The South Tyneside SHMA 2015 provides guidance on the needs of household groups that have specialist housing requirements.
- 5.38 The South Tyneside Adult Social Care (ASC) Accommodation Strategy (2018) identifies a need for additional Extra Care accommodation to help reduce numbers of people living in residential care facilities. The Borough currently has a high number of people in residential care whose needs could be met in more cost effective accommodation such as Extra Care or Supported Living accommodation. However there is currently a lack of the right type of accommodation which means some people are living in residential care too soon.
- 5.39 To deliver the community support services in an appropriate environment there will need to be a increase the provision of extra care housing and supported living accommodation at the same time as a reduction and redesign of the residential and nursing care offer. South Tyneside's residential and nursing home market currently carries approximately 20% vacancies whilst most models are built on a 5% vacancy rate.
- 5.40 Given the high level of need for specialist accommodation, the Local Plan seeks to ensure that new development contributes to a range of attractive housing options for older people and those with specific needs, including self-contained specialist housing and residential institutions. Proposals should demonstrate that the specialist housing will be an attractive option designed to contribute and improve the intended residents' quality of life.
- 5.41 Policy H3 proposes specific site allocations for specialist accommodation in accordance with the Adult Social Care Accommodation Strategy. Allocating specific sites for specialist accommodation ensures that the accommodation is suitably located in a sustainable area where residents can live as part of the wider community.
- 5.42 Where specialist accommodation is provided, it should enable residents to live independently as far as possible by ensuring it is located close to facilities and services or that they are accessible by public transport. Proposals for specialist housing should also demonstrate how the development contributes to an inclusive community, avoiding creating neighbourhoods with exclusively specialist housing provision.

AFFORDABLE HOUSING

Policy H9: Affordable Housing

To meet the Borough-wide need for affordable housing, we will seek provision on site where appropriate and viable. For developments of new housing of 11 or more dwellings or gross internal area of more than 1,000m², we will seek 18% of new homes to be affordable homes in all areas of the Borough.

Where an applicant considers that the provision of affordable housing in accordance with the requirements of this policy would make the scheme unviable, they must submit a full detailed viability assessment to demonstrate that this is the case and to show the maximum level of affordable housing that could be delivered on the site. The applicant will be expected to deliver the maximum level of affordable housing achievable.

We will remain flexible with regards to tenure mix of affordable housing provision to allow assistance of viability and therefore enable development where appropriate, however it is expected that a minimum of 10% of homes should be available for affordable home ownership, as part of the overall affordable housing contribution from the site. Exemptions to this requirement would be made if the development provides solely for Build to Rent homes, specialist accommodation for a group of people with specific needs as at Policy H8, self or custom build, or exclusively for affordable housing.

- 5.43 The NPPF defines affordable housing as "housing for sale or rent, for those whose needs are not met by the market", this also includes housing provision via a subsidised route to home ownership and/or is would be essential for local workers. Securing an appropriate level of affordable housing will support us in meeting our identified needs and to allow access to high quality affordable housing for those people who would otherwise be unable to afford other housing. The role of affordable housing is therefore to bridge this gap of inequality and enable people to be able to afford a lower rental level or purchase price. This then helps reduce housing need in the borough that might present itself as homelessness or overcrowding.
- 5.44 Within South Tyneside, affordable housing is delivered by the Council, Registered Providers or private developers. Often affordable housing development is subsidised from the Ministry of Housing, Communities and Local Government, through Homes England, whose funding is often key to enabling development via grant funding.
- 5.45 Affordable housing is informed by need and identified in the South Tyneside Strategic Housing Market Assessment (SHMA). The SHMA 2013 (updated 2015) found that there was a need for an additional 60 affordable units per year, which would include social / affordable units or intermediate tenure.
- Affordability in South Tyneside is as much of an issue as it is across the North East and nationally. Within South Tyneside over 31% of first time buyers are priced out of the buying flats. This number rises to 54% for owner occupiers priced out of semi-detached properties. The lower level of earnings means securing a mortgage or having savings for a deposit is often difficult.
- 5.47 As part of the housing mix in South Tyneside, affordable housing provides an important role in meeting the housing needs of the residents of the borough and should also help raise aspirations of the whole community.
- 5.48 The SHMA suggests a split of 75% affordable housing for rent and 25% intermediate tenure, however subject to site specific circumstances, this may not always be viable.
- 5.49 Affordable housing should be provided on-site where practicable and developments should be 'tenure neutral' so that affordable housing is not distinguishable from market housing by layout, design or materials. To ensure the sufficient quality accommodation is available to meet current and future needs, a supply of good quality, affordable housing is required.
- 5.50 In addition to the requirement of affordable housing and the split in tenure, the SHMA highlights the need for different household types, dependant on location. There is a need for additional affordable housing is for one and two bedroom homes, throughout most areas of the Borough but particularly Hebburn and Jarrow.
- 5.51 Our priority is to ensure new affordable homes are delivered on site.

HOUSING MIX

Policy H10: Housing Mix

We will seek to ensure that a choice of homes is available in the Borough that will address the need for homes of different types. Developments should include an appropriate mix of dwelling types and sizes to address needs measured over the long term taking into account the nature of the development and character of the location.

Having regard to the SHMA, its successor documents or other appropriate evidence, proposals for new housing should seek to deliver an appropriate mix of housing types, sizes and tenures in order to meet identified needs and to create and maintain mixed and balanced sustainable neighbourhoods by:

- a) contributing to meeting affordable housing need, market housing demand and specialist housing;
- b) providing an appropriate mix of house types and sizes which enhances local housing options and is acceptable for the site and its location;
- c) increasing the supply of detached homes in the Borough, including 'executive' housing;
- d) where appropriate, increasing the choice of suitable accommodation for the elderly population and those with special housing needs including bungalows and extra care housing; and encouraging the inclusion of self-build and custom housebuilding plots as part of larger housing developments, where it is viable and where there is an identified need.
- e) encouraging the inclusion of self-build and custom-housebuilding plots as part of larger housing developments, where it is viable & where there is an identified need.
- 5.52 The NPPF requires that local planning authorities should plan for the right size, tenure and range of housing that is required in their area in order to deliver mixed and balanced communities. We also recognise the need for the market to provide a choice in terms of type and mix of housing.
- 5.53 It is important that new homes provide a mix of good quality homes, designs and tenures which will contribute towards catering for people choosing stay or move into to live in South Tyneside whilst delivering sustainable neighbourhoods.
- 5.54 To ensure that housing provision is able to meet the needs of all households and tenures in the Borough, it is important that a range of types and sizes are provided as part of all new residential developments. While the majority of development within the Plan period will be carried out by private developers, it is still important that an appropriate mix of housing to meet the housing need is developed. Both the South Tyneside SHMA 2013 and the SHMA update 2015 provide information on the housing need in the Borough as well as information on the type and size.

EXECUTIVE HOUSING

- 5.55 Executive housing can be broadly defined as accommodation suit to the needs and aspirations of households with higher incomes. The availability of desirable, high value homes can help to encourage investment and raise the profile of an area, which then can positively impact on economic growth and overall prosperity.
- 5.56 Currently in the borough only 8% of properties, of the total housing stock, are detached homes. Within the North East, 14% of homes are detached and this is compared to 23% nationally. There are a total of 370 properties (0.40% of the total housing stock) in Bands G & H within South Tyneside which is a third of the north east average and 3.7% lower than the average in England.
- 5.57 Executive housing is currently under-represented in dwelling stock in the North East region generally and the SHMA highlights the importance of having this type of stock to encourage and retain investment in the area. The distinctive features of executive housing are high property values, high incomes and high quality of design, construction and finish of properties.
- 5.58 In South Tyneside executive housing provision will have a role in response to the need for diversification and expansion of the sub-region's economy and in contributing towards achieving wider population and economic growth objectives for the Region.

5.59 The South Tyneside SHMA 2013 investigated the requirements for executive housing through a review of existing provision, stakeholder discussions and analysis of household survey evidence. This found that the majority of people surveyed, 80%, wanted to remain and therefore would like the option of larger properties in South Tyneside where possible. There were 62% of people who had aspirations to move into a detached property with almost 70% of those people wanting a 4 / 5 or more bed properties. The expectation levels were different however and did indicate that people were expecting to move into semi-detached properties.

CUSTOM AND SELF-BUILD

- 5.60 The Housing and Planning Act 2016 supports existing legislation on self-build and custom housebuilding by requiring authorities to ensure sufficient serviced plots, with permission, are available to meet demand in their area, as identified by the register of persons requiring self-build plots.
- 5.61 We have our own 'Self and Custom Build Register', enabling people who are interested in finding suitable building plots in South Tyneside to register their interest.
- 5.62 At October 2018 there were 32 individual expressions of interest in being on this register. Following discussions with colleagues from neighbouring local authorities, South Tyneside has a smaller than average number of people interested. Half of those completing the survey also declared an interest in being on the registers in Northumberland and Durham too. These counties are more popular which is most likely due to being predominantly rural counties and therefore classed as the ideal location to build a property when given the choice.
- 5.63 However, we remain supportive to individuals who are seeking to acquire serviced plots of land in order to build houses for their own occupation. This is often referred to as self-build and/or custom housebuilding. We will continue to maintain a register of such individuals and their requirements, and will use this information to inform decisions regarding type and mix of housing on individual sites.

TECHNICAL DESIGN STANDARDS FOR NEW HOMES

Policy H11 - Technical Design Standards for New Homes

To ensure new homes are accessible to all, residential development should include:

- a) Up to 15% of new build housing in proposals of 50 homes or more designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users (compliant with Building Regulations M4(3) Category 3: Wheelchair user dwellings).
- b) All new build housing designed to be accessible and adaptable (compliant with Building Regulations M4(2) Category 2: Accessible and adaptable dwellings) except for those dwellings that are designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.
- 5.64 South Tyneside's older population is increasing and as people age so does the prevalence of illness and disability. In 2016, there were around 29,500 residents aged 65 or older. This number is projected to increase by 41,600 (42%) by 2040. For the 80 and over age group this is projected to increase over the same period by 5,800 (72.5%).
- Over 17% of the Borough's population aged 16-64 are living with a disability that limits day to day activity in some form. Over 8% of these have disabilities that limit day to day activity a lot. Of the population living in socially rented properties (28%), over a third are living with a disability that limits their day to day activity.
- 5.66 Approximately 1,650 people with physical disabilities currently receive a service from South Tyneside Council. There are 65 applicants across the South Tyneside housing registers who require wheelchair accessible housing, and there are many more who require adaptations to their existing home. The South Tyneside Council Adult Social Care Accommodation Strategy looks to increase the supply of wheelchair accessible housing through collaboration with partners and South Tyneside Homes.

- 5.67 Meeting the needs of our ageing population and those living with a disability presents challenges for housing provision, which is already evidenced by the funding being spent on adapting homes to meet need and the impact on public services of treating people who fall in the home. Providing more accessible homes will ensure that the Borough's housing stock is more easily adaptable and will help people to maintain their independence for longer.
- 5.68 To make sure sustainability within development is achieved, the NPPF sets out design principles in section 12, Achieving Well-Designed Places, stating that, "good design is a key aspect of sustainable development, creates a better places in which to live and work, and helps make development acceptable to communities" and also that "local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development".
- 5.69 In March 2015, Government introduced a new technical housing standard in England and set out how these would be applied thorough planning policy. The aim of the national set of standards is to enhance residential quality and reduce the administrative burden on new housing developments by simplifying and rationalising the wide variety of standards that local authorities across England apply to new homes.
- 5.70 Local planning authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access and water efficiency. In this context, access relates to how people access and use a dwelling and its facilities and for space, this relates to the internal space of a dwelling. The intention is that no other standards relating to housing should be set locally.
- 5.71 The policy identifies which Building Regulations optional requirements, within Approved Document M, will be applied to different development scenarios and the relevant proportion of housing that must meet the requirement. For general housing proposals of 50 homes or more optional requirement M4(3) Category 3: Wheelchair user dwellings will apply to the stated percentage of the housing provided. For all new residential development optional requirement M4(2) Category 2: Accessible and adaptable dwellings will apply except for those dwellings where optional requirement M4(3) Category 3: Wheelchair user dwellings is applied.
- 5.72 Building Regulations optional requirement M4(3) requires the needs of occupants who use wheelchairs to be met either on completion of the dwelling 'wheelchair accessible' or at a point following completion 'wheelchair adaptable'. Affordable housing that is subject to Building Regulations optional requirement M4(3) must be designed to be 'wheelchair accessible'.
- 5.73 Compliance with Building Regulations optional requirements M4(3) and M4(2) requires step free access to the dwelling and any associated parking space and communal facility for the occupant's use. Where for reasons of topography or other specific factors a site or individual plot is less suitable for M4(2) and M4(3) compliant dwellings, particularly where step free access cannot be achieved or is not viable, alternative provision to ensure the dwelling achieves an appropriate level of accessibility will be sought.

Policy H12: Gypsies, Travellers and Traveling Showpeople (Strategic Policy)

As defined on the Policies Map, the existing authorised Traveller and Travelling Showpeople site at West Pastures will be maintained unless they are no longer required to meet an identified need.

As defined on the Policies Map, land to the rear of the Travelodge, White Mare Pool, will continue to be safeguarded as a Reserve Site for the travelling community should future assessments of the need necessitate the release of additional land.

Proposals for additional sites for the travelling community, or the expansion of existing sites will only be permitted where the applicant can demonstrate:

- a) The occupant(s) meet the definition set out in national policy;
- b) A need for the number, size, type and tenure of the proposed pitches / sites;
- c) Why either the West Pastures site or the Reserve Site cannot be utilised and why a new site is needed;
- d) The proposal would not be located within any known flood risk areas;
- e) The necessary infrastructure services could be made available;
- f) The proposed site is accessible to education, health and other community facilities
- g) The proposed site is not located within the Green Belt except in very special circumstances which outweigh the harm to the Green Belt; and
- h) It can be sympathetically assimilated into the surroundings.
- 5.74 Planning for the accommodation needs of Gypsies, Travellers and Travelling Showpeople is a necessary element in meeting the housing needs of all residents of South Tyneside. However, the nature of this accommodation differs from a standard bricks and mortar housing development and thus a separate policy is set out here that highlights some of the points to consider if, and when, a proposal is made to provide a site for the travelling community.
- 5.75 For the purposes of this planning policy, 'travelling community' means 'Gypsies and Travellers' and 'Travelling Showpeople' as defined in 'Planning Policy for Traveller Sites' (PPTS, August 2015). This sets out the government's policies and requirements in provision of sites for the travelling community and must be taken into consideration in preparing local plans and taking planning decisions.
- 5.76 There is one permanent site in South Tyneside for the travelling community at West Pastures, West Boldon. This site is fully authorised and was granted planning permission in December 2013 for 11 Gypsy and Traveller pitches. This site provides a settled base for residents and allows them to access local health care and education provision.
- 5.77 There is also one site for Travelling Showpeople which is at South Promenade, Sea Road, South Shields. Through research undertaken in April 2014 it was suggested that this community should not necessarily be classed as travelling as the fairground is a permanent feature.
- 5.78 All local authorities are required to formulate their own evidence base for the accommodation needs of the travelling community and, if necessary, to provide their own targets relating to pitches required. Current evidence, in the South Tyneside Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2014 (GTAA), concludes that there is a need for a permanent site within the borough with a need for 12 pitches required to 2036. There is, however, no required need for transit / stopover sites due to the lack of evidence of unauthorised encampments.
- 5.79 At the time of writing, the most recent count was completed in January 2018 and there were 11 pitches occupied, all of which were at West Pastures. With regards to the Travelling Showperson community there are no additional sites required and no additional plots required given that households at this site are largely permanently based in South Shields.

- 5.80 In the future, should the need for another permanent site arise, a site to the rear of the Travelodge, Leam Lane, near Wardley was identified in the South Tyneside Gypsy, Traveller and Travelling Showpeople Site Search and Assessment Report in 2009 as being potentially suitable as a reserve site.
- 5.81 The above policy sets out a criteria-based approach to ensure that any proposals for sites for the travelling community are assessed on the basis of the most recent evidence and are appropriately located to meet the needs of potential residents of the site, and also to respect the interests of the settled community and sustain the local environment.
- 5.82 Settlement of a new community may require associated infrastructure including schools, utilities and improvements to the highway network to enable suitable access. Proposals will not be permitted unless the existing infrastructure can accommodate the needs, or the proposed site intends to deliver the necessary improvements as part of its development.
- 5.83 The nomadic nature of the travelling community means that this is a cross-boundary issue, in particular the boundary in the south of the borough which South Tyneside shares with Sunderland. The Council has been engaging with other LPAs in the North East in gathering evidence to understand the needs for Gypsies and Travellers in the wider area, and will continue to do so as part of work through the duty-to-cooperate. As a result, South Tyneside will continue to monitor the wider housing needs of the travelling community to make sure they are being met at a local and sub-regional level by neighbouring local authorities.

Planning For Jobs



CONTEXT

- 6.1 The NPPF states that planning policies should set out a clear vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration. The Borough has a proud industrial heritage and a continuing strength in the advanced manufacturing and engineering sector on which we are determined to build on. This is exemplified by the International Advanced Manufacturing Park, benefiting from excellent locational links such as the A19 and the Port of Tyne which themselves are key assets for the logistics sector. The A19 is a major strategic road connection and the economic artery linking South Tyneside to the rest of the country. The Port of Tyne plays a significant role in promoting economic growth, investment and prosperity in South Tyneside. We are part of a wider economic area beyond the Borough's boundaries. From a commercial market perspective, the Borough's interrelationships are considered to be strongest with Sunderland and Gateshead particularly in the Washington, Follingsby, Monkton and Boldon area.
- 6.2 Traditionally, employment estates have been concentrated in the north of the Borough with the River Tyne providing a locational focus. Part of Holborn Riverside, in South Shields, benefits from Enterprise Zone status which was awarded to support the growth of the marine, offshore energy and services sector in the region. In the south-west of the Borough, Monkton and Boldon Business Parks offer modern, purpose built flexible workspace in an area with excellent road links and high market demand. We also recognise the challenges and opportunities presented by the digital economy and are determined to improve our offer. Achieving these aspirations means that we will need a robust supply of employment land and this Local Plan ensures that that will be the case. We will also further strengthen our visitor economy offer which benefits from the attractiveness of the coast, the quality of South Shields as a resort and the success as a visitor attraction of the National Centre for the Written Word.

THE NORTH EAST STRATEGIC ECONOMIC PLAN (SEP)

- 6.3 The SEP was published in 2014 by the North East Local Enterprise Partnership and updated in 2017 and 2019 and established two key targets:
 - To deliver a 100,000 growth in the number of jobs available by 2024, an uplift of 11% on 2014
 - To ensure 60% of the new jobs delivered are 'better' jobs offering higher skilled, more productive and better quality opportunities to more people in the area.
- 6.4 For South Tyneside in particular, the SEP identifies opportunities in:
 - Advanced and automotive engineering: The second phase of the International Advanced Manufacturing Park (a joint venture between Sunderland and South Tyneside Councils) has been designated as a 'Nationally Significant Infrastructure Project'.
 - Subsea, offshore and energy technologies: South Tyneside is home to the deep water Port of Tyne.
 - **Digital technology skills:** Adding to the established incubator at One Trinity Green in South Shields, new digital infrastructure will be developed in South Tyneside.
 - Strategic local regeneration schemes: These are being brought forward by local partners to renew local town centres across the region, creating a focus for investment and new jobs for local resident and the South Shields 365 Vision is an example of this.

Policy ED1: Strategic Economic Development (Strategic Policy)

Proposals that contribute towards building a stronger and more resilient local economy will be supported. This includes supporting economic development as follows:

- a) Availability of land for development
 - i. As shown on the Policies Map, we will maintain a portfolio of 194.23 ha of land for general economic development of which 29.76 ha is available over the plan period. A further 250.17 ha of land will be maintained for specialist port and marine economic development of which 40.47 ha is immediately available.
 - ii. We will regularly review the Borough's employment land portfolio to ensure it remains fit for purpose and responsive for the full range of existing and future requirements.
- b) Port of Tyne
 - iii. Logistics are important for regional, national and international connections and a key business partner in this sector is the Port of Tyne and we will continue to recognise and support the role of the Port of Tyne as a key economic asset for the Borough and the region.
- c) River corridor
 - iv. The river corridor is a key economic asset for the Borough. The reasons for this include its potential to provide long term economic benefits through supporting the offshore energy and subsea technology sector which is an acknowledged area of regional expertise. We will protect suitable employment sites in the riverside corridor for employment uses which benefit from riverside access.
- d) Advanced Manufacturing and Engineering
 - v. More than 10% of our residents work in this sector and we will build on this strength and the opportunities that arise from the development of the International Advanced Manufacturing Park which is allocated in a separate Area Action Plan.
- e) Digital and Technology sector
 - vi. Regionally the digital and technology sector is vibrant but it has yet to realise its full potential to contribute to the local economy. We will continue to support the future growth of the digital and technology sector within the Borough.
- f) Skills
 - vii. We will continue to support education and training opportunities to enhance the skills of the workforce, aligned to key growth areas including Advanced Manufacturing and Engineering, Digital and Technology.
- g) Business start-ups and scale-ups
 - viii. We will encourage businesses to start and existing business to grow through:-
 - supporting the provision of appropriate accommodation for new and growing business service companies and digital and tech companies
 - Seeking to ensure our businesses and entrepreneurs are given the best possible chance to access funding opportunities for businesses to start-up and to scale-up.
- h) Visitor Economy
 - ix. The visitor economy is a significant dimension to our local economy and we will continue to support the realisation of its potential where it would not impact negatively on the natural environment.

UNDERSTANDING OUR EMPLOYMENT LAND NEEDS

- 6.5 The Employment Land Review (2019) provides an understanding of:
 - The Borough's current position with regards to employment land supply; and
 - The anticipated future growth trajectory of the Borough's economy and the implications of this with respect to demand for employment land over the period 2020 2036.
- The Employment Land Review set out a range of options regarding the scale of needed for employment land. Our preferred approach uses an Experian forecast as a baseline and then adds in an allowance for the potential impact of the International Advanced Manufacturing Park proposals on the general employment land market. To be clear, the Employment Land Review did not assess the need for the International Advanced Manufacturing Park as it is came forward separately through the Adopted Area Action Plan. The first phase is situated within the Sunderland City Council area and now has planning permission. The second phase is the subject of a Development Consent Order which is to be submitted in mid-2019.
- 6.7 The Employment Land Review differentiates between land needed for general economic development and land need for specialist marine and port uses and also assessed the distribution of the demand for general employment land in relation to the supply of sites. Table 2 summarises the findings and factors in the allocation of Wardley Colliery (see Policy ED2.1).

Table 2: Understanding How Employment Land Needs are Being Met

Employment Land Review Findings				
Port and Marine Land	Need / Supply (Hectares)			
Recommended Port & Marine Land Requirements	22.09			
Existing Available Supply	40.47			
Under or Over Provision	+18.38			
General Employment Land	Need / Supply			
Recommended General Employment Land Requirement	30.76			
Existing available land supply	13.26			
Under or Overprovision	- 17.5			
New allocation in this Plan (General Employment Land)				
Wardley Colliery (see Policy ED2.12)	16.5			
Total Supply (General Employment Land)	29.76			
Under or Overprovision	- 1 (under provision)			

AVAILABILITY OF EMPLOYMENT LAND

The Employment Land Review also assessed the distribution of demand by market area. It found that demand is high in the Monkton area. The Stage One Green Belt Review: Exceptional Circumstances (2019) concluded there were exceptional circumstances which justifies the need to review the Green Belt boundaries in order to meet the residual undersupply of 17.5 ha against the need. A new employment allocation is proposed at Wardley Colliery. The Stage Two Green Belt Review (2019) states 'Developing this site would have a medium impact upon the Green Belt in an important and sensitive location between South Tyneside, Gateshead and Sunderland. However it is noted that the site would not substantially introduce development past the existing broad open corridor between the borough and its neighbours.' The Wardley Colliery allocation is a brownfield site that is well situated on the strategic highway network, has an existing employment operation on part of site and the total new net development land would be 16.5 ha which would be a major contribution to the supply of general employment land. Furthermore, the allocation is well related to the successful Follingsby Park Industrial Estate (falling within the Borough of Gateshead).

- 6.9 Part of the wider site allocation is designated as a Local Wildlife Site because it supports brownfield habitats. The net developable area takes into account the ecological sensitivity of the site by allowing for land to be available to implement the potential mitigation / translocation strategy that have been proposed for the site. This is dealt with in more detail at Policy ED2.1.
- 6.10 A robust supply of employment land offering a range of location, type and size within the Borough is essential to ensure that there is the flexibility to meet the requirements of the market for employment space. The provision of 29.76 ha of general employment land and over-provision of 18.38 ha of port and marine land, shown in Table 2, ensures that this will be the case. The Plan provides established employment estates in the northern part of the conurbation such as Simonside, Bede and Middlefield Industrial Estates which accommodate a range of premises. The Plan's employment offer also includes Monkton and Boldon Business Parks which have very high levels of occupancy, providing testament to their meeting needs in respect of both quality of workspace and convenience for the strategic highway network.

PORT OF TYNE

6.11 The Port of Tyne is a key business partner in the logistics sector for regional, national and international connections. The business and property market stakeholders for the Employment Land Review recognised it as a key economic asset for the Borough. As well as making a significant contribution to the Transportation and Storage sector, the importance of the Port for the future developments around the International Advanced Manufacturing Park is also critical. The Port of Tyne's car terminal benefits from secure storage facilities and a rail distribution terminal. It is recognised as a major European vehicle handler and will continue to be an important asset to many operators who will locate to the International Advanced Manufacturing Park as their base. We will continue to work in partnership with the Port of Tyne to grow its international role and to increase the volume of imported and exported goods and associated logistics. The Port of Tyne and the Borough's logistics offer, also benefits immensely from the excellence of the strategic highway network with the A194 providing the main route into South Shields from the A19 and the A185 provides access to the Port of Tyne and the Tyne Tunnels.

ADVANCED MANUFACTURING AND ENGINEERING

6.12 The Employment Land Review recognises that the advanced manufacturing and automotive sectors play an important role in the Borough. In this context, the offer should be seen as part of a wider regional offer with future drivers likely to be cross-boundary such as the International Advanced Manufacturing Park. There are 30,000 jobs regionally in the advanced automotive sector and that there is the potential to increase this significantly including in the Borough.

DIGITAL AND TECHNOLOGY SECTOR

6.13 In South Tyneside, we have fewer businesses in the Information and Communications sector than is seen nationally. The Employment Land Review acknowledges that whilst our digital offer is highly-fragmented with a lack of a well-defined hub. We recognise the potential for supporting digital and technology businesses and ensuring our residents have the skills needed for this growing sector to take advantage of the growth opportunities over the coming years.

SKILLS

6.14 The North East Strategic Economic Plan and Policy ED1 recognise that making land available for employment development is only part of what we need to do to secure economic growth. We also need to ensure that we have a skilled workforce particularly in our economically important and high employment sectors.

VISITOR ECONOMY

- 6.15 Visitor expenditure (both direct and indirect) in South Tyneside in 2017 was £306 million, up by 6% on 2016. The South Tyneside Destination Management Plan (2017 to 2022) recognises that, although South Tyneside has a well-established and good quality visitor offer, there is the potential to attract more people to visit the area and when they are here have the best possible experience. http://www.visitsouthtyneside.co.uk/CHttpHandler.ashx?id=35441&p=0. The visitor economy is a significant dimension in the local economy, with a much higher number of businesses providing accommodation and food service activities then across England as a whole, and this sector, as well as arts, entertainment and recreation, provides employment levels above the national average.
- 6.16 In recent years, South Shields Foreshore has seen significant public and private and private sector investment which has created a quality family resort with a wide variety of things to do, and the Borough has also recently opened The Word which is a new National Centre for the Written Word in South Shields and welcomed almost 300,000 visitors from every part of the UK in the first 9 months from opening.

PROVISION OF LAND FOR ECONOMIC DEVELOPMENT

Policy ED2: Provision of Land for General Economic Development (Strategic Policy)

To ensure there is a continuous and flexible supply of employment land to meet our needs over the plan period, the following sites, as shown on the Policies Map, are allocated for general economic development, within the uses specified in the table. Suitable employment related sui-generis uses such as for waste management facilities and processing will also be supported.

Site Ref	Site Name	Use Class	Allocated Area (ha)	Available Area (Net) (ha)
	SOU	JTH SHIELDS	1	
ED2.1	Bede Industrial Estate	B1 / B2/ B8	37.75	1.81
ED2.2	Simonside Industrial Estate	B1b / B1c/ B2/ B8	32.5	1.87
ED2.3	Middlefields Industrial Estate	B1 / B2 / B8	24.8	0.68
ED2.4	Western approach Industrial Estate	B1b / B1c/ B2/ B8	7.2	0.31
ED2.5	Former Duncan House, Crossgate	B1a	0.28	0.28
	N	MONKTON		
ED2.6	Monkton Business Park	B1 / B2 / B8	29.8	0
ED2.7	Land east of Luke's Lane, Monkton Fell	B1 / B2 / B8	3.8	3.23
		BOLDON		
ED2.8	Boldon Business Park	B1 / B2 / B8	41.6	1.13
	,	WARDLEY		
ED2.9	Wardley Colliery	B2 / B8	16.5	16.5*
Total			194.23	29.76**

Any additional employment growth that may be realised from the Regeneration and Development Opportunity Sites allocated in this Local Plan will provide an additional contribution to the supply of employment land identified within Policies RG1 and RG4.

- Proposals for Wardley Colliery must refer to the detailed policy requirements set out in Policy ED2.1
- ** An allowance of 1.85 ha has been for the employment component of the mixed use allocation at Holborn, South Shields (Policy RG1) and 2.1 ha has been made for the employment component of the mixed-use allocation for Cleadon Lane Industrial Estate (Policy RG4).

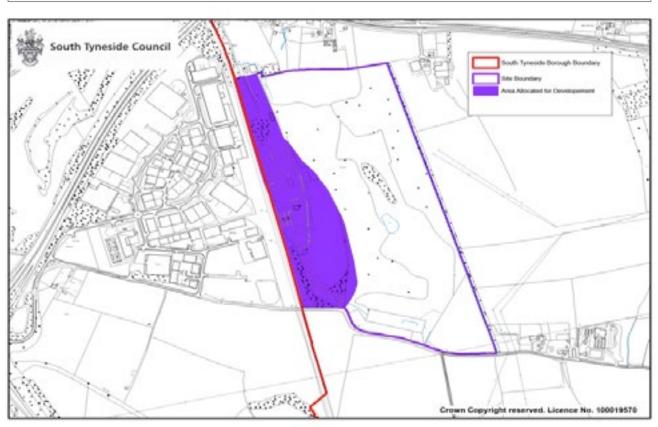
6.17 Policy ED2 identifies general employment areas and where relevant available employment land within the general employment areas. Available employment land is recognised as being deliverable and developable within the Plan period. This has been informed by the Employment Land Review 2018 for which an assessment of sites was undertaken by a commercial property market specialist. These sites provide a wide range of choice in terms of both size and location and, in addition to the International Advanced Manufacturing Park, will help to support the growth ambitions of the North East Local Enterprise Partnership.

WARDLEY COLLIERY

Policy ED2.1 Wardley Colliery (Strategic Policy)

In accordance with Policy ED2, 54.5 hectares of land as defined on the Policies Map is allocated at Wardley Colliery. The allocation comprises land for economic development (16.5 hectares) and a Local Wildlife Site (38 hectares). In taking forward the economic development component, proposal(s) must:

- a) Ensure it does not prejudice the implementation of the full 16.5 hectare allocation for employment development;
- b) Be supported by a strategy to protect, enhance and manage the Wardley Colliery Local Wildlife Site together with a delivery programme regarding the timing, funding and implementation of any necessary actions arising from that strategy;
- c) Ensure that, in accordance with Policy NE2, adverse ecological impacts are dealt with through the mitigation hierarchy, and any compensation measures and the measurable net gain is delivered within Wardley Colliery Local Wildlife Site;
- d) Take advantage of the potential to reopen the Leamside Line and not prejudice the potential for a new station and park and ride facility;
- e) Be supported by any appropriate remediation and mitigation measures agreed to address but not necessarily limited to the consideration of:
 - i. Ground conditions;
 - ii. Flood risk and water quality.
- f) Be consistent with other relevant policies within this Plan.



- 6.18 The site is located in close proximity to the A184 / A194 junction which is a key strategic junction and lies adjacent to the Leamside Line which we are looking to re-open in conjunction with our partners. It therefore offers an excellent opportunity for businesses that would require first class transport links and that are able to operate effectively within this distinctive site. It is considered there are exceptional circumstances which justify its removal from the existing Green Belt. The impact on the openness of the remaining Green Belt is reduced because of the existing development and because it is well screened. It is considered that the test of exceptional circumstances has been met for the release of land for economic development purposes from the Green Belt. For clarity, the Local Wildlife Site will retain its Green Belt designation.
- 6.19 The site is within an area for further investigation in relation to contamination with former uses including colliery and strategic coal stocking site. Surface water flooding has been identified on some small areas of the site.
- 6.20 The site is located within two wildlife corridors and also within 500m survey zone of a recorded Great Crested Newt Pond. The Wardley Colliery Local Wildlife Site is the largest open mosaic habitat on previously developed land in South Tyneside and is considered to be the most valuable example of its type in the Borough. The NPPF is clear on the desirability of conserving and enhancing nature conservation.
- 6.21 A small area of the Local Wildlife Site falls within the employment component of the site but has been identified as within the employment component because it also falls within an area consented for employment use. This does not alter its Local Wildlife Site status but this specific area of the Local Wildlife Site falls out with the Green Belt.

PROVISION OF SPECIALIST EMPLOYMENT LAND – PORT AND MARINE ACCESS

Policy ED3: Provision of Land for Port and Marine Uses (Strategic Policy)

As shown on the Policies Map, specialist uses such as heavy processing industries and port logistics will be supported in the following areas, where planning permission is required within the uses specified in the table in addition to other suitable employment related sui-generis uses that require port or direct riverside access.

The existing transport and processing infrastructure at the CEMEX Wharf in Jarrow, as shown on the Policies Map, is safeguarded to allow for the continued transfer and movement of marine aggregates.

Site Ref	Site Name	Use Class	Allocated Area (ha)	Available Area (Net) (ha)
ED3.1	Port of Tyne	B1 / B2 / B8	141.3	15.31
ED3.2	Land bounded by Priory Road and Church Bank	B2 / B8	15.12	0.66
ED3.3	Land bounded by Chaytor Street, Ellison Place, the Metro Line and Berkley Way	B2 / B8	45.9	14
ED3.4	Green Business Park, Hebburn / Jarrow Staithes	B2 / B8	6.7	6.3
ED3.5	Industrial Estate off Wagonway Road	B1b/B1c/ B2/ B8	37.45	0.5
ED3.6	Former Hawthorne Leslie Shipyard, Hebburn	B2 / B8	3.7	3.7

6.22 The River Tyne and associated development sites are a significant driver of economic activity and there is the potential to enhance this further through a strategy which prioritises riverside sites for port and marine uses. It is useful to distinguish land reserved for specific uses from general employment land. It is not unusual for land with access to rivers or the sea to be identified specifically for operators in

- the offshore and the maritime sectors, or for those requiring access to a river for import or export. The same principle can be applied with ports and the majority of businesses using the Port of Tyne do so for import or export. The Port of Tyne benefits from permitted development rights to approve port-related development on land in its ownership.
- 6.23 The land bounded by Priory Road and Church Bank, Jarrow includes the CEMEX Wharf. The land bounded by Chaytor Street, Ellison Place, the Metro Line and Berkley Way at Jarrow includes the former Rohm and Haas works. The former Rohm & Haas works is a large site with a large river frontage that is well suited to such uses and the Employment Land Review recommends that 'consideration should be given to reserving the site (in whole or in part) for port-related or riverside uses'. The industrial estate off Wagonway Road includes the A&P Tyne Shipyard which is the last remaining large shipyard on the Tyne, focusing on repair and maintenance.

PROTECTING EMPLOYMENT USES

Policy ED4: Protecting Employment Uses

We will encourage and support economic growth and prosperity within the Borough by safeguarding land and buildings last used for employment purposes and allocated under policies ED2, ED2.1 and ED3 as shown on the Policies Map. Proposals for alternative uses will only be supported where the applicant has demonstrated through the submission of robust evidence that:

- a) The site is no longer viable for employment purposes as demonstrated by an active and robust process of marketing extending to at least 12 months; and
- b) The applicant has demonstrated that redevelopment or refurbishment of the site is not viable for continued employment uses, or continued employment use would result in unacceptable traffic or environmental problems which would be significantly alleviated by the proposed use; and
- c) The applicant has demonstrated that the standard of amenity that would be experienced by the future occupants of the proposal would be acceptable; and
- d) The proposed use would not prejudice the operation of neighbouring properties and businesses; and
- e) It would not result in an unacceptable reduction in the supply of land and buildings required for employment uses, taking into account the range and choice of available employment land for the remainder of the Plan period and supply of employment land in the future.
- The safeguarding of the Borough's employment land and buildings for employment uses is vital in order to support a growing and diverse economy. It is also important to strike the right balance between this and having the flexibility to allow alternative uses where this is appropriate. The policy sets out the criteria for where the site is considered to no longer have a reasonable prospect of coming into use for employment purposes. We will continue to monitor our employment land supply in terms of take up and review our existing portfolio of employment land to ensure it remains fit for purpose.

EMPLOYMENT DEVELOPMENT BEYOND OUR EMPLOYMENT ALLOCATIONS

Policy ED5: Employment Development Beyond Our Employment Allocations

We will support proposals for employment development outside of allocated employment sites but within the built up area, subject to the applicant demonstrating that the proposal:

- a) Cannot be accommodated on allocated employment sites as defeined by Policies ED2, ED2.1 and ED3; and,
- Would not create undue harm to the character, appearance or amenity of the area; and,
- c) Is accessible to sustainable travel opportunities and there is appropriate vehicular access.
- 6.25 The policy provides the flexibility to respond positively to applications for employment land development that constitute sustainable development, including making a positive contribution to the local economy, but where the site has not been identified as available for development through the Local Plan process.

LEISURE AND TOURISM

Policy ED6: Leisure and Tourism

We will support enhancements to the diverse range of leisure and tourism attractions by:

- a) Supporting the role of the town centres as the principal location for built entertainment and leisure facilities in the Borough;
- b) Supporting the expansion of existing or the provision of new tourist attraction and leisure facilities, subject to:
 - i. this being of suitable scale and type for its location; and
 - ii. following the sequential approach to location set out in Policy R5.
- c) Supporting proposals which make greater use of the River Tyne and the Coastal Area as leisure and recreational resources, subject to them:
 - i. not compromising the safety and operation of commercial river-related uses or other recreational pursuits, and
 - ii. not adversely impacting on the natural and built up assets of the area.
- Supporting proposals for the conservation and enhancement of Jarrow Hall and St Paul's Monastic Site;
- e) Supporting proposals for the conservation and enhancement of the designated historic parks at North Marine Park, South Marine Park and Bents Park;
- Supporting proposals which enhance the range and quality of attractions along the Foreshore, making it a destination of choice for visitors and tourists;
- g) Proposals should be in accordance with the requirements of Policy NE2 including the provision of any necessary mitigation against the potential for any recreational disturbance to the designated Special Protection areas and Special Areas of Conservation.
- 6.26 South Shields is the focus of the visitor economy for the Borough. It is a traditional seaside resort and we have an on-going set of initiatives to improve its attractiveness as a tourist destination. Helping to gain the area lots more coverage is The Word the National Centre for the Written Word which has proved a major visitor attractor since opening in 2016 and the Customs House a cultural venue. Phase 3 of the South Shields 365 Vision will further strengthen the town centre attractiveness to visitors by the inclusion of a cinema in the mixed use development. Hebburn Central and Jarrow Hub, both of which are leisure hubs, strengthen roles of Hebburn and Jarrow town centres respectively as leisure destinations to serve their local catchment areas.

- 6.27 The harbour and Coastal Area attracts a variety of water-based recreational pursuits and we want to encourage these activities but also ensure that proposals are consistent with delivering an environmentally sustainable Borough. The Coastal Area includes 'The Foreshore' which is the developed part of the South Shields coastal area and falls within a Site of Special Scientific Interest as well as the Natura 2000 sites, as shown on the Policies Map.
- 6.28 We have been successful with a bid to the Heritage Lottery Fund for £3.2M for the enhancement of the historic features of North Marine Park. Previously we have also been successful with gaining funding to improve South Marine Park and the implementation of these improvements has led to the park attaining 'Green Flag' status which is the benchmark national standard for publicly accessible parks and green spaces.
- 6.29 The beaches, coastal parks and open spaces along the foreshore are popular for both local residents and tourists, providing a wide range of sport, recreation, leisure and entertainment facilities.

TOURIST AND VISITOR ACCOMMODATION

Policy ED7: Tourist and Visitor Accommodation

Proposals for visitor and tourist accommodation will be supported where:

- a) The proposal would not have a detrimental effect on the amenities of surrounding properties by causing noise, odour or other disturbance;
- b) Adequate provision for parking having regard to SPD 6 Parking Standards (or any successor document), servicing, refuse and recycling is provided; and
- c) The proposal is in keeping with the character of the area.

The change of use of existing visitor accommodation (C1 hotel / guest house) or boarding houses where it can be demonstrated, following an active and robust marketing process, that there is no demand for its continuing use as visitor accommodation.

6.30 South Tyneside is predominantly a leisure destination. Although we do receive visitors who are here on business, this is mainly those who are working in the area and staying in our accommodation rather than attending a major conference or meeting in South Tyneside. The day visitor market accounts for around 90% of our visitors, most of whom are from within a 90 minute drive time of South Tyneside especially the northern parts of County Durham and Tyne and Wear. We will continue to target day visitors but also attract more overnight visitors. The South Tyneside Visitor Destination Management Plan (2017) identifies that to create a real step change in overnight visitor numbers will require an increase in overnight accommodation stock.

Planning for our town centres



CONTEXT

- Our town, district and local centres provide an important focus for our communities and it is important that we protect and enhance their vitality and viability. This aspiration accords with the NPPF which states that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaption.
- 7.2 The policies in this chapter recognise that national retailing trends present both challenges and opportunities to our town centres. The policies therefore balance the traditional retail focus of town centres with the need to be flexible and responsive. The chapter seeks to encourage the development of our centres in accordance with the Spatial Strategy for the Borough, the hierarchy of centres and the need to secure higher quality environments in centres and encourage a greater sense of vibrancy. Successful town centres are also important to the Borough's overall economic well-being.

THE HIERARCHY OF OUR CENTRES

Policy R1: The Hierarchy of Our Centres (Strategic Policy)

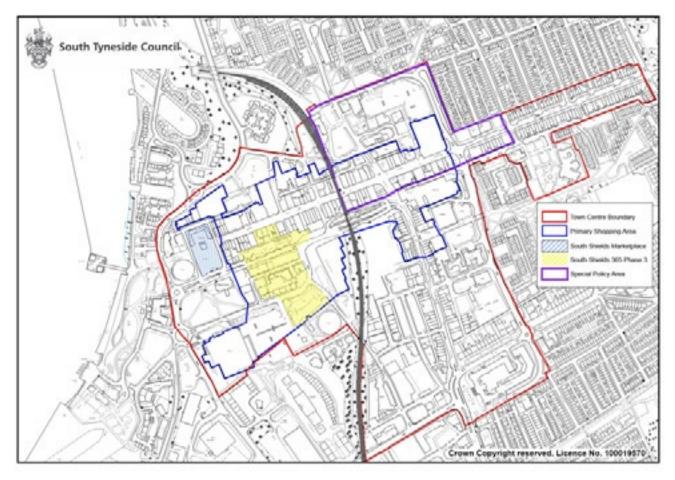
As defined on the Policies Map and the corresponding Inset Maps, the following hierarchy of centres will provide the key locations for town centre investment and will be used as part of the 'sequential test' for proposed town centre uses.

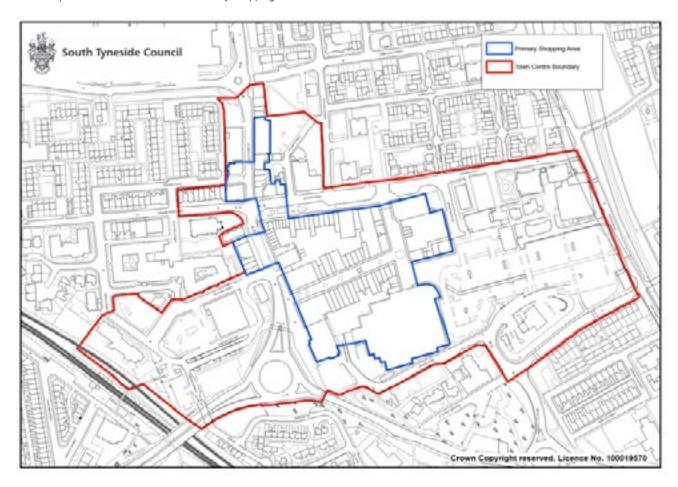
i) South Shields (Inset	As the largest centre it will be a focus for a range of town centre
Map 9)	uses including a new purpose built mixed use retail/leisure development. We will develop a broader cultural offer for the town centre underpinned by the National Centre for the Written Word and the Customs House. Proposals for restaurants, cafés, pubs, bars and clubs that bolster and broaden the evening economy will be encouraged and proposals that develop a family-orientated food and beverage offer which supports the daytime and early-evening economy will be particularly encouraged, where they accord with the wider policies of this Local Plan.
ii) Jarrow (Inset Map 10)	Jarrow Town Centre is the principal shopping centre within Jarrow containing a primary shopping area anchored by a supermarket. Together with Hebburn Town Centre it is the primary focus for development and investment in shops and services outside of South Shields Town Centre. Hebburn Town Centre is the principal shopping centre within
Map 11)	Hebburn containing a primary shopping area and benefiting from recent investment in Hebburn Central the Mountbatten Shopping Centre.
iv) Westoe Bridges (Inset Map 12) v) Boldon Lane (Inset Map 13) vi) Harton Nook (Inset Map 14) vii) Frederick Street (Inset Map 15) viii) Dean Road (Inset Map 16) ix) Boldon Colliery	The role and function of District Centres is to service generally localised needs through the provision of groups of shops as well as other non-retail services such as cafes, financial services and post offices.
	iii) Hebburn (Inset Map 11) iv) Westoe Bridges (Inset Map 12) v) Boldon Lane (Inset Map 13) vi) Harton Nook (Inset Map 14) vii) Frederick Street (Inset Map 15) viii) Dean Road (Inset Map 16)

Local Centres	x) Cleadon Village (Inset Map 18) xi) East Boldon Village (Inset Map 19)	The role and function of Local Centres is to serve the everyday needs of local communities and they will be the focus for small scale shops and services accordingly.
	xii) Harton (Inset Map 20	
	xiii) Westoe Road (Inset Map 21)	
	xiiii) Whitburn (Inset Map 22)	

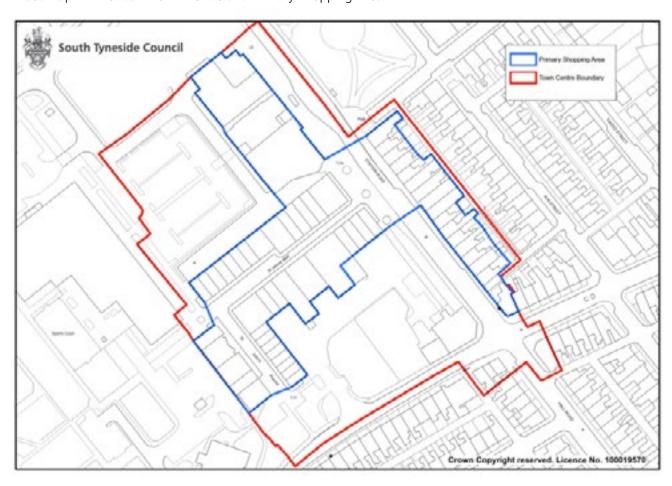
7.3 The NPPF states that planning policies should define a network and hierarchy of town centres and promote their long term vitality and viability. The Town and District Centre Use Needs Study (2018) has reviewed the hierarchy and its recommendations are reflected in the policy. South Shields is the Borough's principal market town and administrative centre, supported by Jarrow and Hebburn.

Inset Map 9: South Shields Town Centre and Primary Shopping Area





Inset Map 11: Hebburn Town Centre and Primary Shopping Area



7.4 We also recognise the role of the six District Centres (Boldon Colliery, Westoe Bridges, Harton Nook, Boldon Lane, Frederick Street and Dean Road) and five Local Centres (Cleadon Village, East Boldon Village, Westoe Road, Whitburn and Hartburn) in sustaining our communities.

Inset Map 12 Westoe Bridge District Centre



Inset Map 14 Harton Nook District Centre



Inset Map 16 Dean Road District Centre



Inset Map 13 Boldon Lane District Centre



Inset Map 15 Frederick Street District Centre



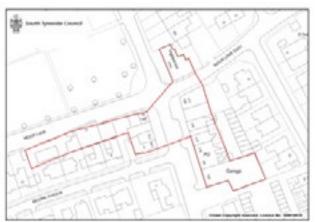
Inset Map 17 Boldon Colliery District Centre



Inset Map 18 Cleadon Village Local Centre



Inset Map 20 Harton Local Centre



Inset Map 22 Whitburn Local Centre



Inset Map 19 East Boldon Local Centre



Inset Map 21 Westoe Road Local Centre



- 7.5 The need to make centres more attractive as destinations and improve footfall has been recognised in the multi-phase South Shields 365 Vision which has delivered 'The Word' (the National Centre for the Written Word including a new Central Library. A new transport interchange is under construction. A mixed retail and leisure scheme will comprise the final phase. The Town and District Centre Use Needs Study recognised that South Shields Town Centre is performing adequately, given the current transitional changes the town centre is undergoing as part of the South Shields 365 Vision.
- 7.6 It is important to encourage a vibrant evening economy in South Shields Town Centre to support the overall energy and vigour of the Town Centre whilst balancing this objective with minimising 'dead frontages' during daytime hours and amenity considerations. We wish to ensure that the evening economy in South Shields Town Centre includes an early evening offer with broad appeal to families. This will support the vitality and viability of the town centre and assist with ensuring a positive image is projected for the town centre.

- 7.7 'Hebburn Central' was completed in June 2015. It has seen the construction of a new hub which includes a new library, leisure and community facilities and supports our aim of attracting footfall to the town centre. An Aldi opened in the town centre in 2018 which will also add to footfall and Hebburn Civic will be redeveloped for new homes.
- 7.8 The Town and District Centre Use Needs Study (2018) states that Jarrow is generally a healthy town centre with a good retail offer, including a number of good quality independents. The offer tends towards the discount sector but this is well suited to its catchment.
- 7.9 In accordance with the recommendations of Town and District Centre Use Needs Study (2018) we have reviewed the position of a number of our centres in the retail hierarchy along with their boundaries. We have therefore:
 - Consolidated the boundaries of a number of the District Centres; and
 - Upgraded several locations previously identified as neighbourhood centres (Cleadon Village, Harton, Westoe Road and Whitburn) to Local Centres.
- 7.10 We have also upgraded Station Road, East Boldon, previously identified as a neighbourhood centre, to a Local Centre and incorporated some units which are on Langholm Road, as we consider that East Boldon Village should benefit from a Local Centre and that the location we have identified functions as a Local Centre.

ENSURING VITALITY AND FLEXIBILITY IN OUR RETAIL CENTRES

Policy R2: Ensuring Vitality and Viability in our Retail Centres (Strategic Policy)

We will support development proposals that maintain the vitality and viability of our defined Primary Shopping Areas, wider Town, District and Local Centres, recognising the need for flexibility where appropriate.

Primary Shopping Areas

The role and function of the Primary Shopping Areas, as defined on the Policies Map and Inset Maps 9, 10 and 11, is to provide a core retail focus for the town centres and this will be protected and enhanced by:

- a) Encouraging proposals for retail uses (A1), including from local independent retailers
- b) Supporting proposals for changes of use of ground floor premises to appropriate non-A1 town centre uses including restaurants and cafes (Use Class A3) where the applicant can demonstrate that the proposal will add to the vitality and viability of the Town Centre.
- c) Supporting proposals for upper floor mixed use development including appropriate non-A1 town centre uses and residential development (Use Class C3).

Wider Town Centres

d) Outside of the Primary Shopping Area but within the defined Town Centre boundaries we will encourage a wider mix of appropriate town centre uses and support proposals for residential development that enhance the quality of the built environment. Should there be a risk to the continued operation of existing businesses or community facilities, appropriate mitigation will be required.

District Centres And Local Centres

e) Within the District Centres and Local Centres, as defined on the Policies Map and Inset Maps 12 to 22), we will support proposals for appropriate town centre uses that maintain the vitality and viability of the centre.

Maintaining Vitality And Viability

- f) In considering whether a proposal will maintain vitality and viability the following factors will be taken into account:
 - i. Whether the proposal would result in an active and high-quality ground floor frontage; and
 - ii. Whether the proposal would increase footfall in the centre; and
 - iii. Whether the proposal would result in the unjustified loss of a key retail unit which due to its size, location or other characteristic is an important component of the centre; and
 - iv. Whether the proposal would result in a cluster of uses that cumulatively would be harmful to the centre's function and character.
- 7.11 The NPPF defines what a town centre use is and states that planning policies should define the extent of town centres and Primary Shopping Areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre.
- 7.12 There has been continued growth in on-line shopping and many consumers demand a more varied experience to attract them to town centres than the traditional retail offer. Therefore, the policy recognises the need for flexibility in the wider town centre boundary whilst also recognising the importance of maintaining a retail focus within our Primary Shopping Areas. This is consistent with the NPPF and the Town and District Centre Use Needs Study (2018).
- 7.13 We have some very good independent retailers across the Borough, many of whom are providing a unique offer. The independent sector is particularly strong in our Villages. However we want to encourage the sector to contribute to the vitality and viability of our town centres as well. The Town and District Centre Use Needs Study (2018) states that South Shields Town Centre should seek to diversify its overall offer including niche independent stores.
- 7.14 Restaurants and cafes enhance the attractiveness of centres as a place to socialise in and visit, thereby generating footfall which can support retail uses. Retail and restaurant and café uses can therefore be complimentary as encouraging social activities will help to sustain centres.
- 7.15 Appropriate mitigation, as per (d) above may include through the design of the proposal as well as the use of a section 106 agreement and/or conditions to mitigate impacts such as noise, fumes and other nuisances.
- 7.16 The policy recognises the contribution that residential development can make towards vitality and viability by bringing footfall into centres whilst at the same time acknowledging the need to balance this benefit with considerations regarding its compatibility with existing businesses and community facilities, as required by NPPF paragraph 182.

MIXED USE OPPORTUNITIES IN SOUTH SHIELDS TOWN CENTRE

Policy R3: Mixed Use Opportunities in South Shields Town Centre (Strategic Policy)

As defined on the Policies Map and Inset Map 9, we will support the comprehensive mixed-use redevelopment of Phase 3 of the South Shields 365 Town Centre Vision. Acceptable uses include retail (Use Class A1), financial and professional services (Use Class A2), restaurants and cafes (Use Class A3), drinking establishments (Use Class A4), offices (Use Class B1a), residential (Use Class C3) and assembly and leisure (Use Class D2), including the potential for cinemas and bowling alleys.

- 7.17 The South Shields 365 Town Centre Vision (South Shields 365) is a partnership between South Tyneside Council and Muse Developments which will deliver £100m improvements to South Shields Town Centre on a phased basis. The purpose of the transformation plans is to:
 - improve the retail and family leisure offer in South Shields, further increasing the town's standing as a year round tourist destination; and
 - boost the local economy and improve the visitor experience, increasing employment opportunities and improving community life in South Shields.
- 7.18 The first phase of development has seen the construction of 'The Word', the National Centre for the Written Word, a new cultural attraction celebrating the written word in all its forms from poetry, screen plays and books, stage plays and songs. The Word is home to the new central library and provides a rolling programme of exhibitions of regional and national significance. This phase was undertaken in conjunction with public realm improvements made to the adjoining Market Place and the construction of a new 40-space car park on vacant land at Harton Quays.
- 7.19 Phase 2 of the 365 programme is now under construction and will provide the new transport interchange which will create greater connectivity and a new central point of arrival into South Shields town centre. The new interchange will improve the connectivity between the metro and bus networks, have direct concourse access from the bus station to the Metro and provide improvements to the rail infrastructure. There will also be amendments to the existing highway network around the town centre offering a more efficient public transport system.
- 7.20 We want our Town Centres to remain at the heart of our communities and for their role to be enhanced. The Spatial Strategy sets out that South Shields will maintain its role as the principle centre in the Borough. We will work with our partners to implement the current and then the final phase of the South Shields 365 project, which comprises a mixed retail and leisure scheme, including the provision of a cinema.
- 7.21 When assessing the need for additional retail floorspace the Town and District Centre Use Needs Study (2018) took into account existing commitments which include land that the Town Centre Vision has identified. The Study found that there will be no capacity for additional convenience retail floorspace development in the Borough in the period up to 2033. Whilst the Study also found a very small positive retail floorspace requirement will occur (16 sq. m net sales area) by 2033, this is too small a requirement to justify warrant allocating a site to meet the need.

SOUTH SHIELDS MARKET

Policy R4: South Shields Market

South Shields market will continue to be supported and, where possible, we will support proposals for specialist fairs and a diversification of the market that enhance the wider vitality and viability of the Town Centre.

7.22 The NPPF states that planning policies should retain and enhance existing markets. South Shields is a market town and this has historically been and continues to be an important part of its identity and an important part of the town centre retail offer. The market is a charter market and operates on Mondays, Fridays and Saturdays in the Market Place, providing a range of goods and serving as a notable attractor to the centre. Additionally, during the summer months, the 'Pepperpot Fayre' takes place, which is a monthly craft and specialist food fair.

PRIORITISING CENTRES SEQUENTIALLY

Policy R5: Prioritising Centres Sequentially

Any proposal for a main town centre use that is not within a defined existing Town, District or Local Centre will be expected to follow the sequential assessment approach set out in the NPPF, which favours locations within existing centres followed by accessible edge-of-centre locations and then out-of-centre locations, giving preference to accessible sites that are well-connected to the town centre.

We will only support proposals in sequentially less preferable locations where the applicant can demonstrate that there are no available (or expected to become available within a reasonable period) suitable sites or premises in sequentially preferable locations, and that a flexible approach to scale and format has been applied.

Proposals for edge of centre sites should be of a scale that is appropriate to the existing centre.

- 7.23 The NPPF re-affirms the importance of safeguarding and enhancing the vitality and viability of existing retail centres and the sequential test is recognised as being an important policy tool to support this objective and requires the application of a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan.
- 7.24 The policy draws a distinction between the search area for retail uses and for other town centre uses.

 This is in order to ensure consistency with Policy R2 which seeks to maintain the retail focus of Primary Shopping Areas.
- 7.25 A proposal of a scale that is appropriate to South Shields, Jarrow or Hebburn Edge of Town Centres may be disproportionate to the edge of a District or Local Centre. The Glossary to the NPPF defines edge of centre for retail purposes.
- 7.26 Wherever possible, we will support the applicant undertaking the sequential test by sharing relevant information. However, it is the responsibility of the applicant to demonstrate compliance with the test. Considerations include whether:
 - Due regard has been made to demonstrate flexibility and whether more suitable, central sites has been considered; and
 - The suitability, availability and viability of sites been considered, with particular regard to the nature of the need that is to be addressed; and
 - There scope for flexibility in the format and/or scale of the proposal.
- 7.27 Applicants may wish to seek pre-application advice regarding the scope and level of detail for the report.
- 7.28 The sequential assessment approach does not apply to Local Neighbourhood Hubs (see Policy R9).

PROPOSALS REQUIRING AN IMPACT ASSESSMENT

Policy R6: Proposals Requiring an Impact Assessment

Applications for edge or out of centre retail development (Use Class A1) will be need to be supported by an impact assessment as set out in the NPPF where the development exceeds the following thresholds:

Centres	Convenience retail	Comparison retail	Mixed comparison and
	threshold (gross)	threshold (gross)	convenience threshold
			(gross)
South Shields, Jarrow and Hebburn	1,000 sq. m	500 sq. m	1,000 sq. m
District & Local Centres	500 sq. m	500 sq. m	750 sq. m

7.29 When assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, the NPPF requires that local planning authorities should require an impact assessment if the development is over a proportionate locally set floorspace threshold.

- 7.30 The Town and District Centre Use Needs Study reviewed planning permissions over the period 2014 to 2017 to ascertain the nature and scale of planning applications for town centre uses. It also had regard to the potential current performance of the centres and their sensitivity to competition from out of centre retail provision. Policy R6 is consistent with the tiered local impact floorspace threshold recommended by the Study to ensure a robust consideration of proposals which fall outside of the Borough's defined Town and District Centres.
- 7.31 The threshold used will be based on the closest centre to the application site unless a combination of the proposal and local circumstances demonstrably require a lower or higher threshold.
- 7.32 A local threshold with regard to impact assessments for leisure and office developments has not been set therefore the default threshold set out within the NPPF will apply.
- 7.33 Applicants may wish to seek pre-application advice regarding the scope, key impact and level of detail for the report.

EVENING AND NIGHT-TIME ECONOMY USES IN SOUTH SHIELDS TOWN CENTRE

Policy R7: Evening and Night-time Economy in South Shields Town Centre

We will promote and manage the diversification of evening and night-time economy attractions that enhance the vitality of South Shields Town Centre by:

- a) Encouraging evening and night-time uses within the Town Centre where this will make a positive contribution to the evening economy and to the overall vitality and viability of the centre, particularly where such proposals do not result in 'dead' frontages during daytime hours;
- b) We will also have regard to the potential cumulative impact of evening and night-time uses, particularly within the Special Policy Area as defined on the Policies Map and Inset Map 9;
- c) Directing proposals for uses that operate principally outside daytime hours away from the Primary Shopping Areas unless they can demonstrate they contribute to vitality and viability as defined in Policy R2(f);
- d) Supporting the extension of the opening hours of retail (use class A1) units within the town centre later into the evenings;
- e) Encouraging a street café culture in the town centre's pedestrianised areas, and in public realm spaces, together with the provision of new restaurants (Use Class A3), bars (Use Class A4) and other licensed premises where appropriate.

We will apply the policy taking into account any potential adverse impacts upon the character, function and viability of the surrounding environment and on the amenity of existing uses and on residential amenity.

- 7.34 The evening and night time economy is generally considered to operate between 6pm and 6am and consists of food and drink uses (Use Class A3) and drinking establishments (Use Class A4).
- 7.35 We have adopted a policy statement on licensing, which establishes a 'Special Policy Area' within the Town Centre around the western end of Ocean Road and southern part of Mile End Road. It seeks to address the cumulative impact of the significant number of licensed premises concentrated in this part of the town centre. We want to manage and control the growth of new licensed premises, so that they would not result in an inappropriate increase in such premises in this entertainment quarter of the town and adversely impact on the amenity of existing users and residential amenity (e.g. nuisance from noise, air quality and odour pollution, and delivery problems).
- 7.36 We want to diversify the Town's leisure and entertainment uses to make them more attractive to a wider

- range of people than are attracted by the alcohol-based evening economy. This will enhance vitality throughout the day for the benefit of everyone. Extending the opening times of shops and other public facilities would help to bridge the period between traditional shop closing times and when the town's thriving pub and club scene gets going.
- 7.37 The creation of street cafés (as encouraged through our pavement café scheme) and other similar activities can also have a positive effect on the vitality of the street scene, both during the daytime and evening. However, careful consideration will need to be given to the effect of noise and general disturbance on nearby residential properties and this will particularly apply to proposals for night-economy uses. We will seek the views of interested third parties such as the police in order to make a balanced judgement. We will also need to take a balanced view where proposals would result in 'dead' frontages during daytime hours.
- 7.38 We want to encourage the development of new cafés and restaurants in the Market Place, together with high quality pubs and bars within the South Shields Riverside Area (see Policy R1), where they would complement existing and proposed redevelopment and public realm schemes on the riverside.

HOT FOOD TAKEAWAYS

Policy R8: Hot Food Takeaways (Use Class A5)

- a) We will assess all planning applications for Hot Food Takeaways (Use Class A5) with regard to their effect on health, impact upon the overall vitality and viability of the shopping centre, residential amenity, highway safety and any existing crime and anti-social behaviour issues. To help promote healthy lifestyle choices in South Tyneside proposals for hot food takeaways will be permitted unless:
 - i.the premises is in a ward area where levels of obesity in Year 6 pupils is over 10%*; and ii.the application site is outside of our town, district and local shopping centres and falls within a 400m radius of entry points to all secondary schools.

Should the proposal comply with part A of this policy, the following considerations should be had with regard to the assessment of the planning application:

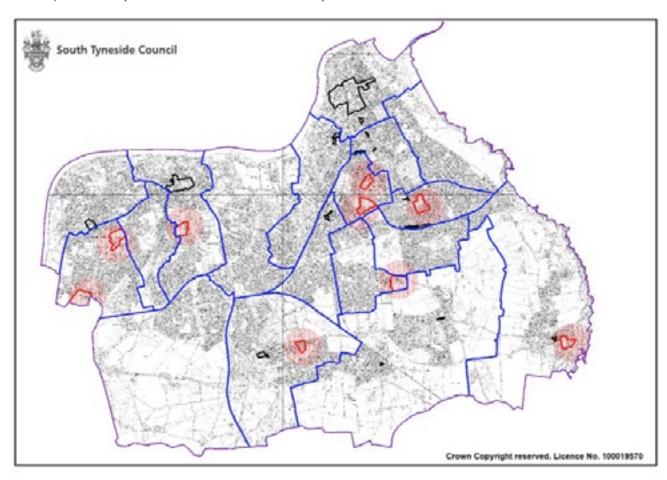
- b) To avoid an over concentration and clustering of hot food uses within our defined town, district and local shopping centres, planning permission for hot food takeaways (Use Class A5) will be permitted unless it would:
 - iii. result in the loss of a prominent retail unit(s); or
 - iv. result in more than two hot food outlets (Use Classes A5) adjacent to each other; or v. lead to more than two hot food outlets (Use Classes A5) in any continuous frontage of 10 retail units or less.
- c) In all locations, proposals for Hot Food Takeaways (Use Class A5) should not have a negative impact on the amenity of existing and future occupants, neighbouring residents, highway safety, noise, odour and anti-social behaviour.

Applicants should have regard to Supplementary Planning Document 22: Hot Food Takeaways and Health or any successor document.

- *Planning applications for A5 uses will be assessed against the most up to date annual National Child Measurement Programme data.
- 7.39 The NPPF (2018) and Planning Practice Guidance (PPG) supports the role of planning in enabling healthy environments, encouraging healthy lifestyle choices and reducing obesity and excess weight in local communities. The 'Planning for Health and Wellbeing: Hot Food Takeaways and obesity in South Tyneside: Evidence Report' (2014) and the 2017 Progress Report, provide an overview of obesity and hot food takeaway levels in South Tyneside. The evidence reports show that South Tyneside has a higher than the national average levels of childhood and adult obesity and has seen an 18% increase of A5 units in the borough since 2014.

- 7.40 Whilst hot food takeaways do not directly cause obesity, the majority of premises offer food which is energy dense and nutritionally poor. Frequent consumption of this food type can lead to excess weight and obesity, which in turn can lead to other serious lifelong health conditions. It is one of key priorities to reduce unhealthy behaviours and health inequalities throughout the Borough.
- 7.41 The National Childhood Measurement Programme (NCMP) records the weight of school children in Year 6 (10 -11 year olds). In 2018, the NCMP data showed that 24.2% of Year 6 children in South Tyneside were" very overweight" or "obese" and levels exceeded 10% in all but one ward in the Borough. Restricting A5 uses in wards where there is a high level of childhood obesity will restrict the number of hot food takeaways from increasing and contributing the wider obesogenic environment.
- 7.42 An increase of A5 uses outside of our town, district and local shopping centres could contribute to the overall obesogenic environment. The concern is that an increased proliferation of A5 uses around secondary schools will make this type of food more accessible and easier for school children to access 'unhealthy' food options at lunchtime or after school. Secondary school children are more likely to leave the school premises at lunchtime or access food themselves after school. It is widely considered that takeaways within a short walking distance of secondary schools could contribute to obesity issues. However a distance of over 400m is still acceptable and equates to a 5 -10 minute walking time as illustrated by Inset Map 23.

Inset Map 23: Secondary Schools with 400m Buffer Zones from Entry Points



7.43 Hot food outlets can have an adverse impact on the vitality and viability of shopping centres. Vitality refers to how busy a shopping centre is at different times of the day, whilst viability refers to its ability to attract investment. Hot food takeaways are often closed in the daytime leading to 'dead frontages'. An over concentration of Hot food takeaways can lead to a reduction in the attractiveness and character of shopping centres, contributing to a negative impact on the overall vitality and viability.

- 7.44 Hot food uses can also generate effects which may have a negative impact on the amenity of neighbouring premises. In assessing proposals for A5 uses, consideration will be given to the potential levels of noise, vibrations, odours, traffic disturbance and litter which can be associated with hot food uses. Applications for planning permission for A5 uses should consider the guidance set out in Supplementary Planning Document 22: Hot Food Takeaways and Health with regard to protecting residential amenity.
- 7.45 The impact on highway safety and levels of anti-social behaviour will be taken into consideration in determining an application. Consideration will be given to the existing traffic conditions in the area and the availability of sufficient off-street public parking provision within close proximity to the premises. Where there is evidence of existing crime and/or anti-social behaviour in the local area, this information, together with the nature of the proposed use, will be taken into account when assessing the potential impact of a proposal on any existing crime and anti-social behaviour.

LOCAL NEIGHBOURHOOD HUBS

Policy R9: Local Neighbourhood Hubs

Within Local Neighbourhood Hubs, as defined on the Policies Map, proposals for shops, services and community facilities will be supported where the applicant can demonstrate the proposal is of a small-scale that is appropriate to fulfilling a purely local role, subject to the following criteria:

- a) The proposal creates an active frontage at ground floor level; and
- b) The proposal does not result in the retail-led focus of the Hub being significantly diluted; and
- c) There will no material adverse impact upon the amenities of nearby residential uses.

Subject to Policy R8, we will support the provision of small scale shops, services and facilities within employment areas where no similar facilities exist within a reasonable walking distance in order to provide a local service to those working in the employment area. Total gross floorspace should not exceed 200 sq. metres.

Within strategic new residential developments where no similar facilities exist within reasonable walking distance, we will require the provision of small scale shops, services and community facilities.

- 7.46 Local Neighbourhood Hubs are small parades of purely local significance. They are important both for meeting day-to-day needs and providing a focal point for communities which can assist in facilitating a sense of community identity, as well as reducing the need to travel by car. The Local Neighbourhood Hubs are listed below:
 - Hedworth Lane
 - Henderson Road
 - Highfield Road
 - Horsey Hill
 - Hudson Street
 - Norham Terrace
 - Quarry Lane
 - Sea Wynnings Way
 - Stanhope Parade
 - Stanhope Road (West Harton)
 - Stanhope Road
 - Victoria Road East
 - Wenlock Road
 - Whitleas Way

- 7.47 The Town and District Centre Use Needs Study assessed all of the existing Neighbourhood Centres and recommended which should be upgraded to Local Centres, no longer retained or maintained as hubs to meet local needs. The locations identified as Local Neighbourhood Facilities Hubs on the Policies Map are consistent with these recommendations.
- 7.48 The NPPF identifies that strong neighbourhood centres with active frontages contribute towards healthy and safe communities (NPPF paragraph 91). Active frontages are important for maintaining the vitality and viability of Local Neighbourhood Hubs.
- 7.49 Non-retail uses can provide an important function. However, the small size of Hubs means they need to be retail-led if they are to meet the day-to-day shopping needs of local communities.
- 7.50 Some uses have the potential to be associated with anti-social behaviour or may also involve activities which can impact on residential amenity.
- 7.51 The policy provides the flexibility to respond positively when new local neighbourhood facilities are required in a location that is not within an existing defined centre.
- 7.52 It is preferable to meet the refreshment and other needs of workers on industrial estates and business parks in the immediate locality in order to minimise their travel distances. However, it also important those retail and food operators of are of a scale that ensures they primarily meet the needs of workers and do not become destinations in their own right and for this reason a maximum site for individual units has been specified.
- 7.53 Reasonable walking distances are defined in Manual for Streets (DCLG 2007) as follows 'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot'.
- 7.54 It is important to ensure that any new residential development that is strategic in scale is integrated with the provision of the shops, services and community facilities. We will define strategic scale based on the scale of the development in relation to the scale of the settlement that it is within or adjoins.

Regeneration



CONTEXT

- 8.1 The Borough has a rich industrial heritage, of which we are proud, but we recognise the reality that traditional industries such as shipbuilding and coal mining are no longer bulwarks underpinning the local economy. The Objectives for this Local Plan include 'Regenerating the Borough' and we want to address the legacies from the Borough's industrial past. We want to achieve this through a comprehensive approach to social, physical and economic regeneration. As set out in our Spatial Vision, we want to transform key regeneration sites into vibrant locations for new homes, shops and jobs. Another important part of our vision for the Borough is to re-invigorate the link between our communities and the river corridor by promoting the riverside as a high quality location for development opportunities.
- 8.2 We have already achieved a great deal. Monkton and Boldon Business Parks, both of which were established relatively recently, are already key business locations in the Borough. Working in partnership with South Tyneside Homes, we have successfully facilitated a range of housing regeneration schemes and re-profiled the housing offer to meet existing needs. This builds on the success of partnership working with Bellway Homes to deliver the masterplan-led £90m regeneration of Cleadon Park Estate in South Shields which has delivered hundreds of new homes, complimented by community facilities including a primary care centre. The regeneration of the Tyne River corridor is an on-going long-term process that has already seen a number of transformational schemes delivered. Examples include the following:-
 - A new Business Centre was delivered at Harton Quays, South Shields in 2011;
 - A state-of-the-art managed workspace for new and growing micro, small and medium-sized enterprise business sector opened at One Trinity Green, South Shields in 2012;
 - Harton Quays Park adjacent to the Customs House, One Harton Quay and Ferry Landing opened to the public in 2013. The new park, which stretches along the River Tyne from the ferry landing to the Customs House, is an attractive gateway into South Shields Town Centre.
- 8.3 Also key to the Spatial Vision is that our town centres are attractive and vibrant places and in 2013 we launched the South Shields 365 Vision to enhance South Shields Town Centre into a destination of choice for residents and visitors alike with new public transport, cultural, retail and leisure provision. The National Centre for the Written Word ('The Word') (Phase 1 of the South Shields 365 Vision) opened. As well as celebrating the written word and providing a first class programme of exhibitions, events and workshops, the building also won a host of prestigious national and regional design awards and is widely regarded as the jewel in the crown of South Shields Town Centre. Testament to our ambition to transform Hebburn Town Centre is the development of Hebburn Central, a new hub which is acting as a catalyst and anchor to secure private sector interest and funding. Within Hebburn Town Centre we are also promoting opportunities for residential development that can contribute to the vibrancy of the Town Centre. Recently re-opened in Jarrow Town Centre is the "Jarrow Focus", a £3m refurbishment to create a multi-purpose leisure facility incorporating a new library, gym, sports hall, dance studios and theatre space.
- 8.4 However regeneration remains a continued objective of ours. This chapter identifies several development opportunities which have the potential to contribute to the regeneration of the Borough.

Policy RG1: South Shields Riverside (Strategic Policy)

1. We will support the regeneration of the following sites in order to achieve an active and vibrant South Shields Riverside that contributes to the prosperity of the Borough:

Holborn Middle Dock and Windmill Hill, as identified on the Policies Map And Inset Map 24

- a) The former Holborn Middle Dock and associated land will deliver a mixed-use residential (approximately 400 homes) and office (approximately 200,000 sq. ft.) development. In taking forward the allocation we will require the developer to provide a comprehensive masterplan to address ecology, flooding, environmental remediation and transport. Key considerations for the developer are:
 - i. Proposals should be supported by a site specific transport assessment, with particular focus on Commercial Road, South Eldon Street, A194 and Hudson Street.

Harton Quay, as identified on the Policies Map and Inset Map 25

b) The Harton Quays Site will deliver a mixed-use residential and commercial development with ancillary food and drink (Use Class A3) which builds on the character of the Mill Dam Conservation Area.

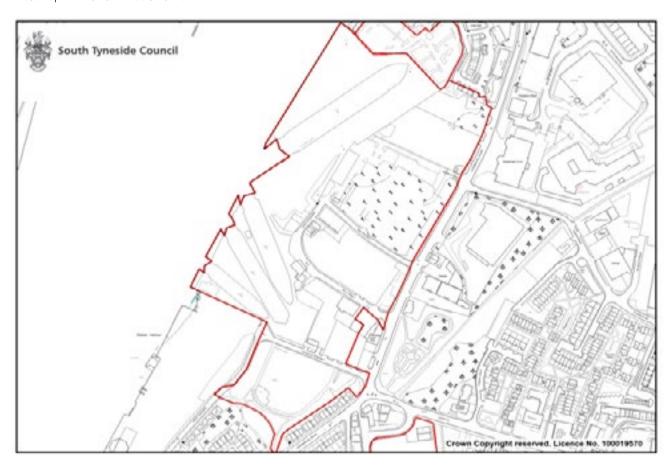
Customs House Car Park, as identified on the Policies Map and Inset Map 26

- c) The Customs House Car Park site will deliver cultural-related uses which complement the Customs House.
- 2. Proposals for sites (a) to (c) should:
 - i. Be consistent with the other policies in this Local Plan having particular regard to the principles stated in Policy D2: General Design Principles.
 - Protect or enhance the Mill Dam Conservation Area and its setting, having regard to Supplementary Planning Document 19 - Mill Dam Conservation Area Management Plan or any successor document.
 - iii. Ensure that they are consistent with achieving a high level of permeability for pedestrians and cyclists throughout the South Shields Riverside area and between it and South Shields Town Centre.
 - iv. Have regard to the South Shields Riverside Regeneration Supplementary Planning Document 8, or any successor document.
- 8.5 The South Shields Riverside is a major asset to the Borough which presents both opportunities and challenges. We have identified several sites which have the potential for high quality mixed use development in the South Shields riverside area. Their location means they can contribute to both the regeneration of the river corridor and support the on-going regeneration of South Shields Town Centre. It is important that the development of these sites is of a design quality that reflects our aspirations for the high-quality regeneration of the riverside corridor.
- 8.6 The majority of the sites allocated in the policy are in public ownership through an acquisition strategy that we have been pursuing over a period of 15-20 years, previously in partnership with the Regional Development Agency. There has been investment through acquisition and demolition. We have also undertaken or facilitated a range of site investigations for the majority of the sites. The momentum is continuing in terms of the acquisition programme and we have also invested in electrical infrastructure (several new sub stations in 2014) to ensure that there is the capacity for future development.

 Moreover, we have a proven track record of delivery including Harton Quays Park, One Trinity Green (a business incubator) and One Harton Quay (the national British Telecom Head Quarters for public sector outsourcing).

- 8.7 We are seeking to procure a development partner to work with us to bring forward land at Holborn Middle Dock and Windmill Hill as part of a comprehensive regeneration strategy. We are at an advanced stage in developing the remediation and enabling strategy. Sited adjacent to the town centre, the site represents a major opportunity for substantial new office development as well as residential and other supporting uses within a highly sustainable location.
- As a regionally significant site, Holborn Middle Dock and Windmill Hill has the potential for a flagship mixed-use development including high quality office space. Proposals for the site are intended to capitalise on the Enterprise Zone status of the upper tier of the site and will deliver high quality office space and significant jobs. It is envisaged the new commercial office development will be augmented with 200,000 sq. ft. of office space, as well as new high quality residential units which will create new neighbourhoods and provide a range of house types and tenures providing a balanced and mixed community. We see this sites as a significant asset to the Borough particularly in terms of providing appropriate accommodation for new and growing business service companies and digital and tech companies.
- 8.9 The proposals will bring forward new mixed use development on the riverside which will not only enhance the waterfront but also mirror investment on the north banks of the Tyne around Tyne Commission Quay / Royal Quays and Smiths Dock. Our proposed investment will complete the renaissance of this stretch of the riverside and will have a major impact in changing perceptions of South Tyneside which is particularly important given that the increasing number of visitors and cruise ships making the river our international window to the world.

Inset Map 24: Holborn Middle Dock and Windmill Hill



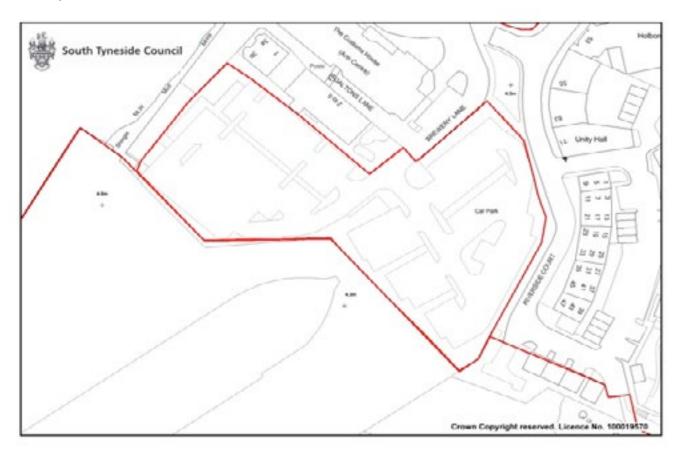
8.10 The Mill Dam Conservation Area was designated in 1981 and represents an area of remnant riverside heritage which includes the Customs House (1863). The Mill Dam Conservation Area Management Plan (2010) encourages the Local Authority, developers, development professionals and the local community to engage in the preservation and enhancement of the local historic environment. This will help enhance the special character and appearance of this important heritage asset. Guidance for developers is available in Supplementary Planning Document No 19: Mill Dam Conservation Area Management Plan.

8.11 The Harton's Quay area is developing a strong cultural identity supported by the close proximity of the Customs House, which is a cultural hub (cinema, theatre, music, restaurant, events venue) and the Word. Both are high quality buildings and their respective cultural offerings are encouraging the development of a cultural ethos in the Harton's Quay area.

Inset Map 25: Harton Ouav



Inset Map 26: Customs House Car Park



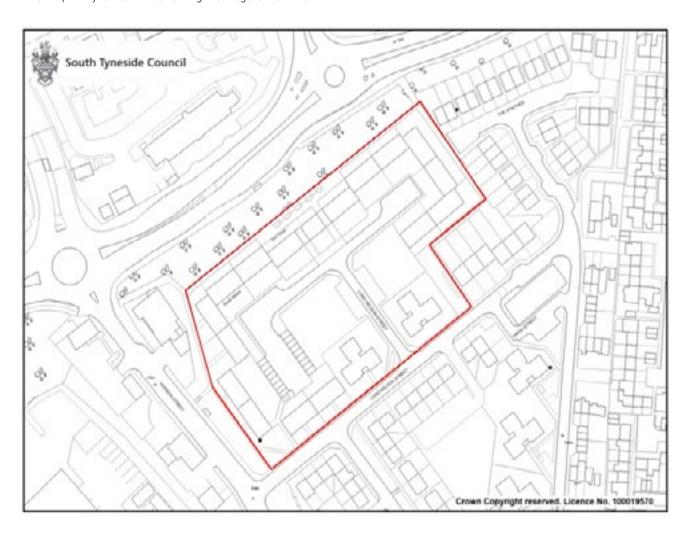
- 8.12 Policy IN7 "Accessible and Sustainable Travel", seeks to ensure the delivery of an accessible and sustainable travel network. The need for pedestrian and cyclist connectivity has been specifically referenced in this policy because of the particular importance we attach to ensuring strong linkages both within the riverside area and between it and South Shields Town Centre. Strong linkages between the town centre and the riverside area has the potential to be mutually supporting for achieving vibrancy in both areas and will complement the new Public Transport Interchange in South Shields Town Centre.
- 8.13 Supplementary Planning Document No 8 South Shields Riverside Regeneration, was adopted in 2009 and remains relevant to our vision for the regeneration of the riverside.

TYNE DOCK ESTATE HOUSING-LED REGENERATION SITE

Policy RG2: Tyne Dock Estate Housing-led Regeneration Site (Strategic Policy)

The Tyne Dock Estate, as shown on the Policies Map and Inset Map 27, is allocated for approximately 65 homes. Having regard to the Tyne Dock Masterplan:

- a) The new homes will be provided in the Lord Nelson Street Area.
- b) We will support qualitative environmental improvements to the wider estate area including:
 - i. Enhancing and better integrating public realm / public open space; and
 - ii. Retaining and, where possible, enhancing walking and cycling links, particularly to the metro station; and
 - iii. Improvements to communal car provision associated with the metro station.
- c) Key considerations for the developer are:
 - i. Proposals should be supported by a site specific transport assessment, with particular focus on Hudson Street, Boldon Lane, Stanhope Road and the A194.
- 8.14 There have been various housing types on the estate, but with a heavy weighting towards older persons apartments. This has created poor demand and has limited appeal to families. There are local amenities but some of these are either run-down or under-utilised. Although there are pockets of quality housing, in general the area suffers from low demand, with a number of vacant or derelict buildings. Despite this, it is well located to access local amenities, including the Tyne Dock Metro and road network to Jarrow and South Shields as well as the wider Borough and region. It is also bounded by areas of better quality housing and the newly completed Staithes development by Karbon has set a good benchmark for the area.
- 8.15 We are now embarking on a programme to cement this initial development and regenerate the wider area. This will make the most of existing assets and create a long-term, positive future for residents. We were successful in bidding within the Estate Regeneration Programme from Homes England to determine an option for the future of the estate. A masterplan has been drawn up to guide development. This identifies the Lord Nelson Street Area as the core development area with the demolition of the 126 properties and their replacement by 65 new build homes. The masterplan also identifies a range of improvements to the wider estate covering issues such as walking and cycling connectivity and public realm / open space.



WINCHESTER STREET HOUSING-LED REGENERATION SITE

Policy RG3 Winchester Street Housing-led Regeneration Site (Strategic Policy)

The area bounded by Winchester Street, the A183, the rear of Beach Road and the rear of Fowler Street, as shown on the Policies Map and Inset Map 28, is allocated for approximately 48 homes.

Key considerations are:

- i. Development should be of a quality that positively adds value to the town centre environment.
- ii. Development should be sympathetic to the setting of the listed buildings (Victoria Hall and 1, 3 & 3A. 5, 11, 21 & 21A, 23 and 29,30&31 Beach Road).
- iii. No affordable housing provision is required.
- iv. Proposals should be supported by a site specific transport assessment, with particular focus on A1018, A183, Winchester Street, Beach Road.
- 8.16 There are currently a variety of uses within this site with the predominant one being a car park. Our Regeneration team have recognised an opportunity to provide new homes in a location which will support the vitality and viability of the town centre. Although the site does not directly front onto Fowler Street, its close proximity to this High Street means that it is particularly important that the quality of the development acknowledges our positive aspirations for the regeneration of the town centre.



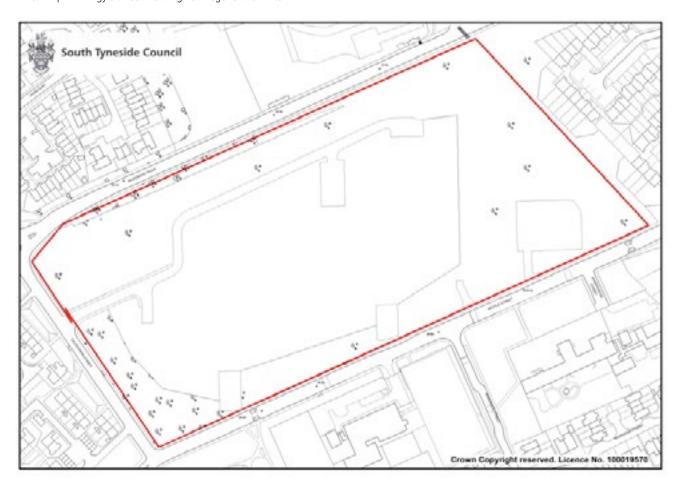
ARGYLE STREET HOUSING-LED REGENERATION SITE

Policy RG4 Argyle Street Housing-led Regeneration Site (Strategic Policy)

The area bounded by Wagonway Road, Caledonian Street and Argyle Street, as shown on the Policies Map and Inset Map 29, is allocated for approximately 100 homes.

We will support development proposals that improve the quality of the built environment and which demonstrate how the impact of development on the local wildlife value of the site will be mitigated. Key considerations are:

- i. Proposals should be supported by a site specific transport assessment, with particular focus on the A185, Station Road, Glen Street and Hedgeley Road.
- 8.17 The Argyle Street / Caledonian Street site in Hebburn is a former council housing site that has lain vacant for some 20 years since demolitions took place. It is an opportunity to provide market and affordable housing in a sustainable urban location. This needs to be balanced with the local wildlife value of the site. The site has naturally colonised with vegetation over the years and provides an ecological and accessible natural resource in an area of limited provision



CLEADON LANE MIXED-USE REGENERATION SITE

Policy RG5: Cleadon Lane Mixed-Use Regeneration Site (Strategic Policy)

The area currently occupied by Cleadon Industrial Estate, as shown on the Policies Map and Inset Map 30, is allocated for mixed use development comprising approximately 245 homes and 2.1 ha of employment land (B1 / B8).

The design and layout of residential and business development should be sensitive to their proximity to one another.

Key considerations for the developer are:

- i. The design and layout should actively seek to create and preserve, clear and defensible boundaries between the edge of the site and the Green Belt to which it is adjacent.
- ii. Formal connections to East Boldon metro station should be established.
- iii. Proposals should be supported by a site specific transport assessment, with particular focus on Station Road, Station Approach, A184, Cleadon Lane, New Road and the level crossings at East Boldon village and Tileshed Lane level crossings.
- iv. Consideration should be given to the removal of the culverted section of the watercourse.
- v Proposals should be supported by a site-specific flood risk assessment.

- 8.18 The allocation provides an opportunity to improve the quality of the built environment in this location through the redevelopment of a brownfield site for new homes whilst retaining some employment land to continue to accommodate local businesses. This industrial area is not a planned estate but rather a large cluster of industrial and warehouse buildings to the east of the Metro line at East Boldon. Although the residential component of the allocation represents a loss of employment land, the environment of the estate is not high quality and national policy states that changes in the demand for land need to be reflected in planning policies. It is important that the residential and employment uses are complimentary in order to ensure a successful mixed-use development.
- 8.19 The River Don Partnership and Feasibility Study identified as an opportunity that if Cleadon Industrial Estate was ever comprehensively redeveloped there would be an opportunity to restore the river.

Inset Map 30: Cleadon Lane Mixed Use Regeneration Site



IMPROVEMENT AREAS

8.20 An Improvement Area can be either an area which includes vacant / under-used land and where we would like to see improvements to the visual quality or an area which is important to the tourism economy of the Borough and to which there has already been improvements to the public realm to further enhance its attractiveness and which we wish to see continue.

FOWLER STREET IMPROVEMENT AREA

Policy RG6: Fowler Street Improvement Area

We will work positively with the landowners and our partners to enhance the area to the west of Fowler Street (as defined on the Policies Map). We will support a range of single or a mix of uses that accord with other policies in this Local Plan.

8.21 The area to the west of Fowler Street in South Shields Town Centre currently consists of a mix of public car parks, vacant land and a timber business. The area does not present a positive image visually. It is important that it is identified as an improvement area to highlight that we will support proposals that improve the quality of the built environment in this key gateway site.

Policy RG6 Foreshore Improvement Area

We will support:

- a) Public realm improvements and development of sporting leisure facilities at Gypsies Green, (as defined on the Policies Map); and
- b) Public realm improvements at the promenade between Colman's Seafood Temple and Trow (as defined on the Policies Map)
- 8.22 The South Shields Foreshore area is an important tourism resource. The parks and beaches represent one of the North East's premier coastal attractions and it is the key driver for our visitor economy. We have an ongoing commitment to further strengthen this vital asset to the Borough through investment in the area's public realm and facilities. This commitment has already paid dividends. For example, the Littlehaven Promenade regeneration, re-defining the northern stretch of the Foreshore. Regarding the further investment identified in the policy; Gypsies Green Stadium accommodates South Shields Harriers & Athletics Club, South Shields Velo Cycling Club and South Tyneside Football Club, and is an important facility which requires improvement. The public realm along the majority of the promenade has been improved but the promenade to the south between Colman's Seafood Temple and Trow still requires improvement.

Planning for our **Built Environment** 1511 2412 10M

CONTEXT

DESIGN

- 9.1 The character, distinctiveness and viability of successful places often lie in the quality of the built environment and public realm. Well-designed buildings, places and spaces help to create attractive environments that set a positive context for the development of successful places and sustainable, healthy communities. Design is not just about how development looks, but also how it works and how well it meets the needs of users. We are committed to achieving high quality innovative and well-designed buildings and places that respond to the distinctive character of the Borough, are inclusive, and enrich the quality of life for all those who live, work and visit them.
- 9.2 The environment of the built-up areas in South Tyneside is attractive and varied and is valued by our communities. The character ranges from the historic centre of South Shields to the distinctive but varied character of the Villages. There exists a strong link between the historic landscape and settlement and this relationship has had a clear impact on shaping the character of all the settlements throughout the Borough. Topography and tree cover also play an important role in contributing to the distinctive character of different parts of the Borough, both within settlements and in the wider countryside.
- 9.3 Good design facilitates and contributes to local distinctiveness, a sense of place, and civic pride. It improves and enhances the existing environment and helps to attract people, businesses and investment. The quality of architecture and design are both relevant to the impact that development will have on the character of the area. High quality development is designed so as to understand the context within which it is located. It is therefore critical, both environmentally and economically, that we continue to enhance the distinctive character of the towns and villages and ensure that new development positively responds to the environment rather than detracts from it.
- 9.4 The NPPF attaches great importance to the design of the built environment. It states that good design is indivisible from good planning and should contribute positively to making places better for people. It also states that Local Plans, including Neighbourhood Plans, should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. It adds that such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics.

OUR STRATEGIC APPROACH FOR THE BUILT ENVIRONMENT

Policy D1: Our Strategic Approach for the Built Environment (Strategic Policy)

We are committed to achieving high quality, safe, sustainable and inclusive design in all developments and will encourage development that maintains and enhances the Borough's distinctive natural and historic character.

9.5 Securing good design is central to good planning and it is essential that new schemes are built to appropriate design and layout standards in order to protect and enhance the quality and value of our environment.

Policy D2: General Design Principles (Strategic Policy)

We will supported proposals where the applicant can demonstrate that proposals:

- a) Are sustainable in design and construction, incorporating best practice in resource management and climate change mitigation and adaptation, and have particular regard to BREEAM or its successor;
- b) Convey sensitive consideration of their surroundings, and where possible enhance local setting and reinforce local identity, having particular regard to character and appearance, scale and proportions, alignment, form, use of materials and architectural detailing;
- c) Respect building lines, frontages, plot sizes and patterns, building heights, storey heights and massing;
- d) Make provision for soft and hard landscaping, including the planting of trees and shrubs, earthworks, boundary treatments and surfacing, with full consideration being given to its future management and maintenance and the need for landscape measures that are appropriate and resilient. Where trees are present on a proposed development site, the landscaping scheme should make provision for the retention of existing trees, recognising their existing habitat, that are important by virtue of their significance within the local landscape. The latest arboricultural and silvicultural standards in respect of any tree works or development near to trees will need to be complied with;
- e) Where the loss of mature trees is outweighed by the benefits of a development, those trees lost shall be replaced with new semi-mature trees of a commensurate species, scale and form;
- f) Incorporate high quality landscape design (including public art, where appropriate) with full consideration given to future maintenance;
- g) Integrate well with the surrounding streets and open spaces, improving movement through the site and wider area with direct, accessible and easily recognisable routes and contribute positively to the street frontage, and minimises the amount of blank and inactive frontages;
- h) Are inclusive and accessible for all in accordance with the principles of Lifetime Neighbourhoods, having particular regard to the needs of an ageing population;
- i) Promote health and wellbeing;
- j) Be secure and designed to minimise crime, fear of crime and antisocial behaviour;
- k) Carefully integrate building services and equipment into the overall design;
- Take advantage of the opportunities available for improving the character and quality of an area and the way it functions; and
- m) In terms of regeneration, support the removal of poor townscape and its replacement by development of an improved quality and scale.

PROMOTING GOOD DESIGN WITH NEW RESIDENTIAL DEVELOPMENTS

Policy D3: Promoting Good Design with New Residential Developments (Strategic Policy)

With regard to new housing developments, and in line with the principles of the Design Council's Building for Life 12 or its successor, we believe that new housing should be attractive, functional and sustainable. Therefore, in addition to the broader design requirements of Policy D2, we will therefore expect major applications to demonstrate that their proposals achieve the place-making essentials required to provide everything that should be expected of a new community and also encourage developers to seek the Built for Life quality mark or its successor.

Proposals for new homes should:

- a) Respond to natural features and provide gardens and other open space;
- b) Where appropriate, incorporate outdoor amenity space, such as gardens and balconies;
- c) Be designed to ensure the provision of sufficient privacy, minimisation of overlooking between surrounding dwellings and orientation of buildings to maximise sunlight and daylight;
- d) Consider design for adaptation so that properties can accommodate occupants' changing needs and lifestyles; and
- e) Have regard to SPD 9: Householder Developments or any successor document.

ALTERATIONS AND EXTENSIONS TO RESIDENTIAL BUILDINGS

Policy D4: Alterations and Extensions to Residential Buildings

Where planning permission is required, proposals involving alterations and extensions to existing buildings must demonstrate that they are compatible with the character of the original building in terms of design, layout, size, bulk, mass, height, choice of materials and position.

Regard should be had to SPD 9: Householder Developments or any successor document.

- 9.6 The design of our built environment can affect our health our psychological and physiological well-being and can have long-term implications for quality of life. Good design should not be limited to the appearance of building and setting but should also consider the wellbeing of the end user.
- 9.7 There will be occasions when a site is considered to be so important in terms of its location within a town or village, that it will warrant special attention with regards to design. These sites will have a wide reaching impact and influence on the wider visual or historic environment of a town or village. We will wish to ensure that any development on such a site conforms to an agreed set of principles, unique to that site. On those occasions, and in order to speed up the planning application process, applicants will be encouraged to agree, at pre application stage in the planning process, a site-specific design brief. This will form part of the normal collaborative process between the applicant and the Local Planning Authority.
- 9.8 Applicants are advised to contact us early in the application process to enter into discussions regarding these sites. If there have been no pre-application discussions, then at the earliest opportunity during the application determination process, the relevant officer will set out the design parameters we expect for the site. This should be agreed with the developer. We will support, on design grounds, development that complies with that brief.

SUSTAINABLE CONSTRUCTION

9.9 As part of our commitment to achieving sustainable development and promoting the economic and social wellbeing of the Borough, we need to ensure that there is effective protection of the environment and prudent use of natural resources. To do this we need to assess the environmental impacts of development and take action to ensure that sustainable development objectives are met.

- 9.10 The design of developments should maximise the potential to use innovative construction technologies, pre-fabrication elements and sustainable materials alongside the use of recycled materials. Innovation is an important design element as it raises the standard of a development scheme by enhancing its performance, quality and aesthetics, resulting in its desirability, longevity and status. Innovation need not be limited to one-off developments.
- 9.11 Applying Building Regulations Part L: the Principles of Sustainable Construction will ensure that new developments achieve high standards of environmental performance which address: energy/water consumption, environmental impact of materials, waste, surface water run-off, pollution, construction management, ecology and occupant health and wellbeing.

BUILDINGS

- 9.12 The design, position and rhythm of windows and doors can contribute or detract from the overall appearance of the building and the character of an area. We will encourage applicants at an early stage of the design process to give careful consideration to the detailing of the overall design.
- 9.13 Roof-form plays an important role in creating and contributing to the visual character of an area and in some instances their visual prominence creates local landmarks or frames designated views. When considering the pitch, shape and materials of roofs, care should be taken to ensure that design is of high quality and appropriate to neighbouring buildings.
- 9.14 Applicants should carefully consider the position and aspect of habitable rooms, gardens and balconies, and avoid windows facing each other where privacy distances are too tight.
- 9.15 Private outdoor amenity space including gardens, balconies and roof terraces can add significantly to resident's quality of life. These spaces need to have regard to the residential amenity of neighbours.
- 9.16 The quality of materials can play an important role determining whether the integrity of the design concept is realised. The choice of materials and the quality of craftsmanship is vital to the overall success of the development in terms of function and appearance.
- 9.17 Building facades should be designed to provide active frontages and respond positively to the street. Active frontages add interest and vitality to public spaces.
- 9.18 Servicing equipment such as plant, utility boxes, ventilation systems (including heating and cooling), lift, mechanical equipment, fire escapes and rainwater goods form an integral part of the operational components of a building. Their early consideration in the design process can enable them to be incorporated within the building envelope without compromising the integrity of the design concept.
- 9.19 Waste storage and recycling facilities should be integrated into new developments, in locations within the site that are accessible to all. In particular, consideration must be given to vehicle access to empty wheelie bins.
- 9.20 The flexibility of a building or elements of its design can allow it to continue to be used efficiently despite changes in operational requirements, whereas an inflexible building might become unusable. Flexibility might include active flexibility, such as moveable partitions, but can also include the provision of features that are inherently flexible, such as multi-use spaces, open plan as opposed to cellular offices, large floor-to-ceiling heights and high-capacity service voids. It might also include broader characteristics such as the room's ability to expand or to use a range of different energy sources.
- 9.21 Regard should be had to Supplementary Planning Document 9: Householder Developments, which provides guidance for anyone wishing to extend or alter their house or proposing to develop land within the boundaries of their property.

ACCESSIBLE ENVIRONMENTS

9.22 Good access and well-designed legible places benefit everyone and new buildings and spaces should be inclusive and accessible to all. Development proposals should be able to demonstrate how the principles of inclusive design have been integrated into the proposed development and how inclusion will be maintained and managed.

- 9.23 The challenges presented by our ageing population are many. "Lifetime Neighbourhoods" sets out the main components of a lifetime neighbourhood: supporting older people as participants in developing neighbourhoods, access, services and amenities, the built and natural environment, social networks and well-being, and housing. It includes examples of good practice from across the UK.
- 9.24 The neighbourhoods we live in and our connectivity to others are as important as our homes when it comes to quality of life in later life. There is good evidence about the positive association between neighbourhoods; health and wellbeing. An age-friendly neighbourhood can provide us with opportunities to exercise, socialise and have contact with nature.
- 9.25 In association with Policy H11, we will proactively engage with housing developers to support the delivery of well targeted and considered housing proposals. Sensitive and well-designed homes aimed at people with complex care needs and/or people living with dementia can be a highly effective housing alternative to registered care and this in turn can manage more effectively the delivery of, or reduce demand for, social care. We also need to make best use of the existing housing stock in order to support people n their own homes and allow them to remain in their communities. The adaptation of existing buildings should respond to access needs whist ensuring that alterations are sympathetic to the building's character and appearance.

PUBLIC REALM

- 9.26 A well-designed, cared for and high quality public realm plays an important role in reinforcing South Tyneside as a welcoming, safe and accessible place.
- 9.27 Most proposals include an element of public realm. This can range from large scale public realm improvements such as the design of hard and soft landscaped areas (including footways) throughout a site or smaller scale public realm improvements.
- 9.28 Where public realm improvements are necessary as part of a proposal, these should result in a high quality public realm that is usable, permeable, uncluttered, legible and accessible. Routes should be direct, safe and attractive for walking and cycling.
- 9.29 For larger developments a balance will be sought between private, semi-private and public open space, which includes allotments, sports facilities, children's play area provision and natural open space provision. We will seek the provision of larger areas of multifunctional green space as a preference to multiple smaller areas where appropriate. Open space should be designed as part of a wider network of green infrastructure throughout the Borough.

LANDSCAPE

- 9.30 The character of a place can be significantly affected by the quality of the landscape and the way it is maintained. Sensitively designed landscape can enrich and reinforce existing wildlife habitats and improve the ecological value of sites and their surroundings. We consider landscape as an integral part of all development and proposals should be accompanied by plans detailing all existing and proposed hard and soft landscaping affected by or to be incorporated into the scheme.
- 9.31 New development should respond to any existing natural assets and its surroundings, such as topography and vegetation. New developments and alterations to existing buildings should demonstrate that existing natural habitats have been incorporated into proposals.
- 9.32 Trees are particularly important as habitats in their own right, and for the contribution they make to character and distinctiveness. Their significance may be as a result of their size, form and maturity, or because they are rare or unusual. Younger trees that have the potential to add significant value to the landscape character in the future should be retained where possible. The retention of trees should be reflected in the proposed development layout, allowing sufficient space for new and younger trees to grow to maturity, both above and below ground. Where existing trees are felled prior to permission for development being sought, we may require replacement planting as part of any permission granted. The type and quantity of trees should also be considered with regard to a changing climate and the need to provide mitigation for that change.

LIGHTING

- 9.33 Lighting plays an important role in creating the perception of safe and welcoming place for people to use and interact with. A well-designed lighting scheme can improve the Borough's image and if creatively implemented can give dimension to a building and the landscape surrounding it.
- 9.34 Architectural lighting is most effective when used to highlight a few structural elements rather than flooding every surface with light.

HOUSING

- 9.35 We will support residential developments that are designed and built to create high quality homes. We will seek to ensure that residential development, both new build and change of use:
 - Is self-contained and has its own secure private entrance;
 - Has good ceiling heights and room sizes;
 - Is dual aspect except in exceptional circumstances;
 - Has good natural light and ventilation;
 - Has good insulation from noise and vibration;
 - Has a permanent partition between eating and sleeping areas (studio flats are acceptable where they provide adequate space to separate activities);
 - Incorporates adequate storage space;
 - Incorporates outdoor amenity space including balconies or terraces; and
 - Is accessible and adaptable for a range of occupiers.
- 9.36 The suitability of the housing stock is of critical importance to the health and wellbeing of individuals and the capacity of public services to sustainably support healthy ageing over the long term.
- 9.37 The 16 "Lifetime Homes" design criteria make up the technical standard seeking to enable all housing to be convenient for a wide range of people, and also introduce some adaptability into the housing layout and design, so that simple adaptations can be carried out so that the house can re-adapt to suit any changing needs of the household.

HEALTH

9.38 The way an area is designed and managed can have a significant impact on people's quality of life, health and wellbeing. Planning plays a key role in promoting good physical and mental health by creating streets, spaces and buildings which allow and encourage healthy lifestyles. Architecture and design can affect human health through the quality and design of buildings and spaces, access to open space and nature, air quality, noise, opportunities for active transport such as walking and cycling, crime reduction and social cohesion.

SHOPFRONTS

Policy D5: Shopfronts

Proposals for new Shopfronts or alterations to existing shopfronts should respect the character of the building on which they are located and their surroundings, as well as the wider street, in terms of design, colours, materials, lighting, and location. Features that positively contribute to the character of the building and street should be retained and, where possible, restored.

Shopfront proposals shall have regard to the following criteria:

- a) Where a shop occupies multiple units, shopfronts will not run in a continuous horizontal line across the different unit façades. The fascia and the shop windows should be broken up to ensure the features of each unit are not lost;
- b) Fascia boards should be lower than any first floor windows, and reflect the predominant height of existing fascia boards on surrounding buildings, where appropriate;
- c) Canopies and blinds over windows and entrances should only be for the shading of the shop and should be retractable; and
- d) Shopfronts should present an active frontage to the street at all times. Where security is essential, internal or perforated shutters will be encouraged.
- 9.39 Shopfronts are usually the main advertisement for retailers and when designed well can attract shoppers and encourage them to stay and spend money. Shops are also seen as part of the wider street scene, rather than in isolation, and a high quality environment can attract other businesses and encourage people to live in the area.
- 9.40 Responding to and where appropriate reinforcing local context is important in all shopfront development proposals. The overall composition of multiple shopfronts is often of greatest importance, and features such as stallrisers, pilasters and fascia boards can contribute to the character of the building as well as to the streetscape, and should be retained where they already exist. Such features should be included in new shopfronts where they are part of the character of the street. Fixed canopies can obscure such features and are usually inappropriate. Merging of traditional shopfronts can negatively affect the pattern of the street, and, where shop units are combined, the pattern can be maintained by having a gap in the fascia boards and a strong separation between the exterior of the two units by a pilaster or a column.
- 9.41 Security is an important consideration and we do not seek to hinder the ability of businesses to protect their property. However, in recent years, many shopfronts have been secured by external, solid roller doors. These are often a cheap and easy solution for security, but have detrimental effects on the shopfront and streetscape, presenting a blank wall to pedestrians and reducing natural surveillance. The housings can also look unsightly when shutters are open. Other methods of security, such as lattice grilles, internal shutters and expandable gates on recessed doors are considered more appropriate as they still provide the necessary security but also create a more open frontage and allow light spillage after dark.
- 9.42 In recent years, there have also been a number of cases where shop windows have been obscured by opaque material, which can have a negative effect on the vitality of the whole street and is not appropriate. This can sometimes be a result of how the interior of a shop is laid out. Shopfronts should remain active during both the day and night.

Policy D6: Advertisements

Advertisements should respect the building or structure on which they are located and/or their surroundings and setting in terms of size, location, design, materials, colour, lettering, amount and type of text, illumination and luminance, and should not have a detrimental effect on public safety. The cumulative impact of adverts will be taken into account, and a proliferation of advertisements that detrimentally affects visual or aural amenity or public safety will not be acceptable. Advert proposals shall have regard to the following criteria:

- a) Advertisements should not obstruct windows or any other sign already located on the building, or significant architectural features such as cornices or scrolls;
- b) In sensitive locations, where a shop or business occupies more than one adjacent unit and each unit has its own distinct identity, the advertisement should not run between the shopfronts;
- c) Advertisements on listed buildings or in Conservation Areas should respect or enhance the building or area, and will respect the key features of the historic asset;
- d) Advertisements should not reduce visibility for users of the highway or accesses onto the highway;
- e) Illumination should not detract from the amenity of the area or pose a safety hazard to users of the highway; and
- f) Advertisements should not obscure the sight lines of cameras installed for public safety.

Proposals for digital advertisements will be considered against whether the proposal would adversely affect public safety and the amenity. Proposals should have regard to:

- g) The character and appearance, and heritage significance, of designated and non-designated heritage assets and their settings; and
- h) The cumulative impact on the townscape.

Regard should be had to the shopfront guidance contained within SPDs 14, 15 and 19.

- 9.43 Advertising is closely associated with urban life and can be one of the most dominant elements of the environment. In the right context advertisement hoardings can enhance the appearance and vitality of an area. However, where they are poorly designed or located and where too many signs have been installed they can cause considerable damage to visual amenity by cluttering the built environment and detracting from the quality of the area.
- 9.44 The Town and Country Planning (Control of Advertisement) Regulations 1987 (as amended) dictates how advertisements are regulated (insert hyperlink) and what the planning considerations are when assessing applications for advertisement consent.
- 9.45 Digital adverts are by design visually prominent and attention grabbing with their illuminated images, especially when they are large in size. They are not suitable for locating in some areas.
- 9.46 When assessing proposals for advertising hoarding, we will expect signs and their supporting structures to be of a high quality architectural design that positively enhances its setting. Proposals must therefore be able to demonstrate that they;
 - Are designed not to harm the public realm;
 - Can demonstrate that the rear of the signs are well designed, where applicable;
 - Do not harm the special character of heritage assets and other visually attractive parts of the Borough; and
 - Ensure the location and size of hoardings does not harm amenity or conflict with public safety.



Planning for our heritage assets



CONTEXT

- 10.1 The historic environment includes all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, landscaped and planted or managed flora. It includes archaeological sites, historic landscapes, ruins, standing buildings, parks and gardens, semi-natural environments such as wood, heath and moor, or historic land uses such as industry, farming, defence, communications and tourism.
- 10.2 The historic environment is not just about the past, it is also about the present and the future. It can contribute to our quality of life by giving people a sense of place and identity. Our historic environment gives the Borough a unique competitive advantage, attracts people to live and stay; businesses to invest; and tourists to visit it essentially plays a significant role in driving our growth. We recognise the contribution our historic natural and built environment can make to meeting our local economic growth ambitions and, therefore, recognise the importance of its successful management.
- 10.3 We have some of the finest heritage assets which include: Arbeia Roman Fort, part of the Frontiers of the Roman Empire World Heritage Site; remains of the area's mining history; the Foreshore with its evidence of maritime heritage; Souter Lighthouse and The Leas; the Anglo-Saxon Jarrow Monastery and adjacent Jarrow Hall and Anglo-Saxon Farm and Bede Museum. These (and others) are of value locally, nationally and internationally, and have significant benefits to the Borough's economy through tourism and the heritage they portray. Their maintenance, enhancement and management are critically important. This cannot be done single-handedly; they should be approached strategically, holistically and delivered jointly. Therefore, we must take a collaborative approach working with heritage owners and partners, including national agencies, to succeed.
- 10.4 Our heritage assets and the protected buildings, structures and areas currently comprise:
 - 1 World Heritage Site;
 - 11 Conservation Areas;
 - 191 Listed Buildings (accounting for 272 individual buildings);
 - 1 Historic Parks and Gardens (consisting of three individual parks);
 - 5 Scheduled Monuments; and
 - 192 Locally Significant Heritage Assets (Local List)
- 10.5 The NPPF paragraph 185 states that "Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats". All information requirements and assessment work in support of plan-making and heritage protection needs to be proportionate to the significance of the heritage assets affected and the impact on the significance of those heritage assets. At the same time, those taking decisions need sufficient information to understand the issues and formulate balanced policies.
- 10.6 The Policies Map illustrates the locations of the Borough's World Heritage Site, Conservation Areas, Historic Parks and Gardens, and Scheduled Monuments. Historic England's National List for England www.historicengland.org.uk/listing/the-list provides details of all nationally designated heritage assets, whilst our Local List can be viewed here www.southtyneside.gov.uk/article/36268/South-Tyneside-s-Local-List. These lists are regularly reviewed and updated.
- 10.7 Development proposals which affect the historic environment will need to sustain the Borough's local distinctiveness and character by safeguarding, conserving and enhancing designated and undesignated heritage assets and their settings.

OUR STRATEGIC APPROACH FOR OUR HERITAGE ASSETS

Policy HE1: Our Strategic Approach For Our Heritage Assets (Strategic Policy)

We will support development proposals that protect, preserve and, where appropriate, enhance the Borough's varied historic, and architectural character and heritage, visual appearance and contextual importance of our heritage assets and their settings.

The Borough's heritage assets should also be recognised for their contribution to our cultural identity and tourism offer. Development proposals should make a positive contribution to strengthening link between culture and the historic environment.

Every effort will be made to put heritage assets to viable uses consistent with their heritage significance.

10.8 An early understanding of the character and the value of the historic environment prevents conflict and maximises the contribution historic assets make to future economic growth and community well-being. In short, a well-cared for and managed historic environment improves everybody's quality of life.

HERITAGE-LED REGENERATION

- 10.9 Heritage-led regeneration encourages public and private sector investment both by retaining businesses in an area and by providing an incentive to relocate to it. Understanding how places change, what makes them distinctive and the significance of their history is the key to regeneration. The historic environment is part of successful regeneration because it contributes to:
 - Investment: historic places attract companies to locate, people to live, businesses to invest and tourists to visit. Market values in historic areas are generally higher than elsewhere;
 - Sense of place: people enjoy living in historic places, creating greater community cohesion;
 - Sustainability: re-use of historic buildings minimises the exploitation of resources; and
 - Quality of life: the historic environment contributes to quality of life and enriches people's understanding of the diversity and changing nature of their community.
- 10.10 Acting at the interface of the statutory planning process, conservation and heritage management can help to support and ensure that local plans and strategies properly capture the contribution that the local historic environment can make to the success of an area. Heritage can have a profound effect on how people view the place in which they work and live. It can:
 - Act as a cornerstone for regeneration projects;
 - Underpin local employment and attract investment; provide distinctive and vibrant retail environments;
 - Create greater community cohesion and social inclusion; and
 - Offer a local educational resource.
- 10.11 We are producing a Heritage Strategy which will contain a positive and proactive strategy for South Tyneside in line with national guidance. It will include:
 - An overview of the benefits that South Tyneside's heritage brings,
 - The features which contribute to South Tyneside's towns and villages,
 - Action Plans for heritage which is at risk, or vulnerable of becoming so, including identifying opportunities for enhancement, and
 - Identifying opportunities for funding to help enhance heritage assets and their settings.
- 10.12 We will also seek opportunities to improve the historic environment, heritage assets and their settings through the use of planning conditions and, where appropriate, Section 106 agreements.

WORLD HERITAGE SITES

Policy HE2: World Heritage Sites

Proposals affecting the Hadrian's Wall World Heritage Site defined on the Policies Map will be encouraged to conserve, promote and enhance its Outstanding Universal Value, including the authenticity, integrity and significance of its attributes, and support its management and protection. Development within the buffer zone (defined on the Policies Map and Inset Map 31) and setting should have regard to the impacts on those values, including views into and from the Site.

Development proposals likely to have an impact on the Hadrian's Wall World Heritage Site or its setting will be permitted only where it can be demonstrated that the scheme will conserve those elements which contribute towards its outstanding universal value. Development that would cause substantial harm to the significance of the World Heritage Site will be allowed only in wholly exceptional circumstances. Regards should be had to The Hadrian's Wall World Heritage Site Management Plan, which provides additional guidance for development and conservation within the Site and the Buffer Zone

10.13 World heritage sites are classed as Article 2.3 land in the General Permitted Development Order, which limits permitted development rights. World heritage sites are classified as "sensitive areas" for the purposes of the Environmental Impact Assessment Regulations.

Inset Map 31: Hadrian's Wall World Heritage Site and Buffer Zone



Policy HE3: Development Affecting Designated Heritage Assets (Strategic Policy)

Applications involving heritage assets, whether designated or non-designated, must include an adequate description of the significance of those heritage assets affected. The level of detail required should be appropriate to the asset's importance and sufficient to understand the potential impact of the proposal on its significance and/or setting.

Proposals that help to ensure a sustainable future for our heritage assets, especially those identified as being at greatest risk of loss or decay, will be supported. Applicants will be actively encouraged to remove harmful additions and reinstate features that have been lost.

Alteration, Extension Or Change Of Use

Development involving the alteration, extension or change of use of a designated heritage asset or construction of any structure within its curtilage will only be permitted if the proposal:

- a) Preserves or enhances its significance as a heritage asset;
- b) Protects existing historically significant hard and soft landscaping, including trees, hedges, walls, fences and surfaces;
- c) Retains historic plot boundaries and layouts; and
- d) Ensures the sensitive and viable use of the building.

Setting

Any development affecting the setting of a designated heritage asset will only be permitted if the proposal:

- e) Preserves or enhances, or better reveals, its significance as a designated heritage asset;
- f) Protects its immediate setting including the space(s) around the building and the historically significant hard and soft landscaping, including trees, hedges, walls, fences and surfacing; and
- g) Retains historic plot boundaries and layouts.

Harm

Where a development will lead to substantial harm or total loss of a designated heritage asset, permission will not be granted unless it can be demonstrated that all of the following apply:

- h) The nature of the designated heritage asset prevents all reasonable uses of the site;
- i) No viable use of the designated heritage asset can be found in the medium term that will enable its conversion;
- j) Conservation by grant funding, or some form of charitable or public funding, is demonstrably not possible; and
- k) The harm or loss is outweighed by the public benefit of bringing the site back into use.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, it will only be permitted where that harm is outweighed by the public benefits of the proposal, including securing its optimum viable use.

Where it is appropriate to grant consent for demolition, there shall be a condition, or legal agreement, to ensure that demolition shall not take place until a contract for the carrying out of works for redevelopment has been signed and planning permission for those development works has been granted. There may be exceptional cases where this would not be appropriate, for example because the demolition in itself would give rise to a positive effect on the character or appearance of the area.

10.14 The advice of suitably qualified persons should be sought by applicants in relation to proposals which are likely to affect heritage assets or their settings. A written heritage statement prepared by a suitably qualified person must accompany all applications that affect designated and non-designated heritage assets or their settings, to detail how its significance has been taken into account. Through the heritage statement, applicants should show that they understand the significance of the heritage asset and how the changes proposed might impact on it. Sources of information which can be consulted to help find out about the value of a heritage site are varied. They include the Tyne and Wear Historic Environment Record, local libraries and archives and property deeds. For complex or challenging buildings, we would strongly advise the use of a Conservation Accredited Architect.

CONSERVING AND ENHANCING HERITAGE ASSETS

- 10.15 A 'heritage asset' is defined by the NPPF as "a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest". Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing). A Designated Heritage Asset is defined by the NPPF as: a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation. There are also a number of non-designated heritage assets within the Borough, which although not designated, do positively contribute to the historic environment. Any proposals which would affect non-designated heritage assets should be assessed by carefully weighing the loss or harm caused to the heritage asset against its significance.
- 10.16 Heritage assets, designated and non-designated, are irreplaceable, so any harm or loss will require clear and convincing justification. Heritage policies seek to ensure that the Borough's listed buildings, monuments, archaeological sites, landscapes and areas of historic and built heritage significance are preserved and enhanced so that they can continue to make an important contribution to the environment, economy, quality of life and lifelong learning for this and future generations.

SCHEDULED MONUMENTS

- 10.17 South Tyneside currently has five Scheduled Monuments, protected through the Ancient Monuments and Archaeological Areas Act 1979:
 - Marsden Lime Kilns;
 - Roman Fort, South Shields;
 - St Paul's Monastery, Jarrow;
 - Village of Jarrow; and
 - Lizard Lane Heavy Anti-Aircraft Battery.
- 10.18 To avoid the possibility of damaging a Monument, and therefore carrying out unlawful works, applicants are strongly advised to consult with Historic England in the early planning stages of any intended works.

REGISTERED PARKS AND GARDENS

10.19 Registered Historic Parks and Gardens are designated by Historic England in recognition of their special historic interest. Such places are an important, distinctive and much cherished part of our inheritance and we have a duty to care for them. Three separately named parks make up South Tyneside's only entry on this Register: North and South Marine Parks and Bents Park. Local Planning Authorities have a duty to consider the impact of any proposed development on the Parks' special character in line with the NPPF.

LISTED BUILDINGS

- 10.20 Listed Buildings are protected through the Planning (Listed Buildings and Conservation Areas) Act 1990. The Act creates special controls for the demolition, alteration or extension of buildings, objects or structures of particular architectural or historic interest. Buildings are listed in their entirety, which means that there will be extra control over what changes can be made to a building's interior and exterior and includes any object or structure included within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1st July 1948. This means that fixtures and fittings (e.g. plasterwork, chimney pots, panelling and fireplaces), outbuildings, boundary walls, and even stone setts can fall within the listing. Historic England's "Listed Buildings and Curtilage" provides additional guidance.
- 10.21 Some parts of a listed building may be more important, or significant, when considering applying for listed building consent. Demolition, alteration or extension of a listed building in such a way that is likely to affect its special architectural or historic interest is only allowed with the consent of the Local Planning Authority. All likely adverse consequences of development, including physical development such as street furniture and advertising within the street or on frontages immediately adjoining the listed building, will also be critically examined. The intention is not to ensure that listed buildings are frozen in time, but to ensure that changes are well informed and intelligently managed so that listed buildings can sustain their heritage value.

CONSERVATION AREAS

- 10.22 Conservation Areas represent some of our most significant areas of architectural and historic interest. Development in Conservation Areas will be carefully controlled and appropriate layout, design, materials and detailing will be necessary. It will be important to assess the impact of the design and layout of new development on the Conservation Areas so we will require developers to submit full design details as part of their planning submissions. In many Areas, Article 4 Directions have been introduced to give extra protection. This means that in these areas even minor alterations, for example constructing a porch, replacing windows or re-roofing, could require planning permission.
- 10.23 Part of the character of many of the Conservation Areas derives not only from the heritage assets but also from their open spaces and special relationships. Spaces which individually or collectively provide for attractive vistas, or settings to buildings or features, or have a particular historic or landscape importance, will be protected.
- 10.24 Conservation Area Management Plans are in place for all eleven of our conservation areas, supported by Character Appraisals and can be viewed here www.southtyneside.gov.uk/article/36256/Character-appraisals-and-management-plans. They provide detailed guidance to assist in the positive management of Conservation Areas through preservation and enhancement. These documents will be kept under review and will be used to inform the appropriate management of our conservation areas. Proposals for development affecting a Conservation Area should preserve or, where appropriate, enhance those elements that have been identified as making a positive contribution to its character and special architectural or historic interest. These elements may include buildings, boundary features, other structures, landscape features, open spaces and the setting. Where proposals would lead to harm of Conservation Areas the harm will be assessed as either substantial or less than substantial based on the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

ARCHAEOLOGY

Policy HE4: Archaeology

Development that would affect a known or potential archaeological site, whether designated or non-designated, would require the results of a desk-based assessment to be submitted as part of the planning application. An archaeological evaluation may also be required to identify the most appropriate course of action. Proposals on sites where archaeological interest has been established by a previous find recorded in the Historic Environment Record will not be determined until the potential impact of the proposed development on archaeological deposits and remains has been adequately assessed and evaluated, and any adverse impacts will be avoided, minimised or mitigated. In the absence of adequate information, applications will be refused.

Opportunities for information gain and investigations as part of proposed development will be maximised and added to the Tyne & Wear Historic Environment Record.

- 10.25 We will ensure important archaeological sites, whether scheduled or not, are protected from inappropriate development. Through the Tyne and Wear Historic Environment Record, we aim to maintain details of all known sites of archaeological interest in the area, including finds, landscapes, buildings and other aspects of the historic environment. In addition, it contains information on past research and investigations. Applicants are advised to check to see whether their site may contain archaeological remains: www.twsitelines.info There are currently over 2,000 entries within South Tyneside but these records are constantly being updated and the latest information on the existence of previous finds can be obtained from the Tyne and Wear County Archaeologist.
- 10.26 Archaeological remains are a finite and non-renewable resource which can be readily damaged or destroyed by development. Where development is likely to affect sites of known or possible archaeological interest, an archaeological evaluation may be required, the scope of which we will agree in consultation with the County Archaeologist. This will help to establish the significance of any archaeological remains prior to determination of any planning application. Where appropriate, planning conditions and planning obligations will be used to secure measures (such as preservation in-situ, excavation, a watching brief, recording and publication) to ensure that the development is acceptable in planning terms.
- 10.27 Where a development affecting an archaeological site is permitted, we will seek to preserve the remains either 'in situ' or by record. The former may be achieved through the design of the development while the latter may be achieved by the developer making appropriate and satisfactory provision for the excavation, recording and reporting of the remains. An archaeological evaluation may be required to identify the most appropriate course of action.

NON-DESIGNATED HERITAGE ASSETS

Policy HE5: Development Affecting Non-Designated Heritage Assets

Development will be expected to conserve and, where possible, enhance the character, appearance and setting of non-designated heritage assets. Proposals that manage development in such a way that sustains or enhances the significant of heritage assets and their settings will be supported.

Proposals that could affect previously unrecognised heritage assets will be expected to provide sufficient information for any impact to be assessed.

In determining applications that would result in substantial harm to, or the total loss of, a non-designated heritage asset or its setting, applicants will be required to demonstrate that the public benefits of the development would outweigh any harm or loss of the heritage asset, based on its significance.

Where a development site has the potential to include heritage assets with archaeological interest, an appropriate desk-based assessment and, where necessary, field evaluation, will be required to allow any impact to be assessed.

"The South Tyneside List of Locally Significant Heritage Assets" recognises non designated heritage assets so that they can be properly considered when development proposals are submitted to the Local Planning Authority. This Supplementary Planning Document provides detailed guidance for those wishing to carry out development. This list is not exhaustive and there will be other buildings, structures or spaces that are not currently on the list but may nevertheless contribute to heritage significance and local distinctiveness. As a starting point, applicants are advised to consult the "Tyne and Wear Historic Environment Record". Every effort will be made to regularly review the our Local List.

HERITAGE AT RISK

Policy HE6: Heritage At Risk

We will work proactively with owners of heritage assets to remove buildings, monuments and conservation areas from the Heritage at Risk register, encouraging sustainable reuse of buildings where appropriate, and sympathetic repair. We will work proactively with owners to minimise heritage assets becoming at risk.

To bring about repairs to heritage at risk we will consider a range of discretionary measures including:

- a) Serving a Repairs Notice;
- b) Serving an Urgent Works Notice; and
- c) The use of new and/or the enforcement of existing Article 4 Directions to positively manage the historic environment in conservation areas.
- 10.29 Historic England's "Heritage At Risk Programme" was launched in 2008 as a way of understanding the overall state of England's historic sites. In particular, the programme identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development.
- 10.30 Since 1998 Historic England have kept a national register of Grade I and II* Listed Buildings, and recently expanded the register to include other heritage assets such as Conservation Areas, Registered Parks and Gardens, Registered Battlefields and Scheduled Monuments that are considered to be 'at risk'.

- 10.31 We have maintained its own Grade II Listed Buildings at Risk Register since 2000 and recently partnered with Historic England and the North of England Civic Trust to deliver an ambitious programme to resurvey the Borough's Grade II Listed Buildings. The aims and objectives of the project were to gain a sound understanding of condition and vacancy. The data is being used to identify possible solutions and strategies to bring at risk and vulnerable properties back into good condition. More detail can be found in the "South Tyneside Grade II Listed Buildings at Risk" report.
- 10.32 There is no distinct pattern to the type of building or the nature of the threat, but several of the entries relate to boundary walls and the majority are structures which are not capable of beneficial use.
- 10.33 When the surveys were carried out, 13 properties were identified as being At Risk. However, since then we have undertaken repairs to the following:
 - Boundary wall immediately to south of Church of St Peter, Harton
 - Jubilee Memorial, Ocean Road (also known as Wouldhave Memorial)
- 10.34 We have also removed vegetation from the Tomb in the grounds of St Nicholas Church in West Boldon, which was damaging the stone joints and will continue to work with owners of listed buildings to encourage their appropriate management and repair.
- 10.35 We will also encourage local communities seeking grant funding from external sources with a view to targeting improvements towards those heritage assets identified as being at risk or vulnerable to risk.
- 10.36 Where buildings are left in an underused and poor condition, there are some discretionary powers available to us, as Local Planning Authority, to seek to remedy the situation. These include:
 - Urgent Works Notice
 - Repairs Notice
- 10.37 The first step is always to negotiate with owners and offer practical advice before taking any formal action. Historic England's Guide to Enforcement provides detailed guidance on the use of measure outlined, which are outlined in the 1990 Planning (Listed Buildings and Conservation Areas) Act.
- 10.38 A number of Conservation Areas have also been identified as At Risk, largely due to cumulative alterations which have had an impact on the character and appearance of our conservation areas. Whilst there is detailed guidance on the preservation and enhancement of these areas contained within the Conservation Area Management Plans, many alterations do not require formal consent and owners often choose not to seek advice. Common alterations include the installations of PVCu windows and doors, the demolition of original boundary walls to create parking areas in gardens, and the addition of poorly designed porches. Where it is felt that the exercise of permitted development rights would harm local amenity, the historic environment or the proper planning of a conservation area, we will consider introducing additional Article 4 Directions in order to remove certain permitted development rights. Whilst the use of these Directions does not give the Local Planning Authority powers to require lost features to be reinstated, owners can be given practical advice that will allow them to make the most appropriate changes to their properties. By way of support and assistance, we have produced the following:
 - South Tyneside Listed Buildings: A guide for owners and occupiers;
 - South Tyneside Living in a Conservation Area: A guide for residents; and
 - South Tyneside Repair and Maintenance of Traditional Buildings.
- 10.39 Article 4 Directions affect hundreds of properties throughout the Borough and have been, and will continue to be, successful in preventing alterations which would have a detrimental impact on the character and distinctiveness of our most valued townscapes.

Planning for our natural environment



CONTEXT

11.1 The natural environment is one of the Borough's greatest assets and is highly valued by residents and visitors alike, it is rich in internationally, nationally and locally designated sites, as well as those without formal designation. Protecting and enhancing the environment that makes South Tyneside special is a key objective of the Local Plan.

OUR STRATEGIC APPROACH FOR THE NATURAL ENVIRONMENT

Policy NE1: Our Strategic Approach for the Natural Environment (Strategic Policy)

The protection and enhancement of the natural environment will be delivered by:

- a) Conserving and enhancing the natural environment ensuring appropriate protection is given to designated and non-designated assets, including their wider settings;
- Ensuring the protection and enhancement of the Borough's biodiversity and geological resources and preserve local, national and international priority species and habitats whilst promoting their restoration, re-creation and recovery. We will secure measurable net gains for biodiversity including establishing coherent ecological networks that are more resilient to current and future pressures;
- c) Protecting against the loss of the Borough's trees, woodland and hedgerows and irreplaceable habitats whilst securing new tree planting and habitat creation particularly that which would contribute towards flood risk management;
- d) Providing new and maintaining existing high quality and accessible open space and green infrastructure to create networks of greenspace for people, flora and fauna and allow species adaptation and migration.
- e) Improve and protect water and groundwater quality, including the River Tyne and River Don and other rivers and watercourses, and where appropriate and feasible the opening up of watercourses to assist in flood risk management;
- f) Addressing the local causes of water, air, light, noise and all other forms of pollution and the contamination of land, reducing the impact on local communities and meeting the requirements of the Water Framework Directive;
- g) Contribute to the mitigation of the likely effects of climate change, taking full account of flood risk, water supply and demand and where appropriate coastal change.
- 11.2 We have a statutory obligation to conserve and enhance biodiversity and geodiversity; in particular through the 2017 Conservation of Habitats and Species Regulations and the 2006 Natural Environment and Rural Communities Act.

BIODIVERSITY, GEODIVERSITY AND ECOLOGICAL NETWORKS

Policy NE2: Biodiversity, Geodiversity and Ecological Networks (Strategic Policy)

Appropriate avoidance, protection and enhancement measures should be incorporated into the design of development proposals at an early stage, to minimise impacts on and provide measurable net gains for biodiversity.

Detrimental direct and indirect impacts of development on biodiversity and geodiversity, whether individual or cumulative, should be avoided. Where this is not possible mitigation, or lastly compensation, must be provided as appropriate.

Where sites are designated for their biodiversity or geodiversity, planning decisions will reflect the hierarchical approach as set out below.

1) Internationally Important Sites

Priority will be given to protecting our internationally important sites as defined on the Policies Map:

- a) Special Protection Areas (SPAs)
- b) Special Areas of Conservation (SACs)
- c) Ramsar sites
- d) Any potential Special Protection Areas (SPAs), candidate Special Areas of Conservation (SACs) or proposed Ramsar sites.

Development which is considered to result in a 'likely significant effect' on these sites, irrespective of its location and when considered both alone and in combination with other plans and projects, will be subject to an Appropriate Assessment.

Proposals for residential development (Use Class Order C3 or C4), including Change of Use and Prior Notifications; within 6km of the Durham Coast Special Area of Conservation and Northumbria Coast Special Protection Area, as defined on the Policies Map, should have regard to the Interim Supplementary Planning Document 23: Mitigation Strategy for European Sites (Recreational Pressure from Residential Development) or any successor document.

Development requiring Appropriate Assessment will only be allowed where:

e) It can be determined through Appropriate Assessment at the design stage that, taking into account mitigation, the proposal would not result in adverse effects on the site's integrity, either alone or in combination with other plans or projects.

Any suitable mitigation proposals would need to be proven effective and agreed with the Council, in consultation with relevant statutory consultees or

f) As a last resort, Appropriate Assessment proves that there are no alternatives and that the development is of overriding public interest and appropriate compensatory measures are provided.

2) Nationally Important Sites

Development that is likely to have an adverse impact on nationally important Sites of Special Scientific Interest (SSSI) as defined on the Policies Map, including broader impacts on the national network and combined effects with other development, will not normally be allowed. Where an adverse effect on the Site's notified interest features is likely; we will only support an exception where the applicant can demonstrate that:

- g) The benefits of the development clearly outweigh both any adverse impact on the features of the site that makes it of special scientific interest, and any broader impacts on the network of SSSIs; and
- h) No reasonable alternatives are available; and
- i) The appropriate level of mitigation, and/or, where necessary, the appropriate level of compensation, is provided to redress the impact.

3) Locally Important Sites

Development that is likely to have an adverse impact on Local Sites (Local Wildlife Sites and Local Geodiversity Sites) or Local Nature Reserves as defined on the Policies Map, will only be approved where it can be demonstrated that:

- j) The benefits clearly outweigh any adverse impact on the site;
- k) No reasonable alternatives are available; and
- l) Mitigation, and/or where necessary compensation, is provided for the impact.

Development proposals that would have a significant adverse impact on the value and integrity of a Wildlife Corridor, as defined on the Policies Map, will only be permitted where suitable replacement land, or other mitigation, is provided to retain and where possible enhance the value and integrity of the corridor.

Habitat networks will be protected and enhanced, particularly hedgerows, watercourses and other linking habitat features. In particular, measures to create habitat and to improve flood plain connectivity within the River Don catchment will be supported.

INTERNATIONAL DESIGNATIONS

- 11.3 The European Union (EU) Habitats Directive specifically relates to Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites known as Natura 2000 sites. Our coastline has two of these internationally important designations; the Durham Coast Special Area of Conservation (SAC) and the Northumbrian Coast Special Protection Area (SPA) and Ramsar site.
- 11.4 The UK Habitats Regulations are used to implement the EU Directive and require a Habitats Regulations Assessment (HRA). The process of this assessment involves an initial 'Screening' stage followed by an Appropriate Assessment (AA) if proposals are likely to have a significant (adverse) impact on a Natura 2000 site. Development will not be permitted unless it can show it will not have an adverse effect on the integrity of the designated site, whether direct or indirect, having regard to avoidance or mitigation measures.
- 11.5 All residential developments within 6 km of the Durham Coast Special Area of Conservation and Northumbria Coast Special Protection Area and Ramsar site are considered likely to have a significant effect on the integrity of the site, through increased recreational use of the coastline. All new residential developments (Use Class C3 and C4, Change of Use to C3/C4 and Prior Notifications) will therefore be expected to contribute towards strategic mitigation measures identified within the Mitigation Strategy set out in Interim Supplementary Planning Document (SPD) 23: Mitigation Strategy for European Sites (Recreational Pressure from Residential Development) or any successor document, unless suitable alternative mitigation measures can be agreed with the Council in consultation with relevant statutory consultees.
- 11.6 If an applicant chooses to present a proposal with individual measures to avoid and mitigate for recreational pressure, they will need to provide robust evidence that allows us to determine whether the adverse effects on the European Site's integrity has been prevented. It should be recognised that the package of measures funded by implementation of the interim SPD are designed to work together to give certainty that adverse effects will be prevented into the long term.
- 11.7 Leisure and tourism developments, which have the potential to increase recreational use of the SPA, will also be required to undertake a Habitats Regulations Assessment and, where appropriate, provide suitable mitigation.
- 11.8 Where proposals for residential development are within the 6km threshold, or for any other proposal which is likely to have a significant effect on any internationally designated site, applicants are advised to contact the Council for advice prior to submission of a planning application.
- 11.9 Where the requirements of the Habitats Regulations are met, any sites secured as compensation for adverse effects on a Natura 2000 site will be given the same protection as European sites. Residential development would be unlikely to pass an imperative reasons of public interest (IROPI) test, as it can be located elsewhere.

NATIONAL AND LOCAL DESIGNATIONS

- 11.10 Sites of Special Scientific Interest (SSSIs) form a network of nationally designated sites which also underpin sites designated to meet international obligations. There are five SSSIs in South Tyneside covering 158.8 ha.
- 11.11 There are 52 Local Wildlife Sites, 6 Geodiversity Sites of Significance and 7 Local Nature Reserves covering over 500 hectares, all of which contribute to environmental quality and sense of place. In addition, the Durham Biodiversity Action Plan (DBAP) identifies 74 species and 32 habitats important to biodiversity in the region. Within South Tyneside, 43 species and 19 habitats identified in the DBAP are known to occur.

- 11.12 Ecological networks comprising designated sites, other habitats, and wildlife corridors and 'stepping stones' are necessary to maintain and enhance biodiversity and prevent fragmentation and loss of connectivity. This is essential if species are to adapt to climate change and if a net gain in biodiversity is to be achieved. Developments should minimise impacts on and providing net gains for biodiversity, including by developing these ecological networks whilst ensuring they are more resilient to current and future pressures. Where significant harm cannot be avoided, suitable alternative locations should be considered.
- 11.13 The Northumbria River Basin District Flood Risk Management Plan states that there are opportunities in the River Don catchment to create habitat and to improve flood plain connectivity which will help to protect built up areas from the risk of flooding.
- 11.14 The designation of international, national and local sites is an on-going process which is overseen by the Council and various bodies including Natural England and the Local Nature Partnership, therefore the above policy will equally apply to any sites selected or designated subsequently to the adoption of the Local Plan. Conversely, the policy will not apply to any site de-selected after the adoption of the Local Plan.

Table 3: Designated Sites within South Tyneside

	Designation	Sites	Total Area in Borough
International Designations	Special Protection Area (SPA)	Durham Coast*	
	Special Area of Conservation (SAC)	Northumbrian Coast*	49.9 (ha)
	Ramsar site	Northumbrian Coast* *Covers a wider area than South Tyneside	
National	Site of Special Scientific	Cleadon Hill (10.19 ha)	
Designations	Interest (SSSI)	West Farm Meadow (3.08 ha)	
		Boldon Pastures (3.55 ha)	158.8 (ha)
		Durham Coast (140.99 ha)	
		Harton Downhill (1.03ha)	
Local Designations	Local Nature Reserves (LNR)	Primrose	54.9 (ha)
		Tilesheds	
		Cleadon Hills	
		Marsden Old Quarry	
		Harton Downhill	
		Whitburn Point	
		Station Burn	
	Local Wildlife Site (LWS)	52 sites	425 (ha)
	Local Geodiversity Sites	Cleadon Hill Cliffs (1.3 ha)	
		Cleadon Park Quarry (6.1ha)	
		Downhill Old Quarry (1.5 ha)	36.8 (ha)
		Marsden Limekilns (2.0 ha)	36.8 (na)
		Marsden Old Quarry (13.8 ha)	
		South Shields Dunes (12.1 ha)	

Wildlife Corridors	South Pier to Trow Point	
	Wildlife Corridors	
	Trow Point to Whitburn Steel	
	Cleadon North Farm to Cleadon Hill	
	Cleadon Lane to Marsden	
	River Tyne	
	Bede's World to River Tyne	
	West Fellgate Farm to River Don	
	Boldon Fellgate Farm to River Don	
	Boldon North Bridge to Bede's World	

GREEN INFRASTRUCTURE

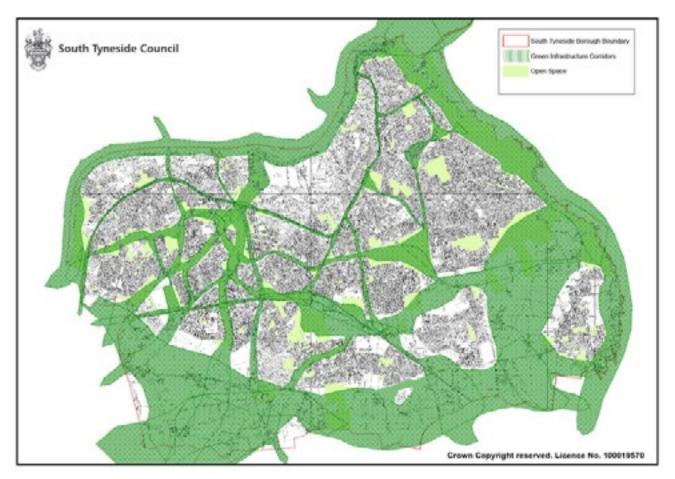
Policy NE3: Green Infrastructure (Strategic Policy)

We will deliver a good quality and accessible network of green spaces throughout the Borough to provide a range of social, economic, health and environmental benefits for all. This will be done by:

- a) Protecting and enhancing our identified green infrastructure corridors and strengthening connections between them and green infrastructure networks in neighbouring authorities. As shown on the Policies Map and Inset Map 32, these corridors are:
 - i. River corridor River Tyne and River Don and associated tributaries;
 - ii. Coastal Corridor;
 - iii. Green Belt Corridor;
 - iv. Railway minerals lines.
- b) Safeguarding existing green infrastructure assets identified in Supplementary Planning Document3: Green Infrastructure Strategy or any successor document;
- c) Strengthening existing wildlife corridors and supporting opportunities for biodiversity improvement and net gains;
- d) Ensuring new developments incorporate existing and/ or new green infrastructure within their design to ensure proposals are integrated into the surrounding area and enhance the wider green infrastructure network;
- e) Where there is an identified need, developer contributions will be sought to improve their quality, use and value to the green infrastructure network.
- 11.15 Green Infrastructure is a network of multifunctional green space and environmental assets which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Protecting and enhancing the Boroughs green infrastructure network is essential to delivering high quality and sustainable environment within South Tyneside. Green Infrastructure can include:
 - Parks and gardens;
 - · Open spaces;
 - Playing fields and sports facilities;
 - Children's play area;
 - Natural open space and wildlife corridors;
 - Cemeteries and churchyards;
 - Allotments;

- Beaches and sand dunes;
- Blue spaces rivers, streams and ponds;
- Green corridors public rights of way, cycle routes, bridleways.
- 11.16 Maintaining a well-planned and strategic network of green infrastructure assets can help to deliver a range sustainability targets. Green infrastructure can contribute to the long term sustainability of the Borough by providing resources to help mitigate the impacts of climate change and flooding. It can also maintain and enhance the natural environment by strengthening wildlife corridors and protecting biodiversity assets. Economically and socially, well planned and supported green infrastructure can help to improve the quality of environments by providing attractive and desirable spaces where communities want to live and can assist regeneration within South Tyneside. Furthermore, an attractive and well connected network of green space can provide opportunities for sport and recreation which can support active lifestyle choices and improve health and mental wellbeing of residents.

Inset Map 32: Strategic Green Infrastructure Corridors and Identified Assets



- 11.17 New developments should prioritise green infrastructure within the design of and consider the connections between their development and the wider green infrastructure network. New development can provide opportunities to create new green infrastructure assets and corridors; as well as strengthening the existing network. Well thought out on-site green infrastructure provision can improve the quality and attractiveness of the site and help to mitigate the overall impact of the development.
- 11.18 Supplementary Planning Document 3: Green Infrastructure Strategy (2013) sets out the green infrastructure assets (referred to in this policy) and the various partners involved in green space provision. It contains a vision, background evidence, recommendations and an action plan. This provides the foundation for the Green Infrastructure policy; however we will update the Green Infrastructure Strategy as the Plan progresses. The revised Green Infrastructure Strategy will review our existing Green Infrastructure assets and identify new projects.

11.19 To ensure our Green Infrastructure network continues to provide good quality and accessible green spaces, developer contributions will be sought to help improve the existing Green Infrastructure network and support the delivery of new projects where appropriate. Areas identified as having shortages of green infrastructure provision, gaps in the connectivity of the network or shortages in the quality of existing provision should be of particular focus and enhancement.

OPEN SPACE & GREEN INFRASTRUCTURE PROVISION

Policy NE4: Open Space & Green Infrastructure Provision

As defined by the Policies Map, we will seek to protect and enhance designated areas of open space, outdoor sports, playing fields and children's play facilities and the wider green infrastructure network.

Development of designated sites will only be considered acceptable where the applicant can demonstrate that:

- a) It is surplus to requirement and the loss of the site would not lead to a deficit of provision of open space in the Borough and /or local area in terms of quantity and accessibility as set out in the most recent open space study or result in a shortfall in playing pitch provision as set out in the most up to date playing pitch strategy;
- b) The site has not been identified as being of high quality and /or high value in the most recent open space study;
- c) The loss of the provision will be replaced by better quality playing pitch or open space provision; or will contribute towards quality and accessibility improvements to existing playing pitch or green infrastructure assets within the local area.

New major housing developments will be required to provide onsite open space facilities which contribute to the green infrastructure in accordance with Developer Contributions SPD 5 or any successor document.

Where provision cannot be provided on-site, we will seek the equivalent off-site financial contributions where:

- d) The size of the development could not provide good quality and useful size provision; or
- e) The size of the site is unable to provide the type of infrastructure required; or
- f) Contributions would be better served supporting existing provision or delivering identified green infrastructure projects in the local area.

In such circumstances off-site financial contributions will be sought for:

- g) Open space and children's play provision and maintenance having regard to the quality and quantity guidance and standards set out the most up to date Open Space Study.
- h) Playing pitch provision and maintenance having regard to guidance set out in the action plan of our most up to date Playing Pitch Strategy.
- i) Delivering new allotment provision to meet current and future demand.
- j) Delivery of Green Infrastructure projects, prioritising those identified in Supplementary Planning Document 3/ Green Infrastructure Strategy or any successor document.
- 11.20 A key priority of the Council is to promote healthy lifestyles through access to our green infrastructure network, open space, outdoor sport and leisure facilities. Improved access can be achieved not only by improving the provision and quality of existing sports and leisure facilities, but by promoting opportunities to enjoy outdoor recreational activities and open spaces.

- 11.21 Our Open Space Strategy (2015) provides open space standards for the Borough and identifies deficiencies over the plan period for open space typologies. This document has subsequently been updated by the Open Space Update Addendum (2019). This update provides the most up to date evidence and open space standards for the Borough.
- 11.22 In summary, South Tyneside has significantly higher provision per 1,000 population for amenity greenspace and natural and semi-natural greenspace; and a lower provision for parks and gardens and children's play facilities. However, the multifunctional nature of the larger amenity greenspaces and natural and semi-natural sites means that they are able to meet the needs of the community. It is important that these sites are protected and the quality of these sites is maintain to ensure a good supply of accessible green space is available in South Tyneside.
- 11.23 The Open Space Study (2015) identified a gap in children's play facilities in the Horsley Hill and Marsden areas of South Shields. The study also identified a need for new future play provision in Hebburn and Jarrow and the south of the Borough which can be achieved by improving the quality and expanding the range of facilities at existing sites.
- 11.24 The wider benefits of open space sites and features regardless of size should be recognised as a key design principle for any new development. Undesignated areas of green space in existing residential areas, including pockets of amenity open space and soft landscaping also make a positive contribution to the character of the area. These features and elements help contribute to the perception of open space provision in an area whilst also ensuring an aesthetically pleasing landscape providing social and health benefits. We will discourage the loss of these areas of development where it may result in harm to the amenity of the area.
- 11.25 Existing outdoor sports and leisure facilities are valuable assets for the Borough. This importance relates to not only their function and role in supporting sport and healthy lifestyles, but also to the amenity value and their contribution to the green infrastructure network. The Playing Pitch Strategy Update (2019) identified shortfalls of playing pitch facilities the Council will seek to provide playing pitch facilities to meet the current and future needs of the Borough.
- 11.26 Policy H3 identifies housing allocations, some of which are designated open space sites and Playing Pitches. Mitigation measures have been identified to improve the quality of the existing sites and the provision of new areas of open space and playing pitches. The mitigation measures for playing pitches have been informed by the Playing Pitch Strategy Update (2019) and green infrastructure projects and improvements will be identified in the forthcoming Green Infrastructure Strategy. It is considered that the quality improvements and new provision will enhance the green infrastructure network within the Borough and offset the loss of existing open space sites through development.
- 11.27 Allotment gardens can provide an important recreational asset with a range of benefits including facilitating healthier lifestyles, sense of community, providing a sustainable source of food and supporting biodiversity. The Open Space Study (2015) has identified that our current level of allotment provision is not meeting demand. In 2018 there were 1,300 people on the waiting lists for allotments with demand spread throughout the borough. We will support the delivery of new allotment sites to help meet demand in the Borough.

AREAS OF HIGH LANDSCAPE VALUE

Policy NE5: Areas of High Landscape Value

We will protect the most valued and sensitive areas of our landscape within the Borough through the identified Areas of High Landscape Value shown on the Proposals Map. They are:

- a) Cleadon Hills
- b) Boldon Downhill summit and scarp slope
- c) The Coast Trow Point to the administrative boundary with City of Sunderland .

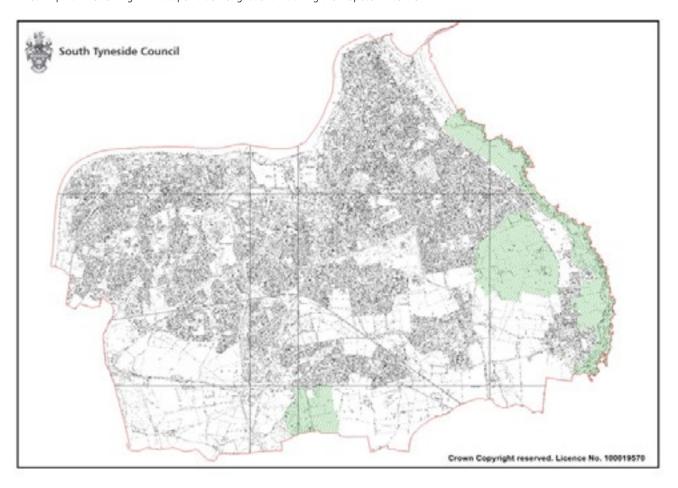
To be considered appropriate, proposals for development within these designated areas should:

- i. Retain and enhance the open and undeveloped character of the area;
- ii. Ensure the views from and of key landmarks are retained and where possible enhanced;
- iii. Encourage accessibility and enhancement of the green infrastructure network and opportunities for habitat enhancement.
- iv. Provide appropriate landscape mitigation where required.

Proposals for development considered having a significant negatives impact on the integrity and character of the landscape will be resisted.

- 11.28 We will protect and enhance our important landscapes by protecting and preventing the loss of features which contribute to their distinctiveness. The 2012 study identified 3 areas of our Borough where the landscape merited additional protection as Areas of High Landscape Value:
 - Cleadon Hills
 - The summit and scarp of Boldon Downhill
 - The coast Trow point to the administrative boundary with the City of Sunderland.
- 11.29 Cleadon Hills and Boldon Downhill have been subject to landscape designations in the LDF; however the Study recommends amendments to the boundaries of these designations as some areas of the LDF designation do not display the qualities needed to merit the designation. Amendments have also been made to the Boldon Downhill designation, as identified in the Landscape Character Study (2012), to reflect changes to the Green Belt boundary.
- 11.30 The South Tyneside Landscape Study of 2012 argued the case for the original area of High Landscape Value along the coastline. The area of coast previously recommended for inclusion in the landscape designation ran from Trow Point to Whitburn Coastal Park. We consider that it is justified to include the area south of Whitburn Coastal Park to the City of Sunderland boundary within The Coast Area High Landscape Value. It is considered that the extended area shares the same essential character, recreational uses, expansive views and limestone cliffs and outcrops.

Inset Map 33: Area of High Landscape Value Designations including the Proposed Extension.



Policy NE6: Flood Risk and Water Management

Flood risk will be taken into account at all stages in the planning process to avoid inappropriate development in areas at current or future risk of flooding. All sources of flood risk should be considered. Where applicable, development proposals will be expected to be designed to mitigate against urban creep and adapt to climate change, taking account of flood risk by:

- a) Ensuring opportunities to contribute to the mitigation of flooding elsewhere are taken;
- b) Prioritising the use of sustainable drainage systems (SuDs) where it is appropriate;
- c) Maximising the use of permeable surfaces and green infrastructure;
- d) Not culverting or building over watercourses wherever practicable;
- e) Encouraging catchment management through the removal of existing culverts and other hard engineering structures and natural flood management measures;
- f) Taking, where appropriate, a coordinated approach to flood risk management as this can increase the viability of creating new infrastructure to a surface water body or existing surface water sewer to avoid discharge to a combined sewer.

Flood Risk Assessment (FRA)

Applicants will be required to submit a site-specific flood risk assessment, which demonstrates that the development is not at risk from flooding and does not increase flood risk elsewhere, for all proposals:

- g) Within Flood Zone 3a or Flood Zone 2;
- h) Which may be subject to other sources of flooding including surface water and ground water, where development would introduce a more vulnerable use (regard should be had to Environment Agency mapping or locally held detailed modelling for surface water (at time of writing this includes Monkton and Cleadon) as detailed in the Strategic Flood Risk Assessment (2018) or its successor;
- i) Situated in an area currently benefitting from defences;
- j) Situated within 20 metres of the bank top of a Main River;
- Situated over a culverted watercourse or where development will be required to changeor influence the flow of any watercourse or the development could potentially change structures known to influence flood flow;
- l) Identified in the Appendix B of the Strategic Flood Risk Assessment (2018), or its successor, falling into recommendations A to D; and
- m) Within Flood Zone 1 and the application is 1 hectare or more in size.

Planning permission can only be granted where the site-specific Flood Risk Assessment and drainage strategy shows that:

- n) The effects of climate change have been taken into account using the latest allowances developed by the Environment Agency;
- There is no net loss in any floodplain storage resulting from the development;
- p) The development will not increase flood risk elsewhere and that exceedance flows should be managed;
- q) There is no adverse effect on the operational functions of any existing flood defence infrastructure;
- r) Proposed resilience measures designed to deal with current and future risks are appropriate.

 Safe access and egress routes are in place during a flood event and finished floor levels should be considered;
- s) Appropriate SuDS techniques have been considered and are to be incorporated into the design of the site, where applicable;
- t) The development will be safe for its lifetime and has passed the Sequential Test Exception Test, if applicable.

Development within Flood Zone 3b will only be permitted unless in exceptional circumstances such as for essential infrastructure, which must still pass the Exception Test, or where development is water compatible.

Development must not impede the flow of water within Flood Zone 3b nor should it reduce the volume available for storage of flood water.

Sustainable Drainage Systems

Appropriately sourced Sustainable Drainage Systems (SuDS) will be required for all major developments of 10 or more residential units or, for non-residential development, floorspace of 1,000m² or more, or a site of 1 hectare or more.

SuDS scoping and design must be included within the early stages of the site design in order to incorporate the appropriate SuDS techniques within the development. Regard should be had to Defra's SuDs Technical Standards Guidance (2015) and CIRA's SuDS Manual (or their successors).

Regard should also be made to the Environment Agency's groundwater vulnerability maps and the Coal Authority North East Mine Water And Constraints mapping when determining the appropriate SuDS technique.

The SuDs drainage strategy should ensure

- a) The peak runoff rate from any new development to any highway drain, sewer or surface water body for the 1-in-1 year rainfall event and the 1-in-100 year rainfall event, must not exceed the peak greenfield runoff rate from the site same event. Where the drainage system discharges to a surface water body that can accommodate uncontrolled surface water discharges without any impact on flood risk from that surface water body (e.g. the sea or River Tyne) the peak flow control standards and volume control standards need not apply.
- b) Surface water runoff not collected for use by the sustainable urban drainage system such as in the case of a rainwater harvesting system must be discharged to one or more of the following (listed in order of priority):
 - i) Discharge into the ground (infiltration); or where not reasonably practicable
 - ii) Discharge to a surface water body; or where not reasonably practicable
 - iii) Discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable
 - iv) Discharge to a combined sewer
- c) manage surface water as close to source as possible utilising source control measures
- 11.31 The European Floods Directive (2007) sets out the EU's approach to managing flood risk and aims to improve the management of the risk that floods pose to human health, the environment, cultural heritage and economic activity. The Directive was translated into English law by the Flood Risk Regulations which require the Council and the Environment Agency to produce Flood Risk Management Plans (FRMPs).
- 11.32 The NPPF and its supporting Planning Practice Guidance sets out the approach that Local Planning Authorities and developers should follow in considering flood risk, including a hierarchy of flood risk assessment documents. Any risk must be assessed by using the Environment Agency flood maps and the Council's Strategic Flood Risk Assessment.
- 11.33 The Strategic Flood Risk Assessment (SFRA) (2018) assessed flood risk from all potential sources. This assessment identified a small number of areas along our coast which are prone to flooding from the North Sea. The majority of fluvial flood risk in South Tyneside comes from the River Tyne and River Don. It also recognised a number of areas which are prone to flooding from surface water during periods of high rainfall and considered surface water flood risk of equivalent importance to fluvial and tidal flood risk. This assessment has been used to ensure new development is located on sites which are at low risk of flooding and to also develop policies to ensure the Borough, its residents and businesses are not at risk from rising sea levels and increased rainfall resulting from climate change.

- 11.34 Working with Natural Processes (WwNP) (also known as Natural flood management) is a type of flood risk management used to protect, restore and re-naturalise the function of catchments and rivers to reduce flood and coastal erosion risk. WwNP has the potential to provide environmentally sensitive approaches to minimising flood risk, to reduce flood risk in areas where hard flood defences are not feasible and to increase the lifespan of existing flood defences.
- 11.35 Both the European Commission and UK Government are actively encouraging the implementation of WwNP measures. The Environment Agency has produced the WwNP evidence base, its purpose is to help flood risk management practitioners and other responsible bodies access information which explains what is known and what is not known about the effectiveness of certain measures from a flood risk perspective. National maps for England have also been produced which highlight potential areas for tree-planting, runoff attenuation storage, gully blocking, and floodplain reconnection.
- 11.36 Defra have produced non-statutory SuDS technical standards (2015), there's an expectation that SuDS will be designed and constructed in accordance with these standards (or its successor) that are also consistent with the SuDS Manual (CIRIA, 2015), or its successor. This manual incorporates the latest technical advice and adaptable processes to assist in the planning, design, construction, management and maintenance of good SuDS.

PROTECTING WATER QUALITY

Policy NE7: Protecting Water Quality

The rivers in the Borough, their banks and tributaries will be protected from damaging development and, where appropriate, enhanced. The quantity and quality of surface and groundwater bodies shall be protected and where possible enhanced.

New development that discharges into a watercourse or is adjacent to a watercourse or discharges to ground will be required to incorporate appropriate water pollution control measures and consider opportunities to reduce detrimental impacts including:

- a) Naturalising watercourse channels;
- b) Improving the biodiversity and ecological connectivity of watercourses;
- c) Safeguarding and enlarging river buffers with appropriate habitat;
- d) Mitigating diffuse agricultural and urban pollution;
- e) Progressively reducing the pollution of groundwater and prevent or limit the entry of pollutants, particularly in high vulnerability areas;
- f) Seeking opportunities to incorporate creation of wetland habitat in designs where appropriate;
- g) Ensuring that development does not fragment a wildlife corridor;
- h) Preventing introduction of non-native species via construction or other works and managing present invasive non-native species where practical; and
- Contributing towards achieving good status for all water bodies or, for heavily modified water bodies and artificial water bodies, good ecological potential and good surface water chemical status.

Watercourses should be left with an appropriately sized, development-free buffer zone on both sides of the channel. The width required will be dependent on the specifics of the site and the nature of the development.

Consideration must be given to current and future mine water and groundwater levels and the interaction with SuDS.

Where the drainage will be connected to a watercourse or to groundwater all development will need to carry out a site specific water quality risk assessment which may identify the need for SuDS to treat the run off from the development. The simple index approach in the CIRIA SuDs Manual is the minimum required assessment. This is to ensure that there is no detrimental impact to the watercourse or groundwater.

Where other developments are proposed in the same vicinity, a coordinated approach to surface water management will be encouraged and applicants should explore the feasibility of installing shared outfalls to reduce detrimental impacts.

Development will not be permitted where it would have an adverse impact on water dependent Sites of Special Scientific Interest (SSSIs) and Natura 2000 sites.

- 11.37 The Water Framework Directive (WFD) was transposed into English Law by the Water Environment Regulations (2003), to deliver improvements across Europe in the management of water quality and water resources through River Basin Management Plans (RBMP). South Tyneside is covered by the Northumbria Basin Management Plan (2015).
- 11.38 We support the aims of the Water Framework Directive to protect and enhance the quality of the Borough's surface freshwater areas, rivers, wetlands and groundwater and to achieve "good ecological status" in all water-bodies (including surface, ground and coastal waters) and not allow any deterioration from their current status, as echoed in the Northumbrian River Basin Management Plan.

- 11.39 Surface water run-off from urban areas and transport infrastructure can contain a range of contaminants. Surface water run-off from new development must incorporate pollution control measures to safeguard against detrimental impact on the water environment. Sustainable Urban Drainage Systems (SuDS) and green infrastructure can help to prevent pollution by filtration of surface water run-off, improving the water quality of watercourses. Any transport infrastructure work should incorporate pollution control measures to reduce the impact of these pollutants on the water environment.
- 11.40 Regard should be had to the Environment Agency's groundwater vulnerability maps which show the vulnerability of groundwater to a pollutant discharged at ground level. The main aim of the maps are as a high level screening tool to give an indication of whether a proposed development or activity is likely to be acceptable or of potential concern. A large proportion of the Borough, particularly in the east, has high groundwater vulnerability which means it is able to easily transmit pollution to groundwater. Operations or activities in these areas are likely to require additional measures over and above good practice pollution prevention requirements to ensure that groundwater isn't impacted.

COASTAL CHANGE

Policy NE8: Coastal Change

Full weight will be given to the level of importance of the coast's ecological and heritage value. Within the Coastal Change Management Area (CCMA), as defined on the Policies Map and Inset Map 34, development will only be permitted, where:

- a) The applicant can demonstrate that it would not result in adverse changes to the coast taking account of any impacts on landform, land stability, or ecology; and
- b) The applicant can demonstrate that it would need to be located within the zone, as opposed to further inland, by virtue of being concerned with a coastal activity that has a direct environmental, community or economic benefit; and
- Except in exceptional circumstances, any structures are small scale, granted for a temporary period, of a temporary form of construction, and designed to minimise any risk of future erosion effects, and
- d) The applicant can demonstrate that it will not increase coastal erosion as a result of changes in surface water run-off.

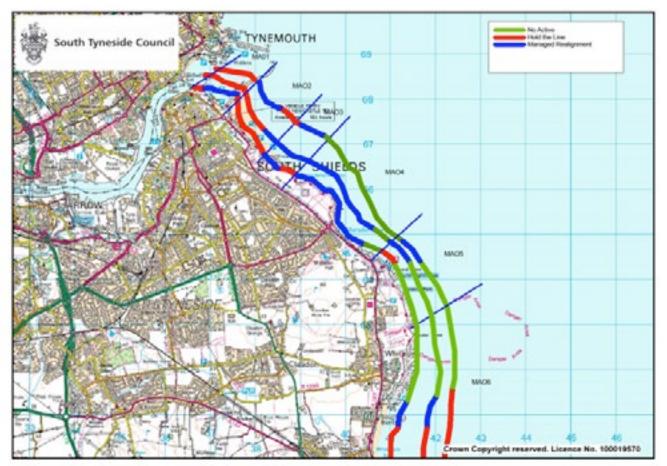
If, applying the above criteria, a risk of adverse effects is identified, including inland of the Coastal Change Management Area, then an Erosion Vulnerability Assessment, which demonstrates that the development is safe over its planned lifetime and will not have an unacceptable impact on coastal change processes elsewhere, will be required as part of the application. The assessment should be appropriate to the degree of risk and the location, scale and nature of the development.

Proposals for new or replacement coastal defence schemes will be permitted where it can be demonstrated that:

- e) There will be no significant adverse impacts on the coastal environment, including ecological, landscape and heritage assets and designations; and
- f) Where required, a programme of mitigation can be agreed.
- 11.41 The risk to land from coastal erosion is and will continue to be an important issue. This is in the form of both erosion due to the action of the sea, but also coastal landslides exacerbated by localised changes in water movement and content in the cliff deposits.
- 11.42 The North East Shoreline Management Plan (February 2007) (also known as SMP2) identifies areas of risk from coastal erosion, it divides the South Tyneside Coast into five Coastal Management Areas, plotting predicted shorelines as a result of 20, 50 and 100 years coastal erosion.

11.43 In line with the North East Shoreline Management Plan, coastal flood defences will be maintained (termed "holding the line") at River Tyne to South Pier, Herd Sands, Trow Quarry and Harbour Quarry. 'Managed retreat' (which monitors the coastline's natural processes but with no active intervention) will be undertaken along Trow Point as well as the area North of Lizard Point.

Inset Map 34: The Coastal Management Area within South Tyneside



- 11.44 Where proposals involve land identified in the Coastal Change Management Area, they should be in accordance with the updated Shoreline Management Plan and should demonstrate that the development will be safe over its planned lifetime and not have an unacceptable impact on coastal change; the character of the coast is not compromised; the development provides wider sustainability benefits; and the development does not hinder the creation and maintenance of a continuous signed and managed route around the coast.
- 11.45 We will aim to fulfil our duties for coastal risk management in line with the National Flood and Coastal Risk Management Strategy (May 2011). We have completed a Flood and Coastal Risk Strategy for the Borough which details our approach to coastal risk management between 2017 and 2022. This document sets out the management strategy for each of the Coastal Change Management Areas.
- 11.46 This policy should be read alongside the Marine Management Organisation's North East Inshore and Offshore Plans.

CONTAMINATED LAND AND GROUND CONDITIONS

Policy NE9: Contaminated Land and Ground Stability

Where the future users or occupiers of a proposed development would be affected by contamination or ground stability issues, applicants must:

- a) Carry out investigations to assess the nature and extent of contamination or ground stability issues and the effect it may have on the development and its future users, biodiversity, the natural and built environment; and
- b) Set out detailed measures, as appropriate, to allow the development to go ahead without adverse effect, including:
 - i. Removing the contamination;
 - ii. Treating the contamination;
 - iii. Protecting the development from the effects of the contamination;
 - iv. Validation of mitigation measures; and
 - v. Addressing land stability issues.

Where measures are needed to allow the development to go ahead safely and without adverse effect, these will be required as a condition of any planning permission.

- 11.47 We have a significant industrial heritage with ship building along the riverside and coal mining. Modern industries in the Borough include an active port, small chemical plants, quarrying and petrol storage. However, these have potentially introduced contamination and instability to the land. Depending on the level of contamination or land instability from previous uses, these sites are often incapable of being brought back into beneficial use without treatment.
- 11.48 The presence of contamination can restrict the viable reuse of a site and failure to adequately deal with land contamination could cause harm to health, property and the wider environment. However, development can address the problem and bring land back into beneficial use. The presence of land instability can be a concern when new development is proposed and it is necessary to ensure that new development and its surroundings are safe for future users.
- 11.49 Any potential risks associated with contaminated land and land instability should be identified and assessed at the earliest opportunity. Where necessary, applicants will be required to carry out remediation works so that their development can take place without any negative impact or risks to human health or the environment.
- 11.50 In assessing whether land contamination or land instability is an issue to be taken into account when a planning application is submitted, we will have regard to a range of information sources including information provided by developers and third parties and the advice of the Coal Authority and our Environmental Protection Team.
- 11.51 Where a site is affected by contamination or land instability, the applicant must submit a report detailing remediation and management measures to deal with risks from site works and health risks for end users. The report should be submitted to us as part of the planning application and we will consult the Environment Agency and our Environmental Protections Officers.
- 11.52 We have adopted the Yorkshire and Humberside Pollution Advisory Council's "Development on Land Affected by Contamination; Technical Guidance for Developers, Landowners and Consultants". This can assist applicants who intend to develop or redevelop potentially contaminated land.

Policy NE10; Air Quality

Proposals will be supported where they can demonstrate that the proposal contributes to the improvement of air quality or where the proposal does not;

- a) Lead to further deterioration of air quality,
- b) Create any new areas that exceed air quality limits,
- c) Delay the attainment of compliance with legal limits in areas where these are currently exceeded.

Residential or other sensitive development, such as schools, hospitals and care facilities should be located where air quality meets national air quality objectives.

Where significant air quality impacts are likely to be generated by the development, an appropriate air quality assessment would be required. Proposals that would result in exposure to air pollution that exceeds national air quality objectives will only be approved where satisfactory mitigation measures can be implemented.

Air quality assessments should quantify changes in pollutant concentrations and exposure to poor air quality, resulting from the proposed development. Impacts must be assessed in the context of relevant national and international objectives and targets. The assessment must take into account any potential cumulative impacts as a result of known development proposals in the vicinity of the development. The air quality assessment should include:

- d) An assessment of the existing air quality situation in the study area. Receptor points should be agreed with the Council prior to commencement;
- e) Prediction of future air quality without the proposed development;
- f) Prediction of future road transport emissions and air quality with the proposed development; and
- g) An assessment of the effect of the proposed development on road transport emissions and air quality including the proposed mitigation measures.
- 11.53 Air pollution is associated with a number of adverse health impacts and particularly affects vulnerable groups such as children, older people and those with heart and lung conditions.
- 11.54 The importance of good air quality is recognised by the World Health Organisation which produced a series of standards that have been adopted by the European Commission and subsequently the UK.
- 11.55 In 2007, Government set out their latest National Air Quality Strategy. The aims of this were to protect public health and the natural environment, identify current and future levels of air pollution and setting out what everyone can do to improve air quality. South Tyneside has been working to assess local levels of a range of pollutants to identify where action needs to be taken.
- 11.56 The Air Quality Annual Status Report (ASR) (2018) provides an overview of air quality in South Tyneside. We review Nitrogen Dioxide (NO2) annually so that we can identify any changes and take action where air quality exceeds national targets. The principal source of NO2 is road transport, combustion processes such as power generation and industrial processes. As highlighted in the ASR, the main contribution in South Tyneside is from road traffic.
- 11.57 Where national targets have been exceeded, an Air Quality Management Area is designated. We currently have two Air Quality Management Areas where monitoring has shown that Nitrogen Dioxide levels exceed the national objective value. The areas are Boldon Lane in South Shields and the Leam Lane/ Lindisfarne Roundabout in Jarrow. Boldon Lane is a busy, narrow road and Lindisfarne Roundabout is a major commuting route to South Shields and has previously experienced problems of queueing traffic.

11.58 Proposals that may result in a detrimental effect on air quality in the Borough will therefore need to be supported by an air quality assessment that demonstrates appropriate mitigation or promote sustainable options such as electric charging points. Development proposals must consider the cumulative impacts from other permitted developments on air quality.

POLLUTION

Policy: NE11 Pollution

Proposals that may cause pollution of water, soil or air, through noise, vibration, odour, light, fumes, dust and other pollutants, either individually or cumulatively, must incorporate measures to prevent or reduce their pollution to an acceptable standard to avoid negative impacts on to people, the environment or biodiversity.

Development that may be sensitive to existing or potentially polluting sources will only be permitted at an acceptable distance from such sources. Potentially polluting development will only be permitted in proximity to sensitive areas where satisfactory mitigation measures can be demonstrated.

Development proposals which could lead to significant pollution, either individually or cumulatively, should be accompanied by a detailed assessment of the likely impacts. Development proposals where pollution levels are unacceptable will only be permitted where mitigation measures can be introduced to provide an acceptable living or working environment of all existing or potential future occupants of the land.

- 11.59 Pollution is the release of substances into the environment that can cause harm to human health, property and any other living organism supported by the wider environment. Pollution can affect our quality of life, our health and wellbeing and the wider environment.
- 11.60 Spatial planning plays a key role in protecting and enhancing the natural environment and public health and safety. We will ensure that new development will not result in unacceptable impacts on those living or working nearby through the effects of light, noise, odour and other pollutants.
- 11.61 Sustainable development must ensure proposals are compatible with existing uses to ensure there are no adverse impacts on health and quality from pollution. Both new and existing development should be protected from contributing to or being put at risk from, or being adversely affected by unacceptable levels of pollution.
- 11.62 Pollution considerations are especially important when planning for housing, day centres, schools and in areas of high population density. The separation of sensitive developments, such as residential, health and educational developments, from polluting sources can reduce the detrimental effects of pollution on those uses.
- 11.63 Where development could lead to significant pollution, wither individually or cumulatively, proposals must be supported by detailed assessment of the likely impacts. Development will be supported where such assessments can demonstrate that pollution can be mitigated and brought within acceptable levels. Acceptable levels refer to statutory limits and the wider considerations of impacts under the Environmental Protection Act (1990).
- 11.64 Noise assessments will be required for any potential development that will either introduce a noise source or create a sensitive use in proximity to an existing noise source. Mitigation measures to minimise adverse impacts from noise pollution should be considered and submitted with development proposals. Consideration should be given to the World Health Organisation levels for community noise.



CONTEXT

- 12.1 The term infrastructure refers to the range of physical facilities as well as the social and environmental services that are necessary for society to function and which are essential to the achievement of development that is sustainable. As such, it is a very broad term, with the range it covers including schools, health facilities, public houses and places of worship (social and community infrastructure) green spaces and flood defences (environmental infrastructure) and road and highway junction improvements (physical infrastructure).
- 12.2 The Spatial Vision for this Local Plan includes that residents have the infrastructure required to support their daily needs and this goes to the heart of our ambitions for the Borough. Although new development can add to the pressures on existing infrastructure, it can also provide the catalyst to review how infrastructure is provided and improve the quality of provision.
- 12.3 To support the preparation of this Local Plan, we have prepared an Infrastructure Delivery Plan which identifies the infrastructure required to deliver the site allocations and policies in this Local Plan and also provides a guiding framework as to the timing of the delivery of infrastructure required and which bodies have responsibility for delivery and the funding sources.

OUR STRATEGIC APPROACH TO INFRASTRUCTURE

Policy IN1: Our Strategic Approach to Infrastructure (Strategic Policy)

The delivery of the social, environmental and physical infrastructure that the Borough needs to fulfil the Spatial Vision is one of our key priorities. To facilitate this we will:

- a) Seek opportunities to work collaboratively with relevant bodies such as infrastructure providers and grant funders to deliver the infrastructure that is necessary to deliver this Local Plan; and
- b) Ensure that the infrastructure required to support new development is delivered as an integral part of the development at the appropriate stage and, where appropriate, seek to improve any deficiencies in existing provision; and
- c) Ensure the provision of the social and community infrastructure that meets the local needs of communities; and
- d) Ensure that new development is integrated with the provision of world-class digital infrastructure; and
- e) Where appropriate, support the provision of environmental infrastructure such as renewable energy production and flood defences; and
- f) Ensure that the infrastructure is provided to enhance opportunities to travel by more physically active travel modes such as walking and cycling and other sustainable travel modes such as public transport and the use of ultra-low emission vehicles; and
- g) Ensure that the capacity and operation of the strategic and local highway network in the Borough is able to support the needs of our residents and businesses; and
- h) Ensure that the Borough continues to contribute towards the regional minerals land bank.
- 12.4 The delivery of infrastructure is essential to the delivery of this Local Plan and it is important to ensure that it is delivered when needed. For example, if development is of a scale that involves multiple phases, infrastructure delivery needs to be scheduled accordingly.
- 12.5 In addition to working collaboratively across our different services, the Infrastructure Delivery Plan was produced in collaboration with key stakeholders including the Coal Authority, Northumbrian Water, Northern Powergrid, the NHS South Tyneside Clinical Commissioning Group and Highways England and it is important to continue this collaborative approach.
- 12.6 In South Tyneside we have fewer businesses in the Information and Communications sector than seen nationally; however we can see the potential for supporting digital and tech businesses, and ensuring our residents have the skills needed for this growing sector to take advantage of the growth

- opportunities over the coming years. Achieving a world-class digital infrastructure is integral to our growth ambitions.
- 12.7 The Spatial Vision includes mitigating and adapting to the effects of climate change and supporting the move towards zero carbon. We want our growth ambitions to be married to the principles of sustainable development to ensure that we achieve sustainable growth and contribute to tackling climate change.
- 12.8 The theme of environmental responsibility being harnessed to our growth ambitions is continued with our approach to travel which also links to enabling our residents to making healthy lifestyle choices including through encouraging physical activity as stated in our Spatial Vision. Walking and cycling have minimal negative impact on the environment, whilst being forms of physical activity that contribute towards health and well-being. We also want to see continued investment in our public transport network, as highlighted by the South Shields Town Centre Public Transport Interchange, and ultra-low emission vehicle infrastructure to ensure that a full range of sustainable travel choices are available.
- 12.9 Whilst wishing to maximise opportunities for travel by sustainable travel modes, we recognise the continued importance of the strategic and local highway network to both our residents and businesses. The highway network includes economic assets such as the A19 and has a key role in ensuring that we benefit from growth opportunities, such as those offered by the International Advanced Manufacturing Park.

DEVELOPER CONTRIBUTIONS, INFRASTRUCTURE FUNDING AND VIABILITY

Policy IN2: Developer Contributions, Infrastructure Funding and Viability

New development will be required to contribute to infrastructure provision necessary to mitigate its impact, through the use of Planning Obligations and other means including the Community infrastructure Levy. Planning Obligations will be sought where it is not possible to address unacceptable impacts through the use of a condition.

- 1. In determining the level of contributions required from a development, regard will be given to the impact on the economic viability of the scheme.
- 2. When the applicant contends that the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, this will need to be supported by robust evidence. In these circumstance, we may:
 - a) Enter negotiations with the applicant over a suitable contribution towards the infrastructure costs of the proposed development, whilst continuing to enable viable and sustainable development.
 - b) Consider alternative phasing, through the development period, of any contributions where to do so would sufficiently improve the viability of the scheme to enable payment.
- 3. Development proposals will have regard to the Planning Obligations Supplementary Planning Document (or its successor document).
- 12.10 New development often creates a need for additional infrastructure or improved community services and facilities, without which development has the potential to cause harmful impacts. There are a number of mechanisms for securing the developer contributions needed to address unacceptable impacts planning conditions, planning obligations and the Community Infrastructure Levy.
- 12.11 A planning condition is a condition imposed on a grant of planning permission. They should only be imposed where they are 'necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects' (NPPF paragraph 55).
- 12.12 Planning obligations are legal agreements entered into under section 106 of the Town and Country Planning Act between a council and a developer or landowner. Planning obligations can only be used where it is not possible to address unacceptable impacts through a planning condition.

- 12.13 The Community Infrastructure Levy allows councils to impose a levy on new developments in order to raise funds to support development. We are considering whether it would be appropriate to introduce the Community Infrastructure Levy in South Tyneside.
- 12.14 The policies and proposals within this Local Plan have been subject to a Whole Plan Viability Assessment. Planning applications that comply with the policies in this Plan will be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the planning application stage. Should a robust viability assessment demonstrate that contribution(s) sought to a proposal would render it economically unviable, then we will need to consider, with regard to all of the material considerations, whether it is appropriate to refuse or approve the proposal and whether the viability could be reassessed during the construction phase of the development. In the latter case we will need to consider our priorities in selecting the infrastructure for which contributions should be sought.
- 12.15 The Planning Obligations Supplementary Planning Document will be updated at the earliest opportunity.

SOCIAL AND COMMUNITY INFRASTRUCTURE

Policy IN3: Social and community infrastructure

Along with our partners, we are committed to ensuring that the social and community infrastructure needs of our communities are met.

- 1. We will support the provision of social and community infrastructure where the applicant can demonstrate:
 - a) There is an identified need;
 - b) The scale of the provision is appropriate to that need;
 - c) The proposal would not have an unacceptable adverse impact on the amenity of existing uses and residential amenity including car parking provision;
 - d) It is located within a town, district or local centre or it is in a location that would demonstrably be accessible to the community it is intended to serve by a range of sustainable travel modes; and,
 - e) It is consistent with the other policies in this Local Plan and any neighbourhood plans that are made.
- 2. Proposals which would lead to the loss of valued services and facilities, including public houses, will not be supported unless the applicant can demonstrate that:
 - f) Through a robust viability statement that retention of the existing use would not be economically viable or,
 - g) The proposal would provide an alternative use which is demonstrably of equivalent value to the local community.
- 3. To ensure that social and community infrastructure meets needs we will:
 - h) Require the developer to set land aside for the provision of social and community infrastructure, where there is an identified need;
 - i) Support the multi-purpose use for a range of community services and enhancement of existing community facilities;
 - j) Where new community facilities are proposed, encourage and support design measures which allow the flexibility for multi-purpose use for a range of community services;
 - k) Support proposals which widen the Borough's cultural, sport, recreation and leisure offer, subject to consistency with other policies in this Local Plan and any Neighbourhood Plans that are made.
- 4. We will take into account listing or nomination of 'Assets of Community Value' as a material planning consideration.

- 12.16 The Spatial Vision for this Local Plan includes that our residents will have access to a range of educational and training facilities, including a choice of schools and nurseries, community and healthcare facilities, shops and services as well as employment and recreational activities.
- 12.17 It is important to protect local shops, services and facilities that are valued by the community in order to retain social and community cohesion.
- 12.18 Under the Localism Act, local voluntary and community groups now have the opportunity to nominate buildings or land, both private and public, as Assets of Community Value. An Asset of Community Value is a building or area of land which the principal current use, or use in the recent past, furthers the social wellbeing or social interests of the local community, and it must be realistic to think that the same or another such use will continue. This can include cultural, sporting or recreational interests. Further information is available in the Assets of Community Value (England) Regulations 2012 http://www.legislation.gov.uk/uksi/2012/2421/contents/made Development proposals affecting an Asset of Community Value (listed or nominated) will be determined in accordance with the policies in this Local Plan and any Neighbourhood Plans that are made, with the weight accorded to the listing or nomination determined on its merits on a case-by-case basis.

RENEWABLES AND LOW CARBON ENERGY GENERATION

Policy IN4: Renewables and Low Carbon Energy Generation (Strategic Policy)

- We are committed to encouraging and supporting the local production of energy from renewable and low carbon sources in order to reduce carbon emissions. Proposals for commercial-scale renewable and low-carbon energy generation, including district heating schemes, will be supported where;
- a) The applicant demonstrates that there would be no unacceptable adverse impacts which cannot be satisfactorily addressed including:
 - i. Impacts on the built environment including heritage assets; and
 - ii. Impacts on the natural environment including green infrastructure and biodiversity assets, such as designated sites, protected species and priority habitats and species; and
 - iii. Cumulative, indirect and direct, temporary and permanent impacts on the landscape; and
 - iv. Neighbouring land uses and developments including adverse impacts on amenity by virtue of noise, visual intrusion and, specifically for wind turbines, shadow flicker.
- b) With specific reference to wind energy development, proposals to repower existing turbines will be supported.
- 2. Small-scale community-led initiatives for renewable and low-carbon energy generation will be supported where they are consistent with the other policies in this Local Plan and any neighbourhood plans that are made.
- We will support and encourage the incorporation of renewable energy into developments, particularly as part of major schemes. The retrofit of renewable energy and use of microgeneration will also be supported in appropriate buildings and locations.
- 4. Taking viability into account, proposals for major residential and commercial development within 100m of a local district heating network, will be encouraged to link to that network, if one is available and there is sufficient capacity.
- 12.19 Energy from renewable sources makes an important contribution to reducing greenhouse gas emissions which are the main cause of global warming and climate change.
- 12.20 The NPPF supports the use and supply of renewable and low carbon energy and it is an important aspect of sustainable development.
- 12.21 A recent heat mapping exercise has identified three locations for district energy scheme centred on Jarrow, Hebburn and South Shields town centres. Following the success of first phase district energy scheme at Jarrow (which is currently under construction), the second phase of the project will be delivered at Hebburn to further expand the heat network infrastructure in the South Tyneside Borough.

TELECOMMUNICATIONS AND UTILITIES

Policy IN5: Telecommunications and Utilities

We will support the development and extension of telecommunication services including the promotion of fibre to the premises (FTTP) and are committed to ensuring high quality ultrafast/gigabit-capable broadband coverage throughout the Borough.

- 1. Proposals for major residential, employment and / or main town centre uses, including mixed-use proposals, will be required to ensure that provision for essential utilities infrastructure and ultrafast broadband, which can be provide access to services from a range of providers, will be integrated into the delivery of the development.
- 2. Proposals for qualifying development will need to be supported by an ultrafast/gigabit-capable Statement, to be agreed by the Council as part of the application. The statement should include evidence of consultation with a number of broadband providers/networks
- 3. Exceptions to the approach outlined above could be justified in circumstances where it is not practical, viable, or feasible to deliver ultrafast/gigabit-capable connectivity. In such cases, evidence will be needed from the applicant to demonstrate that a departure from policy is justified.
- 4. Where ultrafast/gigabit-capable broadband is not delivered, non-Next Generation Access technologies that can provide speeds in excess of 24Mbps should be provided as an alternative.
- 5. We will support proposals that develop new or extend existing telecommunications networks provided that the applicant can demonstrate that:
 - a) Opportunities for sharing sites that accommodate existing telecommunications equipment have been demonstrably fully explored by the applicant; and
 - b) The potential impact on visual amenity has been minimised including that any equipment has been sympathetically designed and camouflaged, where appropriate; and
 - c) When sited on a building, the antenna and associated structures are sited and designed in order to seek to minimise the impact to the external appearance of the host building; and
 - d) The development would not have an unacceptable adverse impact on a heritage asset; and
 - e) Evidence is submitted showing the outcome of consultations with a number of broadband providers/networks/organisations with an interest in the proposed development; and
 - f) The proposed installation complies with the national guidelines in respect of exposure of members of the public to electromagnetic fields.
- 12.22 We are working to support the provision of world class digital infrastructure throughout the Borough, for both residents and businesses. High-quality digital infrastructure is integral to achieving economic prosperity, ensuring that communities are fully able to benefit from the opportunities offered by digital connectivity and to reducing the need to travel.
- 12.23 The government has made a commitment to make national, superfast broadband accessible to 90% of premises and basic broadband accessible to all other parts of the country. Broadband UK was set up specifically to oversee this work and allocate a national budget of £530m.
- 12.24 To ensure broadband improvements are delivered in the North East, Durham County Council is leading a project called 'Digital Durham' in partnership with other North East local authorities including South Tyneside Council. We have invested significant funds, along with other North East local authorities, to match Broadband UK funding in rolling out superfast broadband across the borough. In March 2018, coverage stood at 98.6% and this will increase to 99.1% by December 2018, making South Tyneside one of the best connected locations in the country. In addition, we are currently preparing an application to the Local Full Fibre Network Programme to enable 'Gigabit' connectivity across the Borough.

- 12.25 The policy is supportive of achieving advanced, high-quality and reliable communications infrastructure, whilst ensuring that the potential for negative impacts from its development are minimised, as required by the NPPF. For example, the NPPF states that the use of existing masts, buildings and other structures for new electronic communications capability should be encouraged in order to minimise the need for new structures.
- 12.26 FTTP, also called Fibre to the Home, is a pure fibre-optic cable connection running from an Internet Service Provider directly to the user's home or business. The principle of supporting advanced and high quality communications infrastructure is consistent with paragraph 42 of the NPPF.
- 12.27 Policy IN5 does not to require developers to deliver ultrafast/gigabit-capable solutions themselves.

 Instead it focuses on the need to conduct early dialogue with telecom providers in order to best understand what their infrastructure specifications are and how these can be accommodated as part of the new development.
- 12.28 To facilitate this, we require that an application for qualifying development is supported by a 'FTTP Statement'. This will provide details of dialogue with the telecom operators and establish how FTTP will be provided to serve the development and that it will be engaged upon first occupation. This statement will need to be agreed between the applicant and the Council and it is likely FTTP will be secured as envisaged by the statement.
- 12.29 For outline proposals, the 'FTTP Statement' may be more limited on specific details relating to the imminent implementation of FTTP. In these circumstances, a commitment to supply the specific details at a later date, including how and when the telecom operators will be consulted, will need to be provided and this will need to be agreed by the Council.

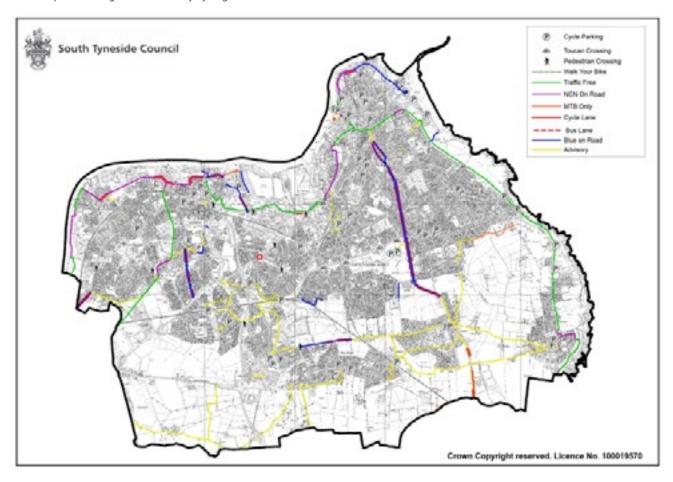
TRAVEL - NEW DEVELOPMENT

Policy IN6: Travel - New Development (Strategic Policy)

Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by a range of transport modes, including public transport, footpaths and cycle routes that are fully integrated into existing networks.

- a) Proposals for new development should:
 - Where appropriate, be supported by a Transport Statement or Transport Assessment and a Travel Plan, to assist consideration of travel impacts, improve accessibility and safety for all modes of travel associated with development proposals; and
 - ii. Ensure that development proposals mitigate impacts on the strategic and/or local highway network, arising from the development itself or the cumulative impacts of development, through the provision of, or contribution towards necessary and relevant transport improvements, including those secured by legal agreement; and
 - iii. Ensure that development proposals provide, or contribute to the provision of, new and/or improved (as appropriate) sustainable travel infrastructure where the predicted number of additional trips will lead to a cumulative increase in car-based trips; and
 - iv. Give first priority to pedestrian and cycle movements, both within the proposal and to neighbouring areas, and ensuring that the scheme layout addresses the need for public transport connectivity at the outset; and,
 - v. Incorporate safe and secure layouts which minimises conflict between traffic, cyclists and pedestrians including taking the needs of cyclists into account in traffic calming schemes; and
 - vi. Where appropriate, improve locations that are less attractive to pedestrians and cyclists, including crossing points at roads; and
 - vii. Ensure sufficient conveniently sited and secure cycle spaces will be provided having regard to the Parking Standards SPD (or its successor document), together with, where appropriate, showers and changing facilities; and

- viii. Ensure that proposals in terms of their layout do not compromise the potential for the future development of adjoining sites; and
- ix. Protect and where possible enhance access to public rights of way; and
- x. Consider appropriate road safety solutions where applicable; and
- xi. Ensure that sufficient car parking spaces will be provided having regard to the Parking Standards SPD (or its successor document); and
- xii. With respect to the highway management and adoption process, developments should have regard to our Highways and Design Standards (or its successor document).
- b) Development proposals must be designed to meet the needs of ultra-low emission vehicle users. In particular:
 - i. All major development will incorporate charging infrastructure for ultra-low emission vehicles; and
 - ii. Minor development should incorporate charging infrastructure for ultra-low emission vehicles where it is practicable to do so; and
 - iii. With reference to proposals that require the provision of ultra-low emission vehicle infrastructure, applicants should also have regard to the Parking SPD.
- c) Development proposals must be designed to meet the needs of public transport users. In particular:
 - i. Road layouts must include direct, convenient and safe bus routes which are not obstructed by on-street parking; and
 - ii. Bus priority measures must be implemented, where appropriate; and
 - iii. Where appropriate and necessary, all new homes and commercial development must be no more than 400m from a bus stop; and
 - iv. Bus stops must have appropriately designed shelters, good pedestrian access and be open to public supervision; and
 - v. Proposals must demonstrate how they have sought to maximise opportunities to improve accessibility to metro stations.
- 12.30 The NPPF states that all developments that generate significant amounts of movement should be required to produce a travel plan, and the application should be supported by transport statement or transport assessment so that the likely impacts of the proposal can be addressed.
- 12.31 To deliver our economic aspirations and ensure the travel needs of our residents and businesses are met, it is essential to ensure that the strategic and local highway network continues to operate efficiently. This includes ensuring that both the individual and the cumulative impact of new developments are mitigated.
- 12.32 The NPPF states that transport issues should be considered from the earliest stages so that opportunities to promote walking, cycling and public transport use are identified and pursued and our Spatial Vision supports accessible and sustainable travel. We want to ensure that new development facilitates the provision of real travel choices and this means that considerations such as access to bus stops, metro stations etc., as well as walking and cycling networks and layouts that encourage walking as a travel mode, need to be integral to the planning of developments from the outset. It is also important that development is designed to promote road safety.
- 12.33 When determining whether a Transport Statement or Transport Assessment and a Travel Plan is appropriate in support of a planning application, applicants are advised to have regard to the criteria provided within the Transport Assessments / Statements, and Travel Plans section of the Validation of Planning Applications in Tyneside 2019 document https://www.southtyneside.gov.uk/article/35972/View-all-application-forms
- Our Physical Activity Strategy (2019) recognises that that physically active travel modes such as walking and cycling support health and well-being. Encouraging these travel modes also offers the potential to reduce trips by the private car and thereby impact positively on the pressure on the highway network and on carbon emissions. Strategic cross-boundary cycling and walking routes have been identified in our Cycling and Walking investment Strategy (2019) and are shown on the Policies Map and Inset Map 35.



- 12.35 The Policy includes a requirement for development proposals to consider the potential for future development at adjoining sites. It is important that development proposals take this into consideration, for example by ensuring that there are positive options for walking and cycling interconnectivity as well as for highway links.
- 12.36 The policy makes reference to the Parking and Highways Standards SPD. This will be updated at the earliest opportunity.
- 12.37 We are currently preparing a Highways and Design Standards document which will contain guidance for the highway management and adoption process. When adopted this should be read in conjunction with the Manual for Streets.
- 12.38 The decarbonisation of vehicles is a key aspect of promoting sustainable travel and the policy ensures that the incorporation of charging infrastructure for ultra-low emission vehicles will become an integral requirement for development, as well as aligning with the broader Air Quality Strategy that we are intending to introduce, which will take a holistic approach to air quality. Typically for residential development charging points will be within the curtilage of the property and for commercial developments within the associated parking area.

Policy IN7: Accessible and Sustainable Travel (Strategic Policy)

We will work with our key partners to ensure the delivery of an accessible and sustainable travel network that provides genuine accessible choices for travel by sustainable travel modes such as public transport, walking and cycling infrastructure, and which supports economic prosperity.

Sustainable Travel Networks

The Metro and Rail Network

- a) We will support fleet investment and renewal for the Metro system and the delivery of the following targeted improvements to the Metro system:
 - i. South Tyneside track dualling between Bede and Pelaw
 - ii. Additional Metro stations on the network with sites at Mill Lane, Hebburn to be considered.
 - iii. Enhancements at existing Metro stations including consideration to park and ride expansions at East Boldon, Fellgate and Tyne Dock;
 - iv. Improving metro connectivity between South Tyneside and the International Advanced Manufacturing Park with consideration to the Pelaw Fly-over and Pelaw Chord improvements.
 - v. Improving Metro connectivity between South Shields and Sunderland through enhancements to the Boldon East curve, working with Network Rail.

Locations outside the Borough

- b) To positively improve the capacity of the Strategic Rail network within the North East region, we will support:
 - i. Upgrades on the East Coast Mainline;
 - ii. Delivery of the rail schemes being promoted by the Northern Rail Powerhouse;
 - iii. The development of High Speed Rail in the North East, including Central Station upgrade;
 - iv. The re-opening of the full length of the Leamside Line and the Newcastle to Northumberland rail lines,
 - v. Upgrade of the Metro fleet and continued investment in the Metro Annual Renewals programme.
 - c) We will safeguard:
 - i. Land for a new Metro station at Mill Lane, Hebburn.
 - ii. The existing (and part former) Tyne Dock mineral line between Tyne Dock and Brockley Whins Metro Stations (including Boldon East curve), for a possible new Metro link between South shields and Sunderland;
 - iii. Land to enable additional park-and-ride facilities at existing metro stations;
 - iv. Land for rail connections (Boldon East Curve, Pelaw Fly-over and Pelaw Chord) for access from South Tyneside to the Leamside Line.

Bus Network

- d) We will continue to work with other Local Highways Authorities and regional partners, including Nexus and Commercial Bus Operators, to ensure that bus priority measures, infrastructure and service improvements, are delivered where necessary.
- e) Improving the engine specification of the Bus and Taxi Fleets operating in the local authority area is crucial in terms of reducing emissions and improved local Air Quality. We will continue working with Bus Operators, Taxi Operators and Nexus to lower vehicle emissions for local services, including developing charging infrastructure as appropriate.

Pedestrians, cyclists and horse-riders

- f) We will support the upgrading of footways to bridleways where possible
- g) We will increase the provision of bridleways, where appropriate to do so
- h) We will protect and enhance the integrity of strategic cross-boundary cycling and walking routes, as shown on the Policies Map and Inset Map 31
- Where appropriate, we will support proposals for the delivery of new infrastructure which increase the attractiveness of cycling as a viable travel mode which will include secure cycle parking
- j) Active travel will be promoted as part of on-going initiatives.

Improving Capacity On The Network

k) We will work with our key partners to deliver targeted improvements at the following key locations, as shown on the Policies Map:

South Tyneside Strategic Highway Network

- i. Testo's Grade Separation Scheme (A184 / A19)
- ii. Downhill Lane Junction Improvements (A19 / A1290)
- iii. A19 Lane Gain / Lane Drop Scheme (A185 to A194) both North bound and South bound
- iv. Whitemare Pool Junction (A194M / A194 / A184)

South Tyneside Local Highway Network

- v. Boldon and Tileshed Level Crossing Closure Scheme with new bridge and carriageways;
- vi. Mill Lane Corridor (A194 (M) to B1306)
- vii. Follingsby Lane Carriageway upgrade
- viii. Localised junctions expected to be impacted by development growth
- ix. Safeguarding land, subject to feasibility studies, to allow for any future need to realign the Coast Road at Marsden (by 2026) and for the relocation of the Lizard Point car park, within the corresponding designated Coastal Change Management Area.

New Tyne River Crossing

x. We will support the delivery of a new Tyne River crossing, the location of which remains under consideration.

URBAN TRAFFIC MANAGEMENT CONTROL AND FREIGHT

- 12.39 We will work with Local Partners to ensure the fast and efficient movement of freight; the effective movement of which is fundamental to an effective economy. While the Council will seek to promote and facilitate the expansion of rail and sea freight, it must be recognised that the majority of freight movements will remain on-road and that safe and efficient movement for goods vehicles must be provided to ensure journeys to businesses and major logistics hubs, including;
 - The Port of Tyne, and;
 - IAMP.

The Strategic Road Network and main Local Authority A Road networks are foreseen to be impacted by increasing traffic flows. These roads and junctions include;

Highways England	South Tyneside Council
• A19	• A185
• A184	• A194
• A194M	• A1300

- 12.40 To ensure that these roads continue to operate effectively and ensure access is maintained, particularly to the Port of Tyne, this Plan proposes a range of solutions.
- 12.41 South Tyneside is a member of the North East Freight Quality Partnership and will continue to support its work improving freight mapping, signage, driver information, freight exchange programmes and fleet decarbonisation.
- 12.42 New developments that require improved highways infrastructure including junction enhancements will be required to produce a Transport Assessment or Statement in accordance with local planning guidance. Where necessary (subject to the scale of the development) a Highway Operational Management Plan may be required. This will be intended to minimise the impact freight trips on the highway network particularly during peak times.
- 12.43 The former Learnside Line runs along the western boundary of the Borough and the corridor should be safeguarded for long-term proposals. This corridor would provide a dedicated rail line to complement the East Coast Mainline. This proposal will have cross-boundary implications and will require a joint approach to deliver.
- 12.44 Intelligent Transport Solutions (ITS) are being developed which can increase the efficiency of the highway network and can unlock development. South Tyneside Council is working with regional stakeholders such as the North East Urban Traffic Management Control Team (UTMC) to optimise and improve the efficiency of junctions and to adopt corridor approaches to benefit all vehicle movements. The efficient movement of vehicles, including freight will have a positive effect on local air quality and will reduce congestion. Whilst this is the case, increased emphasis must still be placed on more active and sustainable modes of Transport for everyday journeys.

AIRPORT AND AIRCRAFT SAFETY

Policy IN8 Airport and Aircraft Safety

Development will be permitted within the Newcastle International Aerodrome Safeguarding Area, as defined on the Policies Map where applicants can demonstrate that it would not prejudice the safety of air traffic and air traffic services.

Relevant planning applications within the defined safeguarded area will trigger consultation between the Council, the Civil Aviation Authority, National Air Traffic Service, the Ministry of Defence and Newcastle International Airport. We will ensure that developers consider both potential individual and cumulative impacts. Where necessary, mitigation will be required by the developer to either remove or reduce the potential impact upon the safeguarded area to acceptable levels.

- 12.45 The aerodromes safeguarding process is set out the Town and Country Planning (Safeguarding Aerodromes) Direction 2002. Its purpose is to ensure the safe operation of the airport and aircraft within its safeguarding zone is not inhibited by buildings, structures, erections or works that would infringe protected navigation surfaces, or could impair the performance of navigation aids, radio aids or telecommunication systems.
- 12.46 The Civil Aviation Authority has identified Newcastle International Airport as a 'safeguarded aerodrome'. Aerodrome Safeguarding Areas contain two distinct areas inner and outer. A range of development types trigger the consultation requirement within the inner safeguarding area. The Newcastle Airport Inner Safeguarding Area extends into the Hebburn / Fellgate / Jarrow area of the Borough. Development proposals which would prejudice the air safety of Newcastle International Airport will not be permitted within the safeguarding zone. Relevant planning applications for the purposes of the policy are likely to include:
 - All buildings, structures, erections and works (fixed or transient) close to (to account for variations in ground height) or exceeding the height threshold specified on the Policies Map;
 - Development using highly reflective materials such as glazed roofs or photovoltaic cells;

- Landscaping schemes, the development of open water, and building design which could encourage wildlife habitats and may led to increased risk of an aircraft encountering a bird strike;
- Lighting which has the potential to cause distraction or glare for pilots, or could imitate airfield lighting; or
- Induced turbulence from buildings, through heat emissions etc.
- 12.47 In the outer zone of the Aerodrome Safeguarding Area development, proposals involving the erection of one or more wind turbines will trigger the requirement for consultation with Newcastle International. Wind turbines have the potential to affect radar and other Airport navigation systems, as well as being collision hazards in certain circumstances, for which certain mitigating procedures may be required. Therefore a 30km safeguarding zone (which covers the whole of the Borough) is operated by the Airport to ensure that such developments do not adversely impact on the safe operation of aircraft. Primary radar is the airport's system for tracking the course of aircraft. There is a significant cost to Newcastle International Airport to update the mitigation radar to chart new turbine developments, and the cost of this falls within the scope of the mitigation required by the developer.

WASTE FACILITIES

Policy IN9: Waste Facilities (Strategic Policy)

Development of new waste management facilities in the Borough will be supported where the applicant can demonstrate:

- a) The need for the facility and that appropriate capacity available elsewhere in the North East region has been utilised;
- b) That sites for the disposal of waste meets a need that cannot be met by treatment higher in the waste hierarchy;
- c) That proposals contribute to achieving the objectives and targets for the recycling and recovery of waste as set out in the Joint Municipal Waste Strategy (or its successor);
- d) That proposals support opportunities to locate complimentary facilities, such as waste disposal points and treatment facilities, in close proximity to each other;
- e) That proposals, where necessary, address any adverse impacts of the proposal from:
 - i. generation of pollutants such as odours, dust and light;
 - ii. noise, traffic generation and vibration;
 - iii. harm to water quality and flood risk management;
 - iv. land instability;
 - v. land use conflict.

Proposals for waste facilities will be supported in sustainable locations appropriate to the waste management use and where potential adverse impacts on people, biodiversity and the environment can be mitigated where necessary. Proposals for waste facilities should have regard to the following sequential priorities:

- f) Existing permitted waste management sites or co-located with other waste management development;
- g) Employment sites suitable for Use Classes B2 (general industry) and B8 (storage and distribution), as defined in Policy ED2 and ED3, with the exception of the IAMP;
- h) Sustainable locations on previously developed land.
- 12.48 Managing waste is a key element of sustainable development. Waste arises from three principle sources; municipal, commercial and industrial. In seeking to achieve sustainable development, emphasis is placed on making the best and most efficient use of land. This includes an efficient and sustainable strategy for waste disposal. Sustainable initiatives such as re-use and recycling should be encouraged over landfill. Greater emphasis should also be placed on avoiding waste production and making use of waste as a resource.



- 12.49 We will seek to contribute to climate change mitigation and the reduction of carbon emissions by applying the waste hierarchy of prevention, preparing for reuse, recycling, other recovery and safe disposal. Waste should be reduced and reused or recycled where possible and disposed of as a last resort. The waste hierarchy has been devised through the Waste Framework Directive and ranks the methods of dealing with waste in order of preference. The National Waste Strategy sets national targets for reducing the amount of waste which ends up in landfill. Waste planning policies should support the waste hierarchy and contribute to achieving national targets.
- 12.50 We are part of the South Tyne and Wear Waste Management Partnership (STWWMP). This is a joint approach with Gateshead and Sunderland Councils for the procurement of waste services. Guided by the Joint Municipal Waste Management Strategy (January 2013), the Partnership has developed a strategic solution for the treatment and disposal of residual municipal waste.
- 12.51 The Joint Municipal Waste Management Strategy sets out the Partnerships objectives; to reduce the amount of waste generated, reuse waste, recycle and/or compost waste as far as practicable and recover energy from the remaining waste and finally dispose of residual waste safely,
- The Partnership has a target to increase recycling of household waste to 50% by 2020. In 2014/15, 40% of the Borough's was recycled or treated. This has increased from 30% when our Core Strategy (2007) was adopted but is still below the Partnership's target. Therefore, an adequate range of waste management facilities should be provided to ensure that waste is treated and disposed of sustainably.
- 12.53 A contract has been secured for the Borough's residual municipal waste to be treated at a purpose-built Energy from Waste facility in Teesside. The facility is able to deal with up to 256,000 tonnes of residual waste each year and capable of exporting 18.84MW of electricity to the national grid. The contract commenced in 2014 and will run for 23 years. It also includes the management of three waste transfer stations, including Middlefields in South Shields. This has resulted in a significant reduction in waste from the Borough going to landfill. In 2014/15 only 3% of the Borough's waste was sent to landfill.
- 12.54 The North East authorities jointly commissioned a study on waste: Model of Waste Arisings and Waste Management Capacity 2012 by Urban Mines. The study includes a forecast of waste arising until 2030, taking into account economic conditions, respective growth strategic and targets for recycling, recovery and diversion of waste. It also includes an assessment if the capacity of existing and planned waste facilities.
- 12.55 The Borough is forecast to have increase in total waste arisings to 163000 tonnes by 2030. With no local landfill or treatment capacity, South Tyneside has a shortfall in capacity however the Tyne and Wear figures show that there is sufficient landfill and treatment in capacity in the region to deal with sub-regional commercial and industrial residual waste arising forecast. The Borough's overall recycling capacity currently exceeds the Borough's arisings.
- 12.56 Policy IN9 sets out the principles of appropriate waste facility proposals. These principles are key to ensuring waste management infrastructure is delivered in the most sustainable and effective way for

- the treatment of waste and the avoidance of potential negative impacts. Applicants will be expected to submit a supporting statement to demonstrate that the proposals would not have unacceptable impacts on residents, the landscape, wildlife and heritage assets.
- 12.57 When considering the potential impacts of a waste management scheme, applicants should consider how the proposals may impact upon existing nearby land uses as well as other committed development proposals.

PROTECTION OF EXISTING WASTE FACILITIES

Policy IN10: Protection of Existing Waste Facilities (Strategic Policy)

As shown on the Policies Map, we will protect existing waste management sites in the Borough from inappropriate development in order to maintain existing and future levels of waste management capacity and to aid delivery of the Joint Municipal Waste Strategy unless it can be demonstrated that there is no longer a need for the facility or where the capacity can be better met elsewhere in the Borough.

Development proposals in the vicinity of a waste management site will only be permitted where the applicant can demonstrate the proposal would not harm the operation of the waste management sites. Extension or intensification of existing facilities will only be permitted where the applicant can demonstrate proposals can be shown to result in no additional adverse effect to the surrounding area.

- 12.58 This policy safeguards those sites required for the delivery of the Joint Municipal Waste Management Strategy and other strategically important sites to protect them against potential future conflict with incompatible uses, as well as protecting existing waste management infrastructure in South Tyneside to ensure sufficient capacity is maintained to manage expected levels of waste over the Plan period. This is important because the predicted future need for additional waste management capacity assumes existing capacity is available (except where known closure has been identified within the Plan period). Should the continuation or potential expansion of sites be affected by non-waste development this would impact on the ability of South Tyneside to manage its waste.
- 12.59 When determining applications for non-waste development within a distance that could affect the potential for waste use on a site, regard will be had to any potential adverse impact the proposed development might have on the future of the site as a location for waste management. If a development is likely to have an unacceptable impact on the future of the site as a location for waste management it will be refused, unless it is demonstrated by the applicant that there is no longer a need for the allocated site as a location for waste management or there is an overriding need for the non-waste development in that location.
- 12.60 In order to ensure that there is sufficient capacity within the city to deal with waste arisings, other than those which are to be sent to the Energy from Waste plant at Haverton Hill, Policy IN10 seeks to protect these facilities unless there is no longer a need for the facility. In such circumstances, the loss of waste management sites will be supported where the capacity can be met elsewhere, appropriate compensatory provision is made in appropriate locations elsewhere, or the site is required to facilitate the strategic objectives of the Borough.

MINERALS SAFEGUARDING AND EXTRACTION

Policy IN11: Minerals Safeguarding and Extraction (Strategic Policy)

1.We will continue to work with the wider north east authorities to ensure that there are appropriate land-banks for the supply of minerals in the region. To achieve this, we have identified Minerals Safeguarding Areas, facilities that need to be safeguarded for the importation of minerals, and set out the criteria by which proposals for minerals extraction will be assessed.

Minerals Safeguarding Areas

- 2. Mineral Safeguarding Areas, as shown on the Policies Map and Inset Map 36, are defined around all resources that are considered to be of current or emerging economic importance including coal, sand, gravel and Magnesian limestone. In South Tyneside, all mineral resources within Mineral Safeguarding Areas will be protected from unnecessary sterilisation by other development.
- 3. Applicants will need to demonstrate that proposals for non-mineral development within a Mineral Safeguarding Area that:
 - a) The mineral concerned is no longer of any value or potential value; or
 - b) The mineral can be extracted satisfactorily prior to the non-mineral development; or
 - c) The non-mineral development is temporary and will be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to needed; or
 - d) The overall social, economic or environmental benefits of the proposed development outweigh the loss of the mineral resource, or
 - e) It constitutes non-mineral development that is exempt from the safeguarding provisions.

Safeguarding Facilities

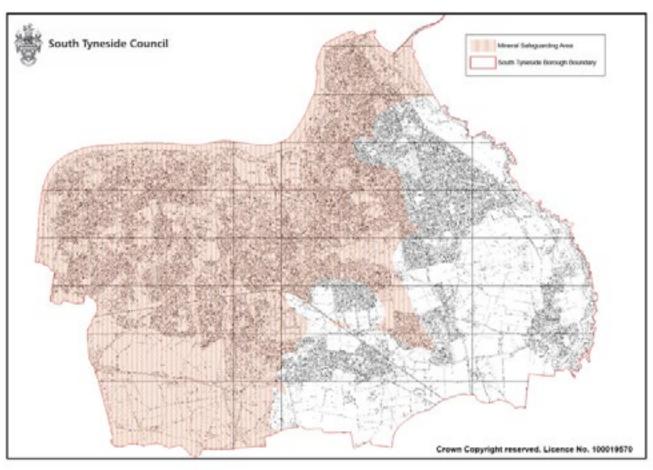
4. As shown on the Policies Map, facilities at the Mercantile Wharf in Jarrow and the Port of Tyne will be safeguarded to allow the transport of minerals by sea.

Proposals for Minerals Extraction

- 5. In the context of proposals for minerals extraction, applicants will be required to:
 - f) Demonstrate the extent, quality and significance of the reserves to be extracted; and
 - g) Ensure that the workings of other important mineral deposits is maximised and not prevented; and
 - h) Ensure that the proposal can be effectively and sensitively integrated with its surroundings and the character of the landscape, particularly as a result of changes to landform and topography both during and after extraction; and
 - i) Ensure that there are no unacceptable adverse impacts on the natural environment including ecological and green infrastructure assets and that, where possible, a net biodiversity gain is delivered through the creation of priority habitats; and
- j) Ensure that there are no unacceptable adverse impacts on neighbouring land uses and development including adverse impacts on human health and amenity by virtue of noise, dust, vibration, air pollution and harmful visual impact.; and
- k) Ensure that there are no unacceptable adverse offsite flood risk impacts; and
- I) Ensure that there are no unacceptable adverse impacts to the surface water and groundwater environment; and
- m) Ensure that the proposal incorporates measures to control light pollution; and
- n) Ensure that the operation and restoration of the site does not create land instability and the quarry slopes and mounds are designed so as not to create instability; and
- o) Ensure that the soil resource is managed in a sustainable way and where proposals affect best and most versatile agricultural land, applicants should demonstrate there is no suitable alternative that provides the same benefits in terms of other environmental considerations, the land could be restored to its previous agricultural land quality or there is an overriding need for the development; and
- Ensure that the transport of minerals using rail and water is encouraged and where road transport is proposed applicants should demonstrate that transport by rail and water is not practicable or feasible; and
- q) Ensure that provision has been made for the restoration and aftercare of the proposed site at the earliest opportunity, to high environmental standards.

- 12.61 The 2017 Joint Local Aggregates Assessment for County Durham, Northumberland and Tyne and Wear shows that Tyne and Wear has a land-bank of 27.8 years for sand and gravel and 18.2 years for crushed rock. In addition to participating in the Joint Local Aggregates Assessment, we coordinate with the wider region through the North East Aggregates Working Party.
- 12.62 Defining Mineral Safeguarding Areas and ensuring that known locations of specific mineral resources of local and national importance are not sterilised by non-mineral development, is a requirement of the NPPF. Data provided by the Coal Authority shows that majority, but not all, of the Borough is lies upon areas covered by shallow coal. Mineral Safeguarding Areas have also been identified for sand, gravel and limestone using the British Geological Survey's Mineral Resource Map which has identified outcrops of basel sands, glacial sand and gravel and an extensive area of Magnesian limestone.
- 12.63 The NPPF states that planning policies should safeguard existing sites for the bulk transport, handling and processing of minerals. Facilities at the Mercantile Wharf in Jarrow are used by CEMEX for the landing and processing of marine dredged aggregate and at the Port of Tyne by Aggregate Industries for the importation of aggregate minerals in Tyne and Wear.
- 12.64 To accord with the NPPF, the policy sets out requirements to ensure that operations do not have unacceptable adverse impacts on the natural and historic environments or human health.
- 12.65 The NPPF states that planning policies should ensure that worked land is reclaimed at the earliest opportunity and that high quality restoration and aftercare of mineral sites takes place. There are currently two active quarries in South Tyneside at Marsden in South Shields and at Red Barns in West Boldon. Planning permission to extend Red Barns Quarry was granted in 2018 to underpin recent investment at Throckley Brickworks, to the west of Newcastle. The earliest phase of the quarry has already been restored and, under the terms of the planning consent and accompanying legal agreement, there is a detailed plan for the phased restoration of the site to ensure the objectives of landscape amenity and nature conservation of the site continue to be met. Upper Magnesian Limestone is worked at Marsden Quarry. Extraction is currently permitted until 2027, and a scheme to progressively restore the quarry is expected to be completed by 2031.

Inset Map 36: Extent of the Minerals Safeguarding Area





Policy IM1 IMPLEMENTATION AND MONITORING

1) Monitoring The Effectiveness Of The Local Plan

We will implement the policies of the Local Plan in accordance with the performance indicators set out within our Implementation and Monitoring Framework. Should our annual Authority Monitoring Report or other updated evidence suggest policies are not on track to being implemented, we will the initiate the corresponding contingency measures as set out within the Implementation and Monitoring Framework which may include:

- a) A review of the delivery of site specific allocations and investigate any barriers to the development taking place;
- b) A review of the financial contributions mechanisms, such as negotiating Section 106 Agreements, which may impact on development viability and therefore delivery;
- c) A review of our development management processes, including pre-application discussions and how we engage with statutory and other consultees;
- d) The preparation of supplementary planning documents, development briefs, masterplans to provide clearer guidance on the implementation of certain policies or using our Compulsory Purchase powers to assemble the land required to support delivery;
- e) Maintaining our Infrastructure Delivery Plan and continued working with our neighbouring local authorities and other Prescribed Bodies to address existing or new cross-boundary development issues;
- f) Directing additional resources as well as seeking financial and other forms of support from the public, private and voluntary sectors to assist in the delivery of specific policies and proposals; and
- g) Working and engaging with various partners across the public, private and voluntary sectors.

2) Ensuring The Supply And Delivery Of New Homes

We anticipate that housing sites will be delivered in accordance with the housing trajectory as outlined at Policy H2 which demonstrates a continuous five-year supply of housing is capable of being maintained. However, if it becomes apparent that a five year deliverable supply cannot be evidenced or that housing delivery is falling below the thresholds prescribed by the Housing Delivery Test over a rolling three year period, we will implement remedial action(s) to address any shortfalls. Depending upon the scale and nature of either the under supply or under delivery, actions may include criterion (a) to (g) as outlined above in addition to:

- h) Formally implementing those measures as required by the Housing Delivery Test;
- i) Drawing upon more up to date supply information from our Strategic Housing Land Availability Assessments, Brownfield Registers and Employment Land Reviews to identify additional housing sites that are consistent with this Local Plan's policies; or
- j) A partial and early review of the Local Plan to release additional land for new homes, and should exceptional circumstances prevail, this may include further consideration of releasing additional land from the Green Belt.

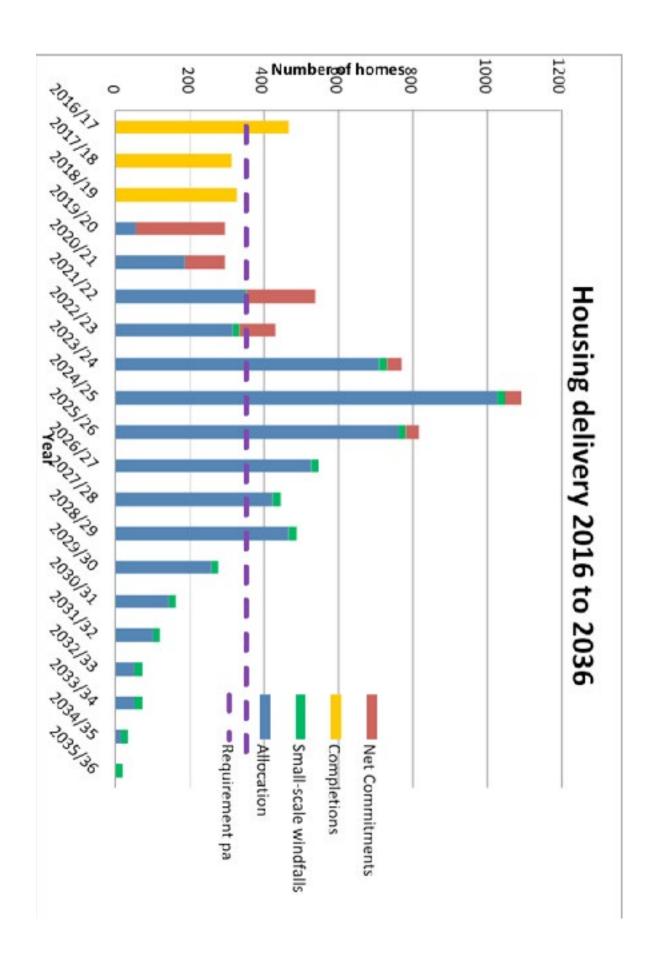
3) Reviewing The Local Plan

To assess whether the Local Plan needs to be updated, we will maintain an up to date evidence base to inform a review of the policies no later than 5 years from the date of their adoption. Where it's deemed necessary, we will either update the Local Plan in full or undertake a selective update to the relevant policies.

- One of the key tests of soundness for the Local Plan Strategy is to ensure the plan is "effective" and that the Plan is deliverable over the plan period. However, responsibility for the successful implementation of this Local Plan falls not only to ourselves, but also upon our partners and other stakeholders including neighbouring authorities, utility providers, the NE LEP, landowners and the development industry.
- Monitoring is therefore critical to assess the delivery and effectiveness of achieving the vision, objectives, spatial strategy, the strategic priorities and the policies. We will produce an Authority Monitoring Report (AMR), which will be published annually on the Council's website. The AMR will demonstrate how the policies within the Local Plan Strategy are achieving their objectives by:
 - evaluating the performance of the Local Plan Strategy and other Local Plan documents by considering progress against the indicators proposed;
 - assessing South Tyneside's housing delivery and assessing it against the Housing delivery test;
 - identifying the need to reassess or review any policies or approaches;
 - making sure the context and assumptions behind our strategy and policies are still relevant; and
 - identifying trends in the wider social, economic and environmental issues facing South Tyneside which could affect the Local Plan policies.
- 13.3 The Annual Monitoring will show, through measured indicators whether this Plan is meeting key its objectives. Where the evidence or trends demonstrate there is under performance or policies are out of date or clearly not providing their aim this would trigger action to be taken. This trigger will vary depending on the indicator in question and it will not always necessitate the release of more land for development as a first response. We will consider what action is needed and examples can include whether the policy needs to be strengthened, maintained, whether we introduce changes in how we process or even prioritise certain application types, or how we work with partners to secure delivery of the required infrastructure that is necessary to assist the development coming forward. The Implementation and Monitoring Framework (at Appendix 2) identifies the indicator/monitoring details, relevant targets, when action will be taken if the target is not met, along with the implementation and delivery mechanisms.
- 13.4 Monitoring data will be drawn from a whole range of sources and we will also keep under regular review the evidence base that informs this Local Plan, in particular, housing and employment needs assessments and land availability as well as the wider social, economic and environmental context.
- 13.5 A key aim of our Local Plan is to ensure that sufficient homes are being built or in the pipeline to meet the identified need. Government has introduced two tests relating to the delivery of new homes:
 - The '5 Year Housing Land Supply Assessment' requires us to maintain a supply of suitable, available and achievable homes that could be built over a rolling 5 year period; and
 - The 'Housing Delivery Test' measures the number of homes built over a rolling three year average. If this falls below our local housing need, determined by the standard housing methodology, then certain actions are required depending upon the scale of the shortfall to address the discrepancy. The full details are set out in the NPPF and the Housing Delivery Test Measurement Rule Book.
- 13.6 We will work collaboratively with developers and stakeholders to find solutions or it may be able to use its influence and powers to assist in the delivery
- 13.7 The Local Plan is intended to robustly shape local development for the next 15 years; however, in accordance with the NPPF, at least every five years from the date of the adoption of this Plan's policies, we will assess Local Plan policies and spatial development strategies to see whether they require updating. Changing conditions may be so significant as to require a review or partial review of the Local Plan, for example; where development fails to come forward due to infrastructure or land assembly difficulties, significant changes to national planning policy or economic circumstances.

Appendix 1: Housing Trajectory





To find out more about the Local Plan, please contact:

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Visit: www.southtyneside.gov.uk/planning If you know someone who would like this information in a different format contact the communications team on (0191) 424 7385

If you know someone who needs this information in a different format, for example large print, Braille or a different language, please call Marketing and Communications on 0191 424 7385.

