

**This document contains the following redacted
representations in full:**

Name	Reference Number	Page Number
Church Commissioners of England	LP1867	2

*In order to keep these documents to an appropriate size the number of representors featured
within each document may vary*

South Tyneside Draft Local Plan - CCfE Representations

To: Local Plan <Local.Plan@southtyneside.gov.uk>

Cc:

1 attachments (467 KB)

333129611.SouthTynesideLP Covering Letter.240301.pdf;

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Dear Planning,

We are pleased to submit representations on behalf of the Church Commissioners for England to the South Tyneside Draft Local Plan 2023 – 2040 consultation.

CCE is a significant land holder across South Tyneside, including part landowner of the proposed Fellgate Sustainable Growth Area and has been actively engaged with the plan making process from the outset. Both Stantec and CCE have a strong track record of securing consent for development in the local area and nationally. As such, we are well positioned to comment on the future policy direction of South Tyneside.

The representations span across several separate documents but should be read and considered as a whole. Each document submitted can be briefly summarised as follows:

- (i) **Covering Letter** (*this document*) - overview and summary of CCE's representations.
- (ii) **Representations to the Pre-Submission South Tyneside Local Plan (Regulation 19) Consultation Report** - an overarching commentary against the general development management policies included in the draft Plan. This Report does not provide commentary on individual draft allocations.
- (iii) **Fellgate Sustainable Growth Area Representation** (Reference: 333100863) – representation to Policy SP8 as part of the draft Plan consultation as well as representation to the Fellgate Sustainable Growth Area Supplementary Planning Document: Scoping Report.
- (iv) **Land at North Farm (Policy SP7, GA2) Representation** (Reference: 333129611: GA2) – representation on the draft residential allocation on land at North Farm. CCE are the landowner of this draft allocation.
- (v) **Land to the north of Town End Farm (Policy SP7, GA3) Representation** (Reference: 333129611: GA3) – representation on the draft residential allocation on land to the north of Town End Farm. CCE are the landowner of this draft allocation.
- (vi) **Land at West Hall Farm (Policy SP7, GA4) Representation** (Reference: 333129611: GA4) – representation on the draft residential allocation on land at West Hall Farm. CCE are the landowner of this draft allocation.

- (vii) **Land at Whitburn Lodge & Land to the north of Shearwater (Policy SP7, GA5 & GA6) Representation** (Reference: 333129611: GA5 & GA6) - representation on the draft residential allocation on land at Whitburn Lodge and land to the north of Shearwater. CCE are the landowner of both draft allocations.
- (viii) **Omission Sites** (Reference: 333129611: Omission) – to outline CCE's land interests and confirm that it remains available for development should circumstances change.

CCE has also submitted Site Assessment and Deliverability Analysis documents alongside these representations.

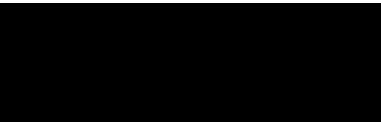
The documents exceed the email file limit and so have been submitted using this WeTransfer link: [Suspicious link removed until analysis is complete.](#)

Please could you confirm receipt of the above files at the earliest opportunity.

If there are any questions or should you require any further information, then please do not hesitate to contact us.

Many thanks and kind regards,

Matthew Hewitt
Senior Planner



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3 March 2024

Project/File: 333129611

Spatial Planning,
Development Services,
Regeneration and Environment,
South Tyneside Council,
Town Hall and Civic Offices,
Westoe Road,
South Shields,
Tyne & Wear,
NE33 2RL

Dear Planning,

**Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19)
CONSULTATION**

Stantec has been instructed by the Church Commissioners for England ('CCE') to submit representations to the South Tyneside Council ('the Council') regarding the Regulation 19 consultation on the South Tyneside Draft Local Plan 2023 - 2040 ('the draft Plan').

CCE is a significant land holder across South Tyneside, including part landowner of the proposed Fellgate Sustainable Growth Area and has been actively engaged with the plan making process from the outset. Stantec, formerly Barton Willmore, mostly recently made representations on behalf of CCE to the Regulation 18b consultation in August 2022. Both Stantec and CCE have a strong track record of securing consent for development in the local area and nationally. As such, we are well positioned to comment on the future policy direction of South Tyneside.

CCE aim to assist with delivering safe and stable new homes; create employment opportunities for local areas; strengthen existing and build new communities; create and sustain vibrant and vital places; and facilitate the curation of communities that can thrive for generations to come. It is within this context that the CCE make representations on the future policy direction of South Tyneside.

The following covering letter seeks to provide an overview and summary of CCE's representations to assist the Council and Planning Inspectorate consider the comments made.

CCE's Land Interests

CCE's land interest across the Borough include:

- Land at North Farm
- Land to North of Town End Farm
- Land at West Hall Farm
- Land at Whitburn Lodge
- Land to North of Shearwater

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION

- South of Cleadon Park
- West of Sunnyside Farm
- Land South of St John's Terrace and Neatley Avenue
- (also referred to as South East Boldon)
- Land to the north of New Road
- Land west of Sunderland Road
- West of Shields Road / Land South of South Shields School
- Fellgate Sustainable Growth Area

Appendix 1 to this letter provides a table which summarises the above land interests, confirms whether the sites are allocated in the draft Plan, provides any site references used by the Council, the proposal as well as CCE's view on the status of the site.

Appendix 2 to this letter includes a Summary Plan which spatially maps CCE's land interests across the Borough indicating which sites are draft allocated, being promoted and those that are not actively pursued but available should the Council require further sustainable development sites.

CCE's Representation Scope

Stantec on behalf of CCE have made comprehensive representations to the draft Plan consultation. The representations span across several separate documents but should be read and considered as a whole. Each document submitted can be briefly summarised as follows:

- (i) **Covering Letter** (*this document*) - overview and summary of CCE's representations.
- (ii) **Representations to the Pre-Submission South Tyneside Local Plan (Regulation 19) Consultation Report** - an overarching commentary against the general development management policies included in the draft Plan. This Report does not provide commentary on individual draft allocations.
- (iii) **Fellgate Sustainable Growth Area Representation** (Reference: 333100863) – representation to Policy SP8 as part of the draft Plan consultation as well as representation to the Fellgate Sustainable Growth Area Supplementary Planning Document: Scoping Report.
- (iv) **Land at North Farm (Policy SP7, GA2) Representation** (Reference: 333129611: GA2) – representation on the draft residential allocation on land at North Farm. CCE are the landowner of this draft allocation.
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- (vii) **Land at Whitburn Lodge & Land to the north of Shearwater (Policy SP7, GA5 & GA6) Representation** (Reference: 333129611: GA5 & GA6) - representation on the draft residential

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allocation on land at Whitburn Lodge and land to the north of Shearwater. CCE are the landowner of both draft allocations.

- (viii) **Omission Sites** (Reference: 333129611: Omission) – to outline CCE's land interests and confirm that it remains available for development should circumstances change.

Summary of CCE's Representations

CCE are **generally very supportive** of the draft Plan but must lodge **an objection** at this stage for the reasons detailed below.

CCE support the intention and aspirations of the Spatial Vision for South Tyneside and the Strategic Objectives for South Tyneside.

CCE also generally support the broad requirements and ambitions of the development management policies included in the draft Plan. However, CCE have highlighted some areas where certain development management policies could benefit from further guidance or minor amendments to achieve a more effective policy approach.

CCE are the landowner for the following draft allocations and as such strongly support their inclusion within the draft Plan, albeit have lodged an **objection** to each on detailed policy requirements (covered in a separate document):

- GA2: Land at North Farm
- GA3: Land to North of Town End Farm
- GA4: Land at West Hall Farm
- GA5: Land at Whitburn Lodge
- GA6: Land to North of Shearwater

CCE also control part of the South Fellgate Sustainable Growth Area (Policy SP8) and as such strongly support the inclusion of this land for a residential-led development in the draft Plan but have lodged an **objection** on detailed policy requirements and the proposed site capacity.

CCE **object** to the removal of sites previously draft allocated and wish to further emphasise the sustainable development potential of other land interests CCE control.

In summary, notwithstanding CCE's broad support for the draft Plan **an objection** must be lodged at this stage on the following grounds:

- **strongly object** to the Policy SP2 amendments to remove the previously proposed buffer to the housing requirement on a number of grounds:
 - contrary to national planning policy which specifies that plans must support the Government's ambition of significantly boosting the supply of housing and ensuring a sufficient and robust housing supply is secured;

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- the omission of a housing buffer to provide flexibility completely ignores the recent track record of local housing delivery, i.e., the Housing Delivery Test results, and is very likely to exacerbate the issue for the long term.
- the removal of the housing buffer ignores the historic under delivery of affordable housing across the Local Planning Authority area which is chronic and has failed the needs of local people.
- **strongly object** to the amendments to Policy SP3, in particular with respect to the removal of the amendment to the Green Belt boundary at Fellgate.
- **strongly object** to Policy SP16 which is the policy framework for delivering the housing requirement as detailed in Policy SP2.
- **object** to Policy SP7 (covered in a separate report) which has removed several sustainable housing allocations, as a result of the above policy changes.
- **object** to Policy SP8 (covered in a separate report) which has removed the safeguarding land and amended the extent of the development allocation area, as a result of the above policy changes.
- related to Policy SP8, amendments are required to the spatial coverage of Policy 41.

oOo

CCE trust the comments presented in this consultation response are well received and welcome further opportunities to engage on the draft Plan and draft SPD in the future. We kindly request we are kept informed of the progress of the draft Plan and would like to indicate at this stage we would act as a participant at the examination of the draft Plan.

If there are any questions or should you require any further information, then please do not hesitate to contact us.

Yours faithfully,

STANTEC UK LIMITED

[Redacted]
Michelle Robinson
Planning Associate
Direct: [Redacted]
[Redacted]
[Redacted]

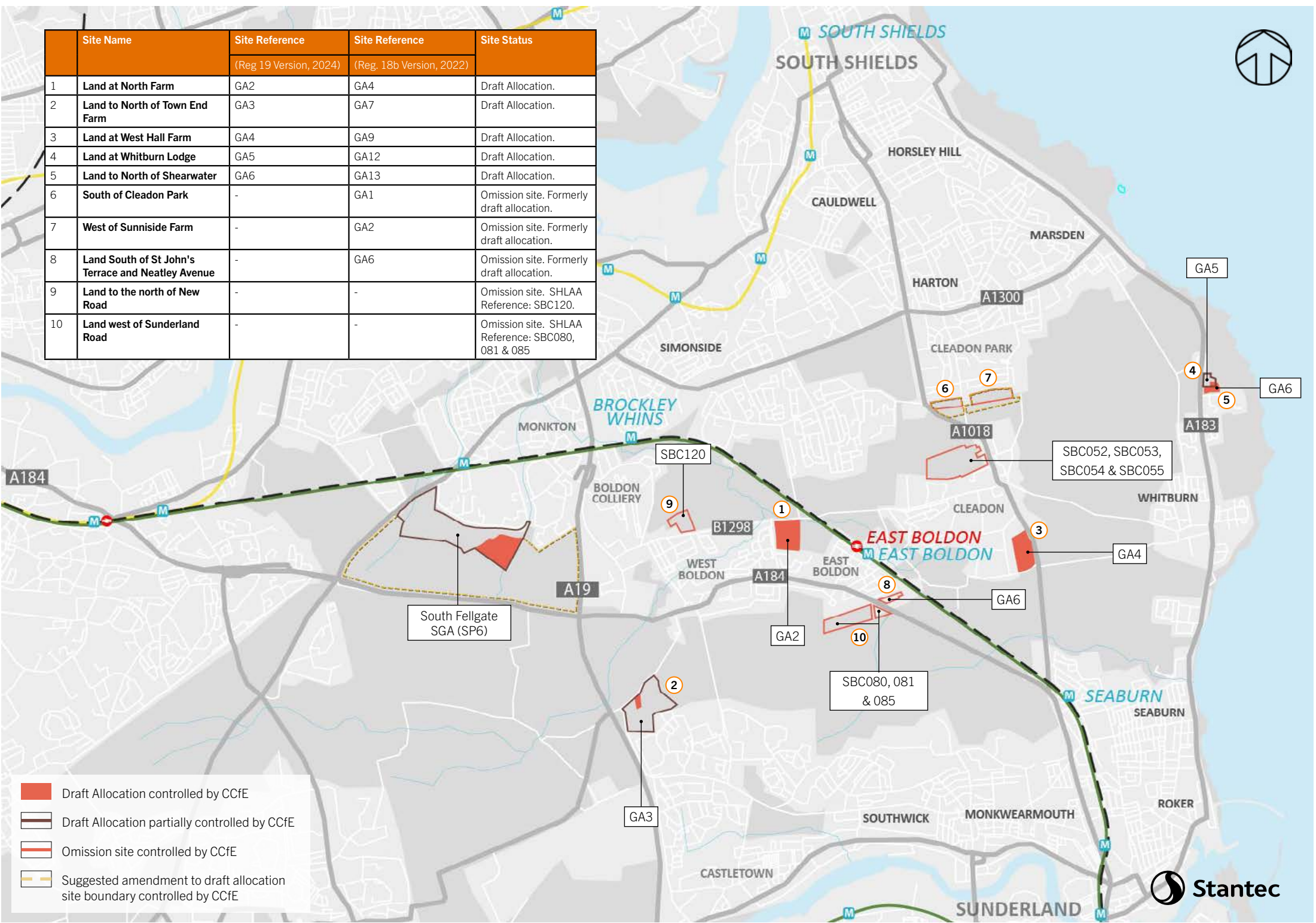
Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION

APPENDIX 1: CCE'S LAND INTERESTS				
Site Name	Allocation?	Site References	Proposal	Status / Commentary
Land at North Farm	GA2	SBC003 25a/b	263 dwellings	Retained allocation from the Regulation 18b version of the Local Plan. Previously referred to as allocation GA4. CCE strongly support this allocation.
Land to North of Town End Farm	GA3	SBC102 BC18	400 dwellings	Retained allocation from the Regulation 18b version of the Local Plan. Previously referred to as allocation GA7. CCE strongly support this allocation.
Land at West Hall Farm	GA4	SBC051 BC44	259 dwellings	Retained allocation from the Regulation 18b version of the Local Plan. Previously referred to as allocation GA9. CCE strongly support this allocation.
Land at Whitburn Lodge	GA5	SWH025	30 dwellings	Retained allocation from the Regulation 18b version of the Local Plan. Previously referred to as allocation GA12. CCE strongly support this allocation.
Land to North of Shearwater	GA6	SWH026	41 dwellings	Retained allocation from the Regulation 18b version of the Local Plan. Previously referred to as allocation GA13. CCE strongly support this allocation.
South of Cleadon Park	No	SBC100 BC48a	90 dwellings	Omission site. Was formerly included as a draft allocation in the Regulation 18b version of the Local Plan. Previously included as allocation GA1. CCE continue to promote this site for inclusion in the draft Plan and strongly object to its omission.
West of Sunnyside Farm	No	SBC101 BC48b	156 dwellings	Omission site. Was formerly included as a draft allocation in the Regulation 18b version of the Local Plan. Previously included as allocation GA2. CCE continue to promote this site for inclusion in the draft Plan and strongly object to its omission.
Land South of St John's Terrace and Neatley Avenue	No	SBC087	63 dwellings	Omission site. Was formerly included as a draft allocation in the Regulation 18b version of the Local Plan. Previously included as

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION

<i>(also referred to as South East Boldon)</i>		33a		allocation GA6. CCE continue to promote this site for inclusion in the draft Plan and strongly object to its omission.
Land to the north of New Road	<i>No</i>	SBC120 BC58	120 dwellings*	Omission site. CCE have promoted the inclusion of this site from the outset of the plan-making process. The site remains available and CCE would be willing to discuss its development potential further should circumstances require.
Land west of Sunderland Road	<i>No</i>	SBC080, 081 & 085	225 dwellings*	Omission site. CCE have promoted the inclusion of this site from the outset of the plan-making process. The site remains available and CCE would be willing to discuss its development potential further should circumstances require.
West of Shields Road / Land South of South Shields School	<i>No</i>	SBC052, SBC053, SBC054 & SBC055	360 dwellings*	Omission site. CCE have promoted the inclusion of this site from the outset of the plan-making process. The site remains available and CCE would be willing to discuss its development potential further should circumstances require.
Fellgate Sustainable Growth Area	Policy SP8 (Part)		1,200 dwellings	Retained allocation from the Regulation 18b version of the Local Plan. CCE support its inclusion but object to the allocation boundary and policy approach.
<i>*based on CCE's assessment of the site development potential following technical masterplanning input.</i>				

	Site Name	Site Reference	Site Reference	Site Status
		(Reg 19 Version, 2024)	(Reg. 18b Version, 2022)	
1	Land at North Farm	GA2	GA4	Draft Allocation.
2	Land to North of Town End Farm	GA3	GA7	Draft Allocation.
3	Land at West Hall Farm	GA4	GA9	Draft Allocation.
4	Land at Whitburn Lodge	GA5	GA12	Draft Allocation.
5	Land to North of Shearwater	GA6	GA13	Draft Allocation.
6	South of Cleadon Park	-	GA1	Omission site. Formerly draft allocation.
7	West of Sunnyside Farm	-	GA2	Omission site. Formerly draft allocation.
8	Land South of St John's Terrace and Neatley Avenue	-	GA6	Omission site. Formerly draft allocation.
9	Land to the north of New Road	-	-	Omission site. SHLAA Reference: SBC120.
10	Land west of Sunderland Road	-	-	Omission site. SHLAA Reference: SBC080, 081 & 085





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3 March 2024

Project/File: 333100863

Spatial Planning,
Development Services,
Regeneration and Environment,
South Tyneside Council,
Town Hall and Civic Offices,
Westoe Road,
South Shields,
Tyne & Wear,
NE33 2RL

Dear Planning,

Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

We write on behalf of our client, the Church Commissioners for England ('CCE'), with regards to the Fellgate Sustainable Growth Area. More specifically, this correspondence should be considered as a formal representation to the Regulation 19 consultation on the South Tyneside Publication draft Local Plan 2023 – 2024 ('draft Plan') and the consultation on the Fellgate Sustainable Growth Area Supplementary Planning Document: Scoping Report ('draft SPD').

CCE is a significant land holder across South Tyneside and has been actively engaged with the plan making process from the outset. CCE is also part landowner of the proposed Fellgate Sustainable Growth Area and as such has direct interest in ensuring Policy SP8 is deliverable and sound.

Stantec, formerly Barton Willmore, mostly recently made representations on behalf of CCE to the Regulation 18b consultation in August 2022 and have been actively involved in the plan-making process from the outset. Both Stantec and CCE have a strong track record of securing consent for development in the local area and nationally. As such, we are well positioned to comment on the future policy direction of South Tyneside.

This correspondence should be read and considered alongside the other representations CCE have made to the draft Plan which are contained in separate documents.

Representation Executive Summary

CCE strongly support the allocation of the Fellgate Sustainable Growth Area but must lodge **an objection** at this stage on the following grounds:

- (i) Deliverability concerns regarding the proposed capacity and allocation area.
- (ii) Amendments to the criteria of Policy SP8 are required to make the policy effective and thereby sound.
- (iii) Greater clarity and commitment from the Local Planning Authority on the production of the draft SPD is required.

Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

- (iv) Greater commitment from the Local Planning Authority is required to actively involve the landowners of the Fellgate Sustainable Growth Area in the production of the draft SPD.

To remove the objection lodged we strongly advocate Policy SP8 is amended to expand the proposed allocation boundary and the policy criteria is revised as set out in this representation. Greater commitment and clarity on producing the draft SPD is also required. CCE's full representation is detailed below.

Background

Policy SP8 allocates the Fellgate Sustainable Growth Area ('Fellgate SGA') in the draft Plan and is informed by several evidence base studies. The pertinent evidence base studies for the Fellgate SGA include:

- Strategic Housing Land Availability Assessment (2023)
- South Tyneside Green Belt Study: Final Report (November 2023)
- Green Belt: Exceptional Circumstances (2024)
- Site Capacity and Opportunities Paper (2024)
- Density Report (2024)
- Efficient Use of Land (2024)

The Fellgate SGA has been included in the draft Plan and highlighted as a key sustainable location for the future growth of South Tyneside from the outset of the plan making process. However, material changes have been made to the proposed allocation from the Regulation 18b (August 2022) version (formerly Policy SP6) to the draft Plan presented as part of this consultation which fundamentally change the likely implementation of the allocation. The changes to the proposed allocation can be summarised as:

- The removal of the Safeguarded Land to the east and south of the main allocation area.
- Substantially more allocation requirements.
- An increase in affordable housing requirement from 20% to 25% (equivalent to 60 dwellings).
- Introduction of a requirement for primary school provision.
- Introduction of a requirement for a local centre including health care provision.
- Introduction of specific highways access points at Mill Lane roundabout on the A194 and Durham Drive.
- Introduction of a requirement for segregated routes.
- Introduction of a requirement to be in compliance with the draft SPD.
- Introduction of a reference to 'a planning application'.

For the benefit of the draft Plan examination, a side-by-side comparison of the Regulation 18b (August 2022) version and the draft Plan version of the Fellgate SGA policy is contained in **Appendix 1** to this

Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

correspondence with pertinent differences highlighted. CCE's representation on specific policy requirements is detailed below.

Landowner Collaboration

The main developable area of the Fellgate SGA is controlled by four landowners who are all aware of each parties' ambitions for the site. The landowners have committed to working collaboratively with one another to ensure the effective and comprehensive development of the Fellgate SGA.

If the Inspector requires further information or commitment regarding the landownership arrangements and / or collaboration, then this can be provided upon request.

CCE would also like to stress that any land owned by the Council, for example for the introduction of specific highways access points are Mill Lane roundabout on the A194 and Durham Drive should not act as a ransom position on any of the other landowners.

CCE's Regulation 19 Representation

(i) Deliverability

CCE has concerns with the Fellgate SGA allocation (Policy SP8) with regards to the site capacity. CCE also question whether the proposed approach to not safeguard or allocate the full extent of the Fellgate SGA restricts the potential of this location for the future growth of South Tyneside and its ability to deliver all of the proposed policy requirements.

CCE's concerns regarding the Fellgate SGA site capacity stem from a number of considerations:

- The lack of clarity on technical evidence input.
- The approach to estimating the spatial extent of policy requirements.
- The approach to spatially map policy requirements.
- Inconsistent evidence on local average densities.
- The lack of local market demand evidence.
- The lack of landowner engagement on the production of the SPD.

The SP8 Fellgate Sustainable Growth Area Site Capacity and Opportunities Paper (2024) ('Capacity Paper') is the primary evidence base document to support the proposed site capacity of the Fellgate SGA (Policy SP8). Firstly, it should be noted that the Capacity Paper does not specify what information has informed its findings. For example, there is no confirmation that the Council has reviewed the statutory requirement to provide 10% biodiversity net gain and what this might mean for land take or future development scenarios. Equally, it is not clear whether any provisional highways access scenarios have been tested to inform the likely land take of these interventions. As such, CCE are unclear as to the likely robustness of this document and the subsequent site capacity assumption of the Fellgate SGA.

Secondly, CCE question the approach to estimating the spatial extent of the proposed policy requirements. Pages 18 and 19 provide a diagram of the net developable area as well as a table with estimated areas for key proposed policy requirements such as a local centre. However, no information is provided as to what informed these assumptions and how the Council used this information to reach its conclusions. For example, it is assumed that the land take for a well-connected local centre including

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local retail facilities and opportunities for health care provision is 1ha, but it is not clear where this assumption has originated from or on what basis.

Thirdly, the Capacity Paper includes an Indicative Layout and Block Plan (Page 22) which identifies several key place-making aspects such as new play space. CCE strongly advocate that all of the desired policy requirements should be included within the Fellgate SGA boundary to guarantee its delivery. Further information should be provided to confirm whether these requirements are necessary to make Policy SP8 sound. If these requirements are necessary, then the Fellgate SGA boundary needs to be revised to incorporate sufficient land.

Fourthly, there are inconsistencies in the evidence base on the local average residential densities. The Density Report (2024) ('Density Report') provides an update of the South Tyneside Density Study (2018) which forms the primary evidence base document to understand the variation of densities delivered across the Borough. Table 2 of the Density Report details an assessment of average densities based on a site size comparison as well as the number of sites assessed. For sites over 7ha, the average density was found to be 34 dwellings per hectare ('dph') which is below the medium and high-density scenarios which make up a significant proportion of the assumed site capacity as detailed in the Capacity Paper. Table 2 notes the average density per hectare is 66 but this figure is skewed somewhat by the number of sites less than 1ha assessed vs the number of bigger sites assessed. Table 4 of the Density Report contradicts the findings further by detailing that sites which delivered more than 250 dwellings did so at an average density of 28 dph. Table 5 of the Density Report notes that sites in Fellgate and Hedworth were delivered at an average density of 38 dph but no information on the sizes of these sites is provided and this is a key factor in this analysis of this document. Furthermore, the Density Report provides no analysis of the dwelling types or tenures delivered and so it is not clear whether the density assumptions include any detached dwellings or self and custom build dwellings, a key requirement of Policy 19 in the draft Plan. CCE are of the view that there is not clear evidence that strategic sites in the Borough can deliver at the densities suggested in the Capacity Report when taking account of past delivery and other policy requirements. As such, CCE are of the view that the site capacity of the Fellgate SGA needs to be increased to ensure the desired number of dwellings can be delivered.

Finally, there has been no engagement with the Fellgate SGA landowners on the production of the Capacity Paper which has subsequently informed Policy SP8. The landowners have detailed knowledge of the Site and local market. The landowners also have their own aspirations and vision for what makes a well-connected, well-designed sustainable development. The Capacity Paper presents how potential density scenarios could look but this is not informed by any local market demand evidence. As such, the possible house types that could achieve the densities required may not be favoured in the local market. A couple regional examples are used but the majority are situated hundreds of miles from the draft Plan area. Without landowner engagement or clear market demand evidence CCE are not confident that the Capacity Paper has considered all possible factors and as such the proposed site capacity of Policy SP8.

In short, CCE strongly agree with the ambition for a well-designed and comprehensive scheme, but recent experience has demonstrated that more land than originally thought is often required for requirements such as biodiversity net gain and habitat connectivity. Accordingly, CCE strongly advocate an approach where the boundary for Policy SP8 is extended to include additional land which would give a greater degree of certainty on the site capacity and ensure the policy requirements are delivered and to a standard that the Council expects. The current evidence base does not provide sufficient evidence that the Fellgate SGA site capacity can meet the requirements of Policy SP8.

Notwithstanding the comments regarding site capacity, CCE also question the removal of the safeguarded land from Policy SP8. CCE are of the view there is a significant opportunity in this location to deliver a comprehensive sustainable development which could deliver a step change in social and community infrastructure whether that be in this plan period or the next. To do so, a degree of certainty

Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

needs to be provided to key stakeholders including education and health providers to enable forward planning of developments this size. By retaining the wider land interest immediately adjacent to the now proposed Fellgate SGA boundary within the Green Belt the Council are signalling that the future growth beyond the draft Plan period will need to be reviewed again. The exceptional circumstances case, one of the highest tests in planning, will need to be met again which is a substantial risk that does not provide sufficient confidence to key stakeholders. CCE are of the strong view that in the absence of reviewing the Fellgate SGA boundary, the Council should reintroduce the proposed safeguarded land as part of the Fellgate SGA.

In summary, CCE strongly advocate that the first priority should be to revise the Fellgate SGA boundary to include additional land to resolve the site capacity concerns raised and ensure all of the proposed policy requirements can be adequately delivered. CCE also maintain that there is an opportunity to further enhance the sustainability of the Fellgate SGA by creating a greater critical mass and further opportunities for environmental enhancement. Should the Council not elect to revise the Fellgate SGA boundary then CCE advocate that the Council should reintroduce the proposed safeguarded land as part of the Fellgate SGA to provide sufficient confidence to key stakeholders.

Notwithstanding all of the above, CCE kindly requests a much greater degree of engagement from the Council with the Fellgate SGA landowners on the future policy direction and guidance.

(ii) Policy SP8 Requirements

There have been substantial material changes to the Fellgate SGA allocation (Policy SP8). CCE strongly support the ambition for a well-designed, sustainable development for the benefit of the community as it is directly aligned with their own mission. However, CCE **do object** to some of the Fellgate SGA allocation requirements on the grounds that they are **ineffective, unnecessarily restrict delivery and are unsound**. For the avoidance of any doubt, the Fellgate SGA allocation requirements are reviewed in turn below and overleaf.

Policy SP8(1)

CCE support the change in terminology from 'up to' to 'approximately' 1,200 homes as this reflects other best practice policy examples that we are aware of and have been accepted at examinations elsewhere. CCE have also made comments on the allocation boundary in this correspondence which apply to Policy SP8(1) but are not repeated.

Policy SP8(2)

CCE make representations on the draft SPD in this correspondence which apply to the practical implementation of Policy SP8(2). Subject to the proposed amendments included in this correspondence being made CCE have no further comments at this stage.

Policy SP8(3)

Policy SP8(3) currently reads: '*...the Council will only approve a planning application...*'. Whilst normally reference to a planning application may stifle the ability to bring forward more than one application, in this instance the CCfE have no comments to make in this regard at this stage.

Policy SP8(4)

CCE have no comments on Policy SP8(4) at this stage but reserve the right to comment further if required or requested.

Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

Policy SP8(5)(ii)

CCE support the ambition to achieve a development that is well served by community infrastructure and a more direct policy approach. CCE also have experience promoting strategic sites which secure a range of uses. However, we are of the view that the policy requires amending to introduce flexibility and thereby the policy sound. We have had experience where a strategic policy sets a requirement for community provision such as healthcare, but this has been contrary to the demands or future planning of the healthcare providers resulting in a stalemate or vacant areas. The Council has not put forward any evidence that there are suitable providers who would be willing to take new provision in this location. Therefore, we strongly advocate that a policy mechanism is added which allows a reconsideration of land uses if demands change or no suitable providers are willing to take on new provision in this location.

In addition to the above, CCE's earlier comments regarding concerns over the Fellgate SGA boundary should be considered in this context.

Policy SP8(5)(iii)

CCE supports the proposed connectivity principles but wishes to stress that this needs to be considered in the context of earlier comments on the Fellgate SGA boundary. In particular, segregated routes typically utilise a large land take and this needs to be considered alongside the other policy requirements within the Fellgate SGA boundary.

In addition, CCE has concerns regarding the policy requirement "Providing access to the remaining Green Belt." CCE supports the principles but wishes to highlight this could be in direct conflict with other policy ambitions such as biodiversity net gain which in some instances requires restricted access as well as the practical implications of this and the need to provide access for all, surfaced paving, lighting and so forth, all of which are contrary to Green Belt policy. CCE advocates this policy requirement is reviewed and considered against earlier comments made on the need to maximise the potential of this growth area by extending the Fellgate SGA boundary.

In addition to the above, the term 'remaining Green Belt' is not defined and ineffective as currently drafted. Remaining Green Belt could refer to the wider Local Planning Authority area as a whole and as such it does not provide enough certainty to a decision-maker or the wider community. CCE strongly advocate that the term is defined for all relevant SP8 policy requirements, in the absence of any further amendments being made to the Fellgate SGA boundary as detailed in this representation.

Policy SP8(5)(vi)

CCE are of the view that this policy requirement unnecessarily repeats national planning policy. The NPPF (paragraph 143) requires a Local Planning Authority to define boundaries clearly when reviewing Green Belt boundaries and so the Council should be confident that the extent of the allocation boundary achieves the requirement to provide a permanent boundary rather than require this of any future applicant.

Furthermore, CCE supports the aspirations of improving biodiversity and habitat improvements but question whether the policy direction is sufficient enough to deal with the practical implications of this requirement. For example, if biodiversity net gain improvements were delivered on the remaining Green Belt land in line with the statutory requirements, then this land would need to be maintained in perpetuity which is currently defined as 30-years. Given the concerns over the Fellgate SGA boundary as well as the wider opportunities for further sustainable growth in this location, CCE question whether this broad policy approach represents the best long-term future for South Tyneside. The draft Plan period extends to 2040 but does not cover the period that the land for biodiversity net gain would need to be maintained for and as such could result in less sustainable patterns of growth being delivered in the future. CCE

Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

strongly advocate in the first instance that the Fellgate SGA boundary is amended. A new defensible boundary and improvements to biodiversity and habitat connectivity can all happen as part of a more comprehensive policy approach that does not unnecessarily handcuff the future sustainable growth of South Tyneside. In this absence of this policy amendment, CCE strongly advocate the Council produce a longer-term vision (30-years) to be included as part of the draft Plan to consider this scenario.

Policy SP8(5)(vii)

CCE supports the requirement for well-connected networks, recreational open space and play provision as part of the Fellgate SGA and views that as a key driver of any future masterplanning work. However, the reference to delivering these key place-making aspects further emphasises the earlier comments made regarding the Fellgate SGA boundary. CCE are of the strong view that the most sustainable future for this area would be to extend the allocation boundary to capture all of the desired outcomes for this area and capture this as part of a well-defined policy. As currently drafted, there is a risk that national planning policy requirements could change which may prohibit the ability for these place-making aspects to be delivered. A larger allocation area would not result in a worse environmental or social outcome but rather provide a greater degree of certainty to decision-makers and the local community that the desired outcomes and benefits can be delivered.

Policy SP8(5)(viii)

CCE support the aims of this policy requirement but do question whether it is necessary given the requirement to avoid and mitigate ecological impacts as well as deliver biodiversity net gain is either covered in other policies in the draft Plan, national planning policy and / or planning legislation.

Policy SP8(5)(ix)

CCE have no comments on the specific policy requirements at this stage but wish to reserve the right to comment further. Nevertheless, this policy requirement should be reviewed in the context of earlier comments made on the Fellgate SGA boundary.

Policy SP8(5)(x)

CCE have no comments on the specific policy requirements at this stage but wish to reserve the right to comment further. Nevertheless, this policy requirement should be reviewed in the context of comments made on the draft SPD in this representation.

Summary

CCE strongly support the ambition for a well-designed, sustainable development for the benefit of the community as it is directly aligned with their own mission. However, CCE do object to the requirement for a single planning application, the lack of any definition on what constitutes 'remaining Green Belt land' and question whether the policy direction is correct given the absence of a longer-term vision. CCE's comments on the Policy SP8 requirements should be viewed in the context of the earlier comments made on the Fellgate SGA boundary.

CCE's Draft SPD Representation

CCE welcome the draft SPD consultation and are pleased that the consultation is aligned with the draft Plan consultation. CCE also supports the production of the draft SPD and proposed approach of providing a greater level of detail for the implementation of Policy SP8. CCE equally have no comments on the

Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

proposed scope of the draft SPD (paragraph 4.1) at this stage but wish to reserve the right to comment further as the document evolves.

Notwithstanding this, CCE must lodge **an objection** at this stage on two grounds: the lack of a firm commitment on the production of the draft SPD as well as the lack of any commitment to actively involve the landowners of the Fellgate Sustainable Growth Area in the production of the draft SPD.

The draft SPD is a key document in the delivery of the Fellgate SGA as currently presented in the draft Plan. Policy SP8 requires any future planning application to be in accordance with the draft SPD and therefore the draft SPD must be finalised and adopted by the Council before this policy requirement can be met. As such, CCE strongly advocate that further clarity and commitment on the timescales to produce the draft SPD, alongside the examination of the draft Plan should be provided particularly as the draft SPD was not included in the Council's latest Local Development Scheme¹. CCE are concerned that the draft SPD has only just reached the Scoping phase and is likely to take some time and a great deal of effort before the Council will be in a position to publish the full SPD and then adopt the document. A delay to the production of the draft SPD will have subsequent knock-on delays to the delivery of the Fellgate SGA.

Accordingly, CCE strongly recommend that the Council publish a timetable for the production of the draft SPD as well as provide written confirmation that sufficient resources will be allocated to its production, given the significance of the document for the implementation of the draft Plan. If there is anticipated to be a significant gap between the adoption of the draft Plan and the draft SPD, then the Council should provide clarity on how Policy SP8 would be implemented in this interim period.

Related to the above, CCE are disappointed that the Council have not actively involved the landowners in the production of the draft SPD to date. CCE are of the view that this is a significant oversight and that efficiencies can be gained if the Council was to actively engage. Together, the landowners of the Fellgate SGA have baseline information of the site such as utility searches and ecology appraisals which would form key supporting information in the production of the draft SPD and save the Council resources. Furthermore, the landowners of the Fellgate SGA together have significant experience in delivering large scale strategic sites and this experience could directly inform the drafting of the draft SPD to ensure the most effective policy guidance is produced. CCE strongly recommend that the Council publish a written commitment to engaging the landowners on the production of the draft SPD and provide a timetable for this engagement.

In short, CCE support the production of the draft SPD and welcome this consultation. However, CCE must lodge an objection at this stage on two grounds: the lack of a firm commitment on the production of the draft SPD as well as the lack of any commitment to actively involve the landowners of the Fellgate Sustainable Growth Area in the production of the draft SPD. CCE strongly recommends the Council publish a timetable for the production of the draft SPD, a written commitment to engaging the landowners on the production of the draft SPD and provide a timetable for this engagement.

oOo

CCE trust the comments presented in this consultation response are well received and welcome further opportunities to engage on the draft Plan in the future. We kindly request we are kept informed of the

¹ Local Development Scheme for South Tyneside (September 2023).

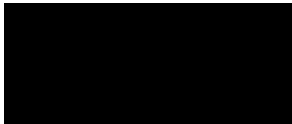
Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

progress of the draft Plan and would like to indicate at this stage we would act as a participant at the examination of the draft Plan.

If there are any questions or should you require any further information, then please do not hesitate to contact us.

Yours faithfully,

STANTEC UK LIMITED



Michelle Robinson

Planning Associate

Direct: 



Attachment: Appendix 1: Fellgate SGA Policy Comparison – Regulation 18b (2022) vs draft Plan (2024)

Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

APPENDIX 1: FELLGATE SGA POLICY COMPARISON – REGULATION 18B (2022) VS DRAFT PLAN (2024)

Regulation 18b (2022) – formerly Policy SP6	Draft Plan (2024) – Policy SP8	Pertinent Differences
<p>Policy SP6: Fellgate Sustainable Growth Area</p> <p>1. Land at Fellgate, as shown on the Policies Map, is allocated as a sustainable urban extension and will be removed from the Green Belt. Development is required to be comprehensively masterplanned though an SPD to be prepared by the Council. The SPD will demonstrate how the phasing of development will have regard to the provision and timing of infrastructure and services. Development of this new sustainable community shall:</p> <p>i. Provide a mix of house types and tenures.</p> <p>ii. Be designed to a high standard. Particular attention to be paid to layout, height, design, scale, landscaping, materials, and massing to ensure that the development is of a high-quality design that responds to local character. Any planning application shall include a Design Code.</p> <p>iii. Make provision or contributions towards social and community infrastructure.</p> <p>iv. Enhance access to local facilities and services, where appropriate.</p> <p>v. Deliver up to 1200 homes on land allocated for residential development, as shown on the Policies Map and Inset Map 7.</p> <p>vi. Provide 20% affordable homes.</p>	<p>Policy SP8: Fellgate Sustainable Growth Area</p> <p>1. Land south of Fellgate is allocated as a sustainable urban extension and will be removed from the Green Belt as shown on the Policies Map and Inset Map 9. The allocation will deliver approximately 1200 homes and supporting infrastructure and community facilities.</p> <p>2. Development is required to be comprehensively master planned through the Fellgate Sustainable Growth Area Supplementary Planning Document to be prepared by the Council.</p> <p>3. To ensure that a cohesive development is delivered, the Council will only approve a planning application that adheres to the Fellgate Sustainable Growth Area Supplementary Planning Document and delivers the necessary local and strategic infrastructure.</p> <p>4. Development at Land south of Fellgate will be permitted in accordance with the principles set out below and other relevant policies within the Local Plan.</p> <p>5. Development of this new sustainable community shall:</p> <p>i. Provide a mix of house types, tenures and sizes, including 25% affordable housing and self/custom build housing opportunities, in accordance with Policies 19 and 20, with higher densities being close to the</p>	<ul style="list-style-type: none"> Change in terminology from 'up to' to 'approximately' deliver 1,200 homes. Introduction of the requirement for 'a planning application'. Increase from 20% to 25% requirement for affordable housing provision.

Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

<p>vii. Provide accessible or adaptable homes.</p> <p>viii. Create a new defensible Green Belt boundary to the south of the site.</p> <p>ix. Deliver compensatory improvements to the remaining Green Belt to maintain and enhance ecological value.</p> <p>x. Enhanced the boundary along to A184 and A19 to ensure appropriate screening and noise attenuation.</p> <p>xi. Maintain existing wildlife and green infrastructure corridors.</p> <p>xii. Limit any impact on the area's landscape character and provide suitable ecological mitigation where appropriate.</p> <p>xiii. Deliver biodiversity net gains.</p> <p>xiv. Secure onsite recreational open space and playing pitch provision.</p> <p>xv. Ensure that there are no unacceptable impacts on highway safety or severe residual cumulative impacts on the wider road network in terms of capacity and congestion. Details of all necessary on and off-site highway works and improvements, together with a timetable for their implementation, shall be agreed with the Council as part of the comprehensive masterplan and any future planning applications.</p> <p>xvi. Reduce the dominance of car traffic and improve permeability by incorporating convenient, safe, and high-quality bus,</p>	<p>public transport network and local centre.</p> <p>ii. Make provision for a well located and connected local centre providing social and community infrastructure of a scale proportionate to the nature of the development and to address local needs. The local centre shall include:</p> <p>a) primary school provision.</p> <p>b) opportunities for health care provision.</p> <p>c) local retail facilities.</p> <p>iii. Embed sustainable and active travel options and reduce the dominance of car traffic and improve permeability by:</p> <p>a) Enhancing access to existing local facilities and services, where appropriate.</p> <p>b) Incorporating convenient and where appropriate, segregated, safe, and high-quality bus, pedestrian, and cycle routes within the site that connects to existing networks within South Tyneside and neighbouring authorities where possible.</p> <p>c) Providing access to the remaining Green Belt.</p> <p>d) Enhancing access and facilities for pedestrians and cyclists to Fellgate Metro Station</p> <p>iv. Deliver vehicular access roads to the site, from:</p> <p>a) Mill Lane roundabout on the A194.</p> <p>b) Durham Drive.</p> <p>v. Ensure that there are no unacceptable impacts on highway safety or severe residual cumulative impacts on the wider strategic road network in terms of capacity and</p>	<ul style="list-style-type: none"> • Introduction of the requirement for a local centre including education, retail, and health provision. • Introduction of the requirement for segregated routes. • Introduction of the requirement for wider access to the remaining Green Belt. • Introduction of the requirement for specific highways interventions.
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Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION

<p>pedestrian, and cycle routes within the site that connect to existing networks. A Transport Assessment and Travel Plan for each site will also be required.</p> <p>2. Land south of Fellgate, as shown on the Policies Map, is proposed to be removed from the Green Belt and designated as Safeguarded Land. Planning permission for the development of Safeguarded Land will not be granted except where development is temporary or would otherwise not prejudice the ability of the site to be developed in the longer term.</p>	<p>congestion, including mitigating the impact of the development at White Mare Pool Roundabout.</p> <p>vi. Protect and strengthen the remaining Green Belt by:</p> <ol style="list-style-type: none"> Creating a new defensible Green Belt boundary: and Delivering improvements to biodiversity and habitat connectivity. <p>vii. Delivering a well-connected network of good quality green and blue infrastructure provision, including walking and cycling infrastructure, recreational open space and play provision within the development site boundary and within the remaining Green Belt where compatible with the purposes of the Green Belt.</p> <p>viii. Avoid and mitigate the impact of the development on biodiversity, wildlife corridors and ecological designations and where possible enhance through ecological mitigation, compensation and biodiversity net gain delivery in accordance with Local Plan policies 33, 34, 35 and 36.</p> <p>ix. Protect existing sustainable urban drainage systems (SuDS) and incorporate new, appropriately designed SuDS. Any surface water should discharge into Monkton Burn and Calf Close Burn.</p> <p>x. Embed sustainable and high-quality design principles throughout the site and be in accordance with the design code principles set out in the Fellgate Sustainable Growth Area Supplementary Planning Document.</p>	<ul style="list-style-type: none"> • Introduction of the requirement for biodiversity and habitat improvements on the remaining Green Belt land. • Removal of the safeguarded land from the proposed allocation.
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Reference: RE: FELLGATE SUSTAINABLE GROWTH AREA (POLICY SP8) & SUPPLEMENTARY PLANNING DOCUMENT REPRESENTATION



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3 March 2024

Project/File: 333129611: GA2

Spatial Planning,
Development Services,
Regeneration and Environment,
South Tyneside Council,
Town Hall and Civic Offices,
Westoe Road,
South Shields,
Tyne & Wear,
NE33 2RL

Dear Planning,

**Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19)
CONSULTATION: POLICY SP7 (GA2) - LAND AT NORTH FARM**

Stantec has been instructed by the Church Commissioners for England ('CCE') to submit representations to the South Tyneside Council ('the Council') regarding the Regulation 19 consultation on the South Tyneside Draft Local Plan 2023 - 2040 ('the draft Plan').

CCE aim to assist with delivering safe and stable new homes; create employment opportunities for local areas; strengthen existing and build new communities; create and sustain vibrant and vital places; and facilitate the curation of communities that can thrive for generations to come. It is within this context that the CCE make representations on the future policy direction of South Tyneside.

CCE are the landowner of land at North Farm (Policy SP7, GA2) and have been actively promoting the site as a sustainable location for growth from the outset of the plan-making process. Stantec, formerly Barton Willmore, mostly recently made representations on behalf of CCE to the Regulation 18b consultation in August 2022. Both Stantec and CCE have a strong track record of securing consent for development in the local area and nationally. As such, we are well positioned to comment on the future policy direction of South Tyneside.

The following representation should be read in conjunction with CCE's other representations made on the draft Plan which span across several separate documents and considered as a whole. CCE has also submitted a Site Assessment and Deliverability Analysis alongside this representation. The supporting Covering Letter submitted with the representations provides a guide to the representations submitted.

CCE's Regulation 19 Representation

CCE strongly support the allocation of land at North Farm but must lodge **an objection** at this stage regarding the requirements of the 'Key Considerations', as part of Policy SP7 GA2.

From the outset, it should be emphasised that CCE emphatically agree that land at North Farm represents a sustainable location for growth, is deliverable and available for development. CCE do not make any comments or objections to the principle of the draft allocation.

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION: POLICY SP7 (GA2) - LAND AT NORTH FARM

CCE's objection is regarding the Key Considerations requirements of Policy SP7 GA2 which are ineffective as currently drafted. Each Key Consideration is reviewed in turn below.

Ensure that the design and layout create clear and defensible boundaries

CCE question whether this policy requirement unnecessarily repeats national planning policy. The NPPF (paragraph 143) requires a Local Planning Authority to define boundaries clearly when reviewing Green Belt boundaries and so the Council should be confident that the extent of the allocation boundary achieves the requirement to provide a permanent boundary rather than require this of any future applicant. Boker Lane to the west, New Road (B1298) to the north, existing residential development to the south and the existing public right of way to the east all create clear and defensible boundaries in any event. The policy requirement could therefore be amended to reflect this position and ensure the design and layout respects these boundaries. It is unclear how CCE would 'create' defensible boundaries that are already in place.

Enhance the surrounding PROW network

CCE supports the policy aspiration for well-connected and attractive active travel routes but question whether the current draft of the policy requirement is specific enough for decision-makers. The 'surrounding PROW network' is not defined so it is not clear to what extent any future applicant would need to demonstrate enhancement. The policy requirement could refer to a short section of the existing PROW east of the site or refer to a much larger proportion of the PROW network. CCE strongly advocate that the policy requirement is amended to be much clearer on what area of the PROW network the draft allocation would be required to enhance. Any revised policy requirement would need to be appropriately evidenced.

The policy requirement should also refer to both direct and indirect delivery options to meet this policy requirement. The future applicant could undertake works directly if the Council were to grant the necessary rights over the applicable land but an option to financially contribute to the enhancement for the Council to undertake directly should also be included to allow flexibility should the Council want to pool funds from other developments for a much broader scheme of enhancement.

Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows

CCE strongly support the policy aspiration to protect and enhance the natural environment. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

Ensure landscaping is an integral part of the design

CCE strongly support the policy aspiration to protect and enhance the natural environment. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

Explore opportunities to re-naturalise the water course

CCE supports the policy aspiration for re-naturalisation but question whether the current draft of the policy requirement is specific enough for decision-makers. The policy requirement does not specify the water course in question or the extent to which of the water course which would satisfy this policy requirement. Furthermore, CCE only control the land within the allocation boundary so any aspect of the water course which falls outside of the allocation area would require a legal agreement. Whether this legal agreement could be secured is not within CCE's gift and its delivery cannot be guaranteed. Therefore, CCE

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION: POLICY SP7 (GA2) - LAND AT NORTH FARM

recommends that the policy requirement is amended to read: “Explore opportunities to re-naturalise the water course within the GA2 allocation boundary.”

Have regard to the East Boldon Neighbourhood Plan and the East Boldon Design Code

CCE strongly support the policy aspiration to create well-designed and beautiful developments. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

Ensure buildings are at a scale and mass in keeping with the wider area.

CCE strongly support the policy aspiration to create well-designed and beautiful developments. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

oOo

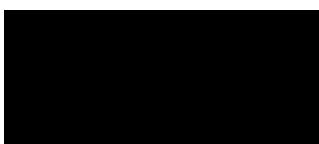
In summary, CCE strongly support the allocation of land at North Farm but must lodge an objection at this stage regarding the requirements of the ‘Key Considerations’, as part of Policy SP7 GA2. CCE are concerned that the requirements to enhance the PROW network and explore opportunities to re-naturalise the water course are not well defined and does not provide sufficient guidance to decision-makers. CCE also question whether the requirement to create defensible boundary is necessary given national planning policy as well as the current physical characteristics of the site.

CCE trust the comments presented in this consultation response are well received and welcome further opportunities to engage on the draft Plan in the future. We kindly request we are kept informed of the progress of the draft Plan and would like to indicate at this stage we would act as a participant at the examination of the draft Plan.

If there are any questions or should you require any further information, then please do not hesitate to contact us.

Yours faithfully,

STANTEC UK LIMITED



Michelle Robinson

Planning Associate

Direct: [REDACTED]





LAND AT NORTH FARM, BOLDON

Site Assessment & Deliverability Analysis (Updated, February 2024)
South Tyneside Local Plan Regulation 19
Site ref: GA2

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EXECUTIVE SUMMARY

This document has been prepared by Stantec on behalf of Church Commissioners for England (the client), to inform their representation to the South Tyneside Pre-Submission Local Plan Regulation 19 (February 2024) and to demonstrate the suitability of land at North Farm, Boldon (the Site) for housing.

The Site is located to the east of Boker Lane, south of the B1298 New Road in Boldon, immediately adjacent to residential development to the south and west.

The Site was previously draft allocated for housing under Policy SP5 as part of the Draft South Tyneside Local Plan Regulation 18b (August 2022); allocation GA4 comprising 9.56ha of land to accommodate 263 units.

The Site has been proposed for draft allocation under Policy SP7 as part of the Pre-Submission Local Plan Regulation 19 (February 2024); allocation GA2 comprising 9.56ha of land to accommodate 263 units.

The proposals within this document cover the GA2 allocation and propose an indicative development capacity of 263 units based on a developable area of c.7ha at a density of 37.5dph along with the open space.

This document demonstrates how the Site can achieve the aspirations of draft allocation GA4 and deliver a sustainable extension to Boldon, supporting housing delivery in response to local and wider needs.

The Concept Masterplan presented within this document has been informed by site visits, desk-based assessments and technical assessments in the form of a Landscape and Visual Appraisal (LVA), ecology advice and indicative access arrangement plans which demonstrate the ability of the Site to accommodate residential development.

The site is deliverable and Exceptional Circumstances exist to remove the site from the Green Belt.





VISION

Our Vision for the Site is to deliver high-quality housing in a sustainable location, as part of a landscape-led masterplan which sensitively addresses the existing landscape features on the Site and creates a new and robust settlement edge for Boldon.

The proposed development would:

- Deliver housing in a highly sustainable location; in the immediate vicinity of pedestrian/cycle routes, bus services and in close proximity to rail and metro services. With easy access to local services and facilities, including employment, education, health and recreation.
- Sensitively respect and enhance existing landscape and ecology features in and around the Site.
- Provide a landscape buffer to the north of the Site to create and preserve, clear and defensible boundaries between the proposed development and the Green Belt.
- Provide landscape buffers to the south and east of the Site which protect and enhance the established tree planting along these edges.
- Provide ecological enhancements such as positive management of the watercourse and associated green space.
- Create an integrated and accessible movement network which provides routes through the Site, connecting with the wider path network.
- Provide high quality market and affordable homes of varying types, sizes and densities to meet local needs.
- Comprise a variety of landscape treatments and building positioning that generates positive street scenes, and softening of the development edge.

SITE LOCATION & DESCRIPTION

SITE LOCATION

The Site is located to the north of Boldon, a predominantly residential area positioned approximately 6km to the north of Sunderland, 11km east of Newcastle and 4km south of South Shields and Jarrow.

The Site is situated approximately half way along the B1298 New Road, with Boldon Colliery c.1.5km to the west and Cleadon c.1.5km to the east. The strategic positioning of the Site in relation to this arterial route and the villages it connects, provides the Site with excellent access to local services and facilitates.

The Site benefits from close proximity to both Brockley Whins Metro Station, c.1.5km north-west of the Site and East Boldon Railway and Metro Station, c.1km south-east of the Site.

Bus services are available within the immediate vicinity of the Site, the closest bus stops are located on New Road to the north of the Site and provides services to Jarrow, South Shields, Durham, Brockley Whins and Whitburn.

The Site also benefits from sitting within the local path network. A PRoW runs through the Site in an east-west direction, connecting with another PRoW which runs along the eastern edge of the Site. The path network provides dedicated pedestrian/ cycle routes between the Site, village centre and East Boldon Railway and Metro Station, offering opportunities for commuting and recreational use. East Boldon Railway and Metro Station can be reached in less than 20 minutes by foot and 5 minutes by bike from the Site.

The location of the Site presents an opportunity to create a sustainable extension to the village of Boldon, which integrates with the existing path and road networks and can provide a robust new settlement edge.



Figure 1: Site Location Plan



SITE DESCRIPTION

The Site comprises two agricultural fields, bisected by a tree belt running east-west across the northern section of the Site. Combined, the two fields extend to c.9.34ha.

The northern boundary of the Site is formed primarily by the B1298 New Road. The road measures c.9m wide, this includes cycle lanes either side of the carriageway. A c.2m footpath runs along the southern side of the road, directly abutting the Site boundary. Scrub planting with occasional tree planting are present along this part of the boundary. Approximately half way along the northern boundary there is an existing access. Beyond this access the northern boundary is formed by a watercourse which flows north-west toward the River Don. A wedge of scrub and tree planting follows the line of the watercourse, creating a landscape buffer between the Site and the B1298 New Road.

A bus stop is located toward the eastern side of the northern boundary, providing regular west bound journeys toward Boldon Colliery and beyond. A second bus stop, located close to the north-west Site boundary provides east bound journeys through Cleadon.

The southern boundary is formed by existing residential development backing onto the Site and a well-established tree belt which offers a degree of screening between the existing and proposed development.

A less established tree belt runs along the eastern extents of the Site, between the Site boundary and the PRoW.

The western extents of the Site are formed by Boker Lane, a landscaped road which runs north-south between New Road and the village centre/ A184. The road measures c.6.5m wide with a c.2m wide footpath running along the eastern side of the road directly abutting the Site boundary. To the west of this road are a series of grass verges, open space and footpaths.

Within the Site itself a strip of scrub and tree planting crosses the northern section of the Site in an east-west direction. A PRoW runs along the southern edge of this landscape feature, connecting Boker Lane with the PRoW.

The immediate surroundings consist of residential development to the south and west, farmland to the north and a parcel of grassland to the east.



Figure 2: Birds Eye Aerial



Figure 4: Photo Location Plan



NEIGHBOURHOOD ASSESSMENT

Boldon benefits from excellent connections and a good range of local facilities. The proposed development will provide a sustainable extension to the village, which benefits from nearby services and facilities.

WALKING & CYCLING

A PRoW crosses the northern section of the Site in an east-west direction, connecting Boker Lane to the west with a PRoW to the east. The path network through and around the Site provides pedestrian/ cycle links with the village centre, less than a 5 minute walk 2 minute cycle and East Boldon Railway and Metro Station, less than a 20 minute walk and 5 minute cycle.

Cycle lane markings are shown on New Road adjacent to the Site. The markings do not continue along the length of the road, however, there are regular signs indicating the road as a cycle path.

PUBLIC TRANSPORT

There are five bus stops located within 100m of the Site, on the B1298 New Road, Boldon Lane and Boker Lane. A summary of these services is shown in the table below.

Further bus services are available within the village centre c.300m south of the Site.

East Boldon Metro Station is located less than a 20 minute walk from the Site, and offers services every 10 minutes Monday to Saturday and every 20 minutes on Sundays. The metro line runs south through Sunderland, terminating at South Hylton,

and north-west through Newcastle, terminating at Newcastle Airport.

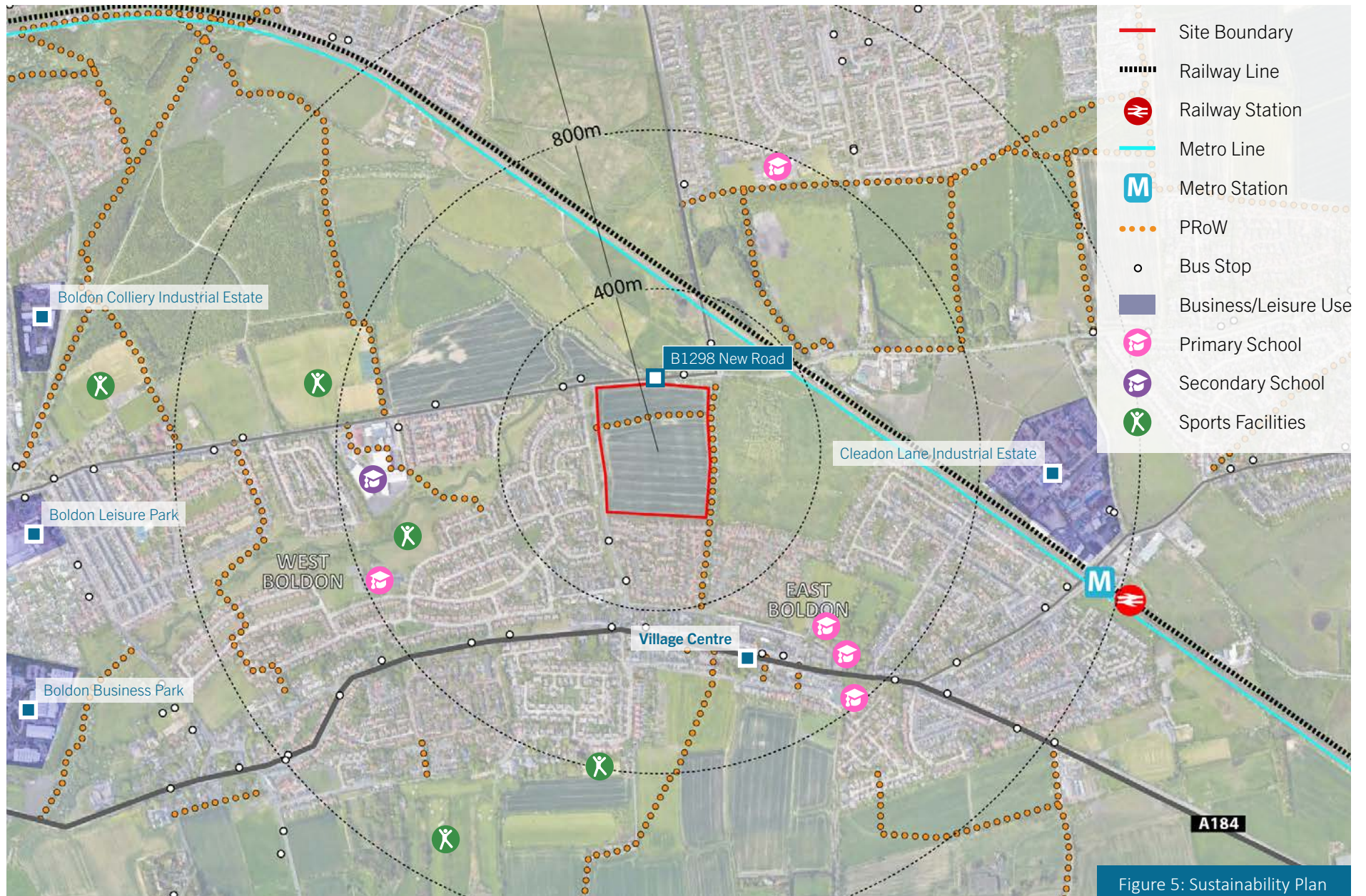
East Boldon Train Station, located adjacent to the Metro Station, provides services to Newcastle Airport via Newcastle Central Metro and South Hylton via Sunderland.

20-MINUTE NEIGHBOURHOOD

The village of Boldon has a number of local facilities and employment opportunities which are accessible within a 20-minute return journey on foot, these include:

- East Boldon Junior, Nursery and Infant Schools;
- West Boldon Primary School;
- Boldon School;
- Local shops, cafés, bars and restaurants within the village centre;
- Places of Worship at Boldon United Reformed Church, East Boldon Methodist Church and St Georges Church; and
- Sports and recreation at Boldon Cricket & Squash Club and Boldon Golf Club/Course.

SERVICE NO.	ROUTE	FREQUENCY
5	South Shields – Jarrow via Hedworth	Every 30 minutes Monday - Saturday / hourly on Sundays
50/A	Durham – South Shields	Every 30 minutes Monday - Saturday / hourly on Sundays
558	Dene Estate - Heworth	Hourly, Daily
S558	Hedworth - St Wilfred's College	School Service Monday - Friday
S812	Whitburn - Boldon Colliery	School Service Monday - Friday
S815	Whitburn – St Joseph's Catholic Academy	School Service Monday - Friday
X34	Newcastle – Horsley Hill	Every 30 minutes Monday - Saturday



PLANNING CONTEXT

NATIONAL POLICY

National Planning Policy

The National Planning Policy Framework came into force on 27th March 2012 and was most recently updated in December 2023. Due to the transition arrangements the South Tyneside Local Plan is to be examined under the September 2023 version of the Framework, but any future planning application would be considered against the December 2023 version. For the purposes of this document there are no material changes between the two versions and the broad principles of developing the Site are unaffected.

The Framework sets out the Government's national planning policies and should be considered by a Local Planning Authority when preparing a Local Plan. The Framework reiterates the Government's objective to significantly boost the supply of homes and confirms that it is important that a sufficient amount and variety of land can come forward where it is needed, and land with permission should be developed without unnecessary delay. The Framework includes a presumption in favour of sustainable development, and for plan-making this means:

- Positively seeking opportunities to meet the development needs of an area;
- Be sufficiently flexible to adapt to rapid change.
- As a minimum, provide for objectively assessed needs for housing unless the policies within the Framework provide a strong reason for restricting the overall scale, type or distribution in the plan area; or any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies within the Framework.

In terms of Plan-making, the Framework specifies that a plan-led system should allow for addressing housing needs and should contribute to the achievement of sustainable development and be prepared in a positive, aspirational and deliverable manner. In relation to identifying land for homes, the Framework stipulates that planning policies should identify a sufficient supply and mix of sites, to take account of their availability, suitability and likely economic viability. This includes identifying

specific deliverable land over the first 1-5 years of a plan alongside specific developable sites for years 6-15 of the plan.

The Green Belt retains primary importance within the Framework, and boundaries should only be altered where exceptional circumstance are evidenced and justified. Strategic policies must consider the need for changes to Green Belt boundaries in view of the boundaries enduring beyond the plan period. When reviewing Green Belt boundaries local authorities should promote sustainable patterns of development and ensure that Green Belt boundaries do not need to be altered at the end of the plan period.

The Framework places a high importance on design quality and cross references the National Design Guide. The NDG sets out ten characteristics of a well-designed place which are intended to provide areas of focus which, when combined, work together to create more successful places, in terms of community, climate and character, among others. These also place an emphasis on building 'beautiful' and stress the importance of trees within developments, both within the urban realm and areas of open space.

LOCAL POLICY

South Tyneside Core Strategy

The South Tyneside Local Development Framework (LDF) is the current local development plan for South Tyneside, and is made up of the Core Strategy (2007), Development Management Policies DPD (2011), and the Site-Specific Allocations document (2012), as well as specific Area Action Plans for Hebburn, Jarrow and South Shields.

The Site is designated as Green Belt land in the current Development Plan and is covered by a Great North Forest recreational framework policy. A Wildlife Corridor runs along the north and east of the Site, and a designated foot/cycle way runs along the Site's eastern and northern boundary.

The Council has reached the Pre-Submission (Regulation 19) stage of the plan-making process taking into account comments made to date and the most recent evidence base studies. The Council has made significant amendments to the Local Plan from the previous iteration, the Regulation 18b version (August 2022). Nevertheless, the need to meet housing need, delivery high-quality homes for local people and removing land from the Green Belt to facilitate sustainable development remain key pillars of the Local Plan strategy.

Accordingly the Site has been proposed for allocation - ref GA2, Land at North Farm (263 homes). The allocation of the Site in the Local Plan clearly demonstrates the Council's view that the Site is a sustainable location for growth and that exceptional circumstances exist to justify its removal from the Green Belt.



Figure 6: Extract of Pre-Submission Draft- Policies Map (February 2024)

LANDSCAPE CONTEXT

The Site lies within South Tyneside Landscape Character Area 34 ‘Boldon – Cleadon Fragmented Farmland’ and has been identified in the emerging Local Plan as “potential for green belt release housing land” (GA2). The Site is located south of New Road adjacent to residential development on the north-eastern edge of Boldon as illustrated on the plan opposite. Although the Site lies within Green Belt it is not subject to any national or local landscape designations.

The Site is relatively flat and low-lying and comprises two arable fields bordered by one and two-storey houses to the west and south, New Road to the north and a lit and surfaced PRoW and Bridleway to the east. The two fields are divided by a hedgerow and an adjacent PRoW which run east to west. The surrounding landscape to the east is urban fringe in character as it appears to be a former field which has been allowed to deteriorate over a number of years into a wasteland of scrub and rough grass. To the north medium to small scale fields extend to the banks of the River Don, divided by hedgerow and hedgerow trees and enclosed by tree belts and settlement edges. The presence and proximity of the adjacent housing edge means there is limited sense of remoteness, particularly when combined with the influence of New Road to the north and the railway line crossing the area to the east.

Due to the flat topography, the Site is well contained within the immediate locality, with views across fields curtailed by woodland and tree belts and the settlement edge. Users of the PRoW which crosses the Site would obtain open views to the south. Residents on the north-eastern edge of Boldon would have partially screened or filtered views on account of foreground trees and/or hedgerows. In addition, users of Boker Lane immediately to the west and New Road to the north obtain open or filtered views into the Site, although views from the PRoW to the east would be largely screened or filtered. Elsewhere views of the Site are screened by a combination of intervening built form and vegetation.

The Site has a limited contribution to the Green Belt functions in this location in terms of National Planning Policy Framework definitions. The development of the Site would furthermore enable the retention of the physical separation between both East Boldon and Cleadon along the B1298 where the settlements would remain clearly distinct. Likewise, the gap between East Boldon and Whiteleas would be retained.

Opportunities to enhance the local landscape and mitigate landscape and visual effects include the following proposed features;

- The retention of existing trees and hedgerows along the boundaries, and new tree planting to reinforce the landscape structure and settlement character of this part of Boldon;
- Improving the character and robustness of the urban edge by implementing new peripheral tree planting including screen planting and buffer planting to the east, south and south west and street tree planting to the west and north;
- Also in line with landscape management zones guidelines for this area, an informal recreation area could be incorporated within the Site, softening the urban edge; and
- Opportunities to re-naturalise the watercourse would also be explored in line with planning requirements.



Figure 7: Landscape Strategy

SITE ASSESSMENT

This section provides a summary of the initial observations and the findings of preliminary assessment work.

LANDSCAPE FEATURES

A LVA has been undertaken, the findings of which are summarised below.

There are various degrees of planting on all four sides of the Site. The northern boundary is sparse on planting where it abuts the B1298 New Road, however, where the boundary then backs onto the watercourse, a denser area of scrub and tree planting occupies the north-east corner of the Site. The eastern boundary forms a continuous strip of scrub and tree planting along its length, in line with the PRoW. A dense band of well-established trees forms the southern boundary, providing a level of screening to existing residential development backing on to the Site. The eastern boundary has variable degrees of planting, the southern part featuring occasional individual trees, whilst the northern part features small clusters of tree. A strip of scrub and tree planting crosses the Site in an east-west direction, providing a strong landscape feature which bisects the Site.

Where possible, all existing landscape features will be retained and enhanced as part of the proposed development, with appropriate stand-off zones established.

ACCESS

At present the Site is accessed off New Road. Indicative access arrangement plans have been produced which propose vehicular access to the Site be taken via ghost islands off New Road and Boker Lane. There is also an option for a large roundabout at the existing junction of Boker Lane/ Boldon Lane.

FLOOD RISK

The Environment Agency Indicative Flood Map for Planning indicates levels of surface water flood risk within the Site, in association with the existing watercourse and landform.

TOPOGRAPHY AND DRAINAGE

The Site overall is generally flat, falling steeper towards the watercourse. Initial investigations have indicated that the Site drainage can be achieved via an appropriately designed Sustainable Urban Drainage System.

ARCHAEOLOGY & HERITAGE

There are no Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within the Site.

ECOLOGY

Ecology advice has been provided which identified features of nature conservation value tend to be associated with the marginal habitats such

as hedgerows and tree belts, and opportunities should be taken to extend and enhance these features. There are opportunities to provide SuDS in corner locations that provide good connectivity for wildlife habitats. Further surveys will be required to inform the final biodiversity net gain approach and development proposals prior to any planning application, but initial surveys suggest that there are no significant barriers to achieving the necessary requirements in this location.

UTILITIES & INFRASTRUCTURE

All supporting infrastructure such as gas, electricity, broadband and water are within the direct vicinity of the Site and are easily accessible. Overall, there are no utilities or infrastructure constraints that would prevent the development of the Site.

NEIGHBOURING DEVELOPMENT

Residential development to the west of the Site is set-back between c.30-50m from the Site boundary. Properties generally front-on to the street, albeit they will be viewing the Site through filtered views through established tree planting running the length of the grass verges and open spaces stretching along Boker Lane.

Neighbouring dwellings to the south of the Site back-on to the boundary and are screened by well-established tree planting.



DEVELOPMENT PARAMETERS

The evaluation of Site opportunities and constraints has informed a set of development parameters through which a masterplan can be developed.

LAND USE

Residential development is the single use on Site but will be supported by areas of accessible and high quality open space. The development areas have responded to landscape considerations (visual impact and Site features), topography and movement networks.

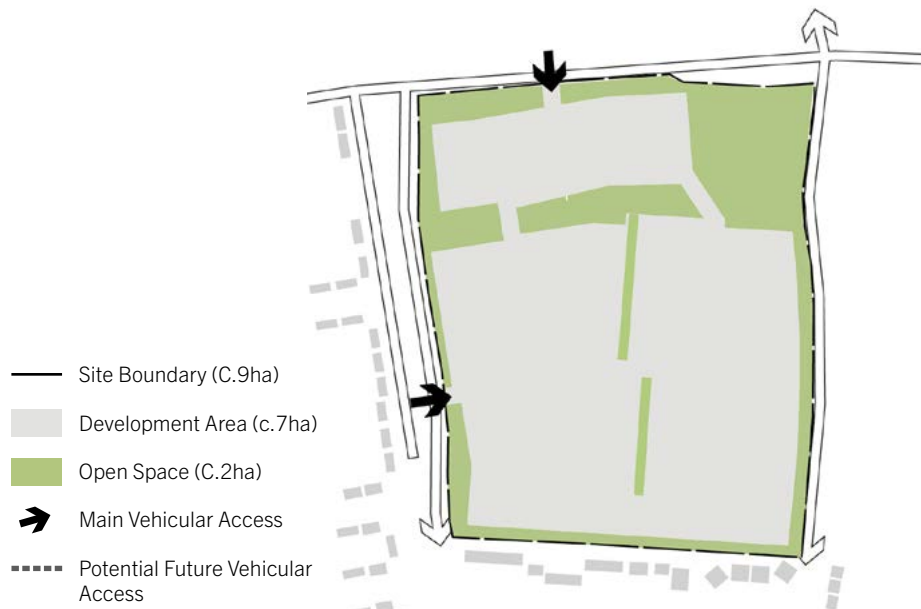


Figure 10: Land Use Diagram

LANDSCAPE

Open space within the proposed development will be focussed on the existing landscape features. The tree planting along the southern and eastern boundaries and across the northern section of the Site will be retained, enhanced and will form focal points within the proposed development.

The existing PRoW will be retained, improved, extended and integrated. All open space will be easily accessible from across the proposed development and new active travel connections and routes will be created to enhance access through the Site.



Figure 11: Landscape Diagram

ACCESS & MOVEMENT

Two indicative primary vehicular access points are proposed for the Site; one from New Road to the north and another from Boker Lane to the west. A primary street forms a loop, connecting the two access points with a clear hierarchy of shared streets and private driveways. For pedestrian, all streets and paths will be linked and overlooked. Path connections will be provided across the full extent of the Site and integrated with existing PRoWs.



Figure 12: Movement Diagram

URBAN FORM

Perimeter residential blocks provide clear distinction between public and private space and create a legible and permeable environment.

Feature buildings (defined by scale, detailing, materials) will emphasise spaces and routes to aid legibility.

Frontages will be emphasised along principal routes and open spaces, with all streets, spaces and paths overlooked.



Figure 13: Urban Form Diagram

MASTERPLAN

DEVELOPMENT QUANTUM

The initial Site assessment indicates a developable area of c.7ha alongside c.2ha of open space. Providing approximately 263 homes delivered at an average density of 37.5dph which would offer a suitable mix of small and medium sized family homes.

This provides the potential to deliver high quality homes, including 18% affordable, and for the creation of a sustainable and balanced residential development, comprising a mix of housing types, sizes and tenures.

PLACEMAKING PRINCIPLES

The Concept Masterplan opposite demonstrates best practice placemaking principles aimed to create a legible development by providing outward facing housing which securely enclose rear garden spaces and achieve natural surveillance of streets and public green space.

Key features, buildings and spaces help with legibility and create high-quality and distinctive street scenes.

KEY FEATURES

- 01 Primary vehicular access to the Site is proposed via ghost islands on Boker Lane and New Road. (Please see Appendix for the detailed access arrangement options.)
- 02 A primary street extends into the Site from New Road and Boker Lane, beyond which are a hierarchy of shared streets and private driveways.
- 03 New and enhanced pedestrian/cycle paths are proposed that will integrate the Site with the existing path network.
- 04 Use of best practice design principles will provide outward facing housing frontages which securely enclose rear garden spaces and achieve natural surveillance of streets and public space.
- 05 Provision of a landscape buffer along the northern edge creates a clear and defensible boundary between the proposed development and the Green Belt.
- 06 Provision of landscape buffers to the south and east of the Site will provide suitable set-backs from the existing planting and scope for environmental improvements by positively managing the green space, with existing planting is to be retained and enhanced wherever possible, including following the existing bridleway.
- 07 Green links north-south through the centre of the Site, connecting with existing green routes.
- 08 Provision of SuDS attenuation pond in response to Site levels.
- 09 Opportunity for BNG and ecological enhancements.



DRAFT LOCAL PLAN ‘KEY CONSIDERATIONS’

The Draft Local Plan provides key considerations for each of the draft allocated sites. The table opposite shows those that relate to site GA2.

The development parameter and concept masterplan demonstrate that the key considerations for the Site can be met.

Site Ref	Site Name	Key Considerations
GA2	Land at North Farm West	<ul style="list-style-type: none">• Ensure that the design and layout create clear and defensible boundaries• Enhance the surrounding PROW network• Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows• Ensure landscaping is an integral part of the design• Explore opportunities to re-naturalise the water course• Have regard to the East Boldon Neighbourhood Plan and the East Boldon Design Code• Ensure buildings are at a scale and mass in keeping with the wider area.



- Existing Planting
- Proposed Planting
- Open Space
- ★ Indicative SuDS



- Primary Gateway
- Secondary Gateway
- Key Frontages
- ★ Feature Buildings
- Green routes

INDICATIVE PHASING

It is likely that all phases of construction could be complete within five years.

These phases are indicative and subject to revision following discussions with South Tyneside Council.

DEVELOPMENT PHASE	UNITS	YEAR
1	100	2025-26
2	163	2027-29
TOTAL	263	



Figure 15: Indicative Phasing Plan

CONCLUSION

The proposed development of land at North Farm, Boldon forms a logical settlement extension.

The retention and enhancement of existing planting, alongside additional landscape treatments will strengthen boundaries for screening and create a robust and defensible Green Belt boundary.

The Site can deliver housing in a sustainable location; in the immediate vicinity of pedestrian/cycle routes, bus services and in close proximity to rail and metro services. With easy access to local facilities, including employment, education, health and recreation.

The Site benefits from a network of dedicated pedestrian/cycle routes running in and around the Site, as well as regular bus services within the immediate vicinity. The B1298 New Road runs along the northern boundary of the Site, connecting it with the wider road network, and the rail and metro station lie less than a 20 minute walk, 5 minute cycle south of the Site.

Assessments have been undertaken which identify constraints and opportunities within and around the Site. These have been sensitively addressed and incorporated within the Concept Masterplan.

New and existing features will be enhanced to provide physical containment, and landscape features within the Site will be restored and improved.

The Concept Masterplan provided shows how access to the Site can be achieved via New Road and Boker Lane.

The Masterplan can provide a sustainable mix of housing, of which 18% would be affordable, including detached, semi-detached and terraced properties. Perimeter blocks are used throughout offering a clear definition between public and private spaces. The proposed development is permeable and legible, with all streets, spaces and paths well overlooked. The proposed development to the north of Boldon provides an appropriate contribution to South Tyneside's housing need by creating new homes for the benefit of existing and future communities.





APPENDIX

Figure 16: Potential Western Access Points on Boker Lane (ghost island)



Figure 17: Potential Northern Access Point on New Road (ghost island)

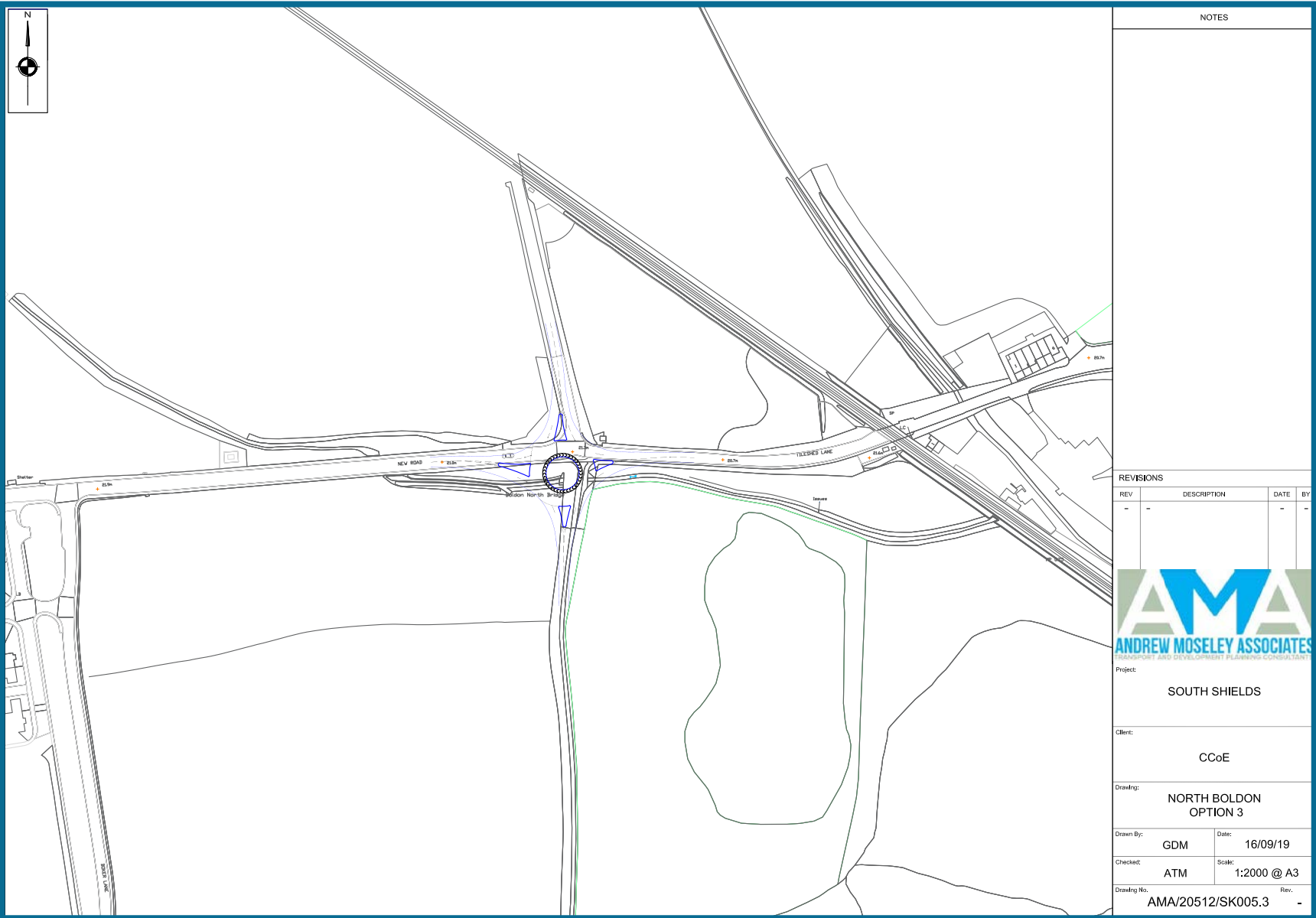


Figure 18: Potential Northern Access Point on New Road - unlikely to be required unless land to the east is developed and is no longer proposed for allocation. Nevertheless, the land and opportunity for the site access remain should this become necessary



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3 March 2024

Project/File: 333129611: GA3

Spatial Planning,
Development Services,
Regeneration and Environment,
South Tyneside Council,
Town Hall and Civic Offices,
Westoe Road,
South Shields,
Tyne & Wear,
NE33 2RL

Dear Planning,

**Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19)
CONSULTATION: POLICY SP7 (GA3) - TOWN END FARM**

Stantec has been instructed by the Church Commissioners for England ('CCE') to submit representations to the South Tyneside Council ('the Council') regarding the Regulation 19 consultation on the South Tyneside Draft Local Plan 2023 - 2040 ('the draft Plan').

CCE aim to assist with delivering safe and stable new homes; create employment opportunities for local areas; strengthen existing and build new communities; create and sustain vibrant and vital places; and facilitate the curation of communities that can thrive for generations to come. It is within this context that the CCE make representations on the future policy direction of South Tyneside.

CCE are the landowner of land to the north of Town End Farm (Policy SP7, GA3) and have been actively promoting the site as a sustainable location for growth from the outset of the plan-making process. Stantec, formerly Barton Willmore, mostly recently made representations on behalf of CCE to the Regulation 18b consultation in August 2022. Both Stantec and CCE have a strong track record of securing consent for development in the local area and nationally. As such, we are well positioned to comment on the future policy direction of South Tyneside.

The following representation should be read in conjunction with CCE's other representations made on the draft Plan which span across several separate documents and considered as a whole. CCE has also submitted a Site Assessment and Deliverability Analysis alongside this representation. The supporting Covering Letter submitted with the representations provides a guide to the representations submitted.

CCE's Regulation 19 Representation

CCE strongly support the allocation of land to the north of Town End Farm but must lodge **an objection** at this stage regarding the requirements of the 'Key Considerations', as part of Policy SP7 GA3.

From the outset, it should be emphasised that CCE emphatically agree that land at North Farm represents a sustainable location for growth, is deliverable and available for development. CCE do not make any comments or objections to the principle of the draft allocation.

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION: POLICY SP7 (GA3) - TOWN
END FARM

CCE's objection is regarding the Key Considerations requirements of Policy SP7 GA3 which are ineffective as currently drafted. Each Key Consideration is reviewed in turn below.

Ensure that the design and layout create clear and defensible boundaries

CCE question whether this policy requirement unnecessarily repeats national planning policy. The NPPF (paragraph 143) requires a Local Planning Authority to define boundaries clearly when reviewing Green Belt boundaries and so the Council should be confident that the extent of the allocation boundary achieves the requirement to provide a permanent boundary rather than require this of any future applicant. Washington Road to the west, Downhill Lane to the north, an existing track to the east and existing residential development to the south all create clear and defensible boundaries in any event. The policy requirement could therefore be amended to reflect this position and ensure the design and layout respects these boundaries. It is unclear how CCE would 'create' defensible boundaries that are already in place.

Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows

CCE strongly support the policy aspiration to protect and enhance the natural environment. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

Ensure landscaping is an integral part of the design

CCE strongly support the policy aspiration to protect and enhance the natural environment. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

Design the site in such a way as to discourage unauthorised access to the into Downhill Quarry Local Wildlife Site

CCE understands the need for this policy requirement and does not object to it on principle. However, further wording to assist the decision-maker would be welcomed. CCE are of the view that reference to the layout and / or signage would ensure the policy is more effective and not lead to any misinterpretation in the future. Therefore, CCE recommends that the policy requirement is amended to read: "*Design the site, whether that be with the layout, signage and / or other design measures, in such a way as to discourage unauthorised access to the into Downhill Quarry Local Wildlife Site*".

Preserve or enhance the settings of the Listed Buildings to the north

CCE understands the need for this policy requirement and does not object to it on principle. CCE also recognise that the principle of this policy requirement is in line with national planning policy requirements. However, as currently drafted the policy requirement is ineffective and does not provide the decision-maker with sufficient guidance. CCE are of the view that the policy requirement could be read as the settings of any Listed Buildings to the north which would be an unreasonable policy requirement. CCE strongly advocate that the policy requirement is amended to specifically reference the Listed Buildings the Council consider could be affected by the development of this allocation. The identified Listed Buildings would need to be supported by the relevant and proportionate evidence base to justify the requirement.

Enhance the existing bridleway and create active travel routes throughout the site

CCE strongly support the policy aspiration to create well-designed and connected places. CCE also have no objection to the policy requirement to create active travel routes throughout the site as this is aligned

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION: POLICY SP7 (GA3) - TOWN END FARM

with their own design ethos. However, CCE do wish to question the need to enhance the existing bridleway through the site. The bridleway in question runs parallel to Washington Road, is tarmacked, landscaped on both sides and benefits from the street lighting that serves the highways network. In addition, it connects to a ramp that connects over the A19 and there is a purpose-built crossing at the point where it meets Downhill Lane. As such, it is not clear what 'enhancements' could be made to this bridleway. CCE strongly advocate that this aspect of the policy requirement is removed. In the absence of this amendment to the policy requirement CCE request the Council present the evidence which demonstrates the need for the enhancements, provides further guidance on what possible enhancements would be expected and provide further guidance in the policy requirement wording.

Introduce connectivity between the site and the established settlement of Town End Farm

CCE strongly support the policy aspiration to create well-designed and connected places. As such, CCE does not object to the principle of this requirement. However, it is not within CCE's gift to guarantee its delivery. CCE does not control the land around the perimeter of the Town End Farm settlement and as such could be held to ransom if this policy requirement remains as drafted. CCE strongly advocate the policy requirement is amended to read "Demonstrate all possible opportunities have been exhausted to create ~~Introduce~~ connectivity between the site and the established settlement of Town End Farm".

Consider the need to contribute to mitigating impacts on the neighbouring authority of Sunderland

CCE strongly objects to this policy requirement because it is not evidenced and is open ended so could be subject to significant changes as time progresses. The Council are responsible for identifying all possible impacts of their proposed spatial strategy on neighbouring authorities and ensuring that these can be reasonably avoided or mitigated. It is not for the applicant to consider impacts on neighbouring authorities. Equally, it is not reasonable to introduce a policy requirement that is open ended and could be subject to significant changes subject to the developments within an area outside of the Council's and landowner's control. Accordingly, CCE strongly objects to this policy requirement and are of the view that this should be removed.

oOo

In summary, CCE strongly support the allocation of land to the north of Town End Farm but must lodge **an objection** at this stage regarding the requirements of the 'Key Considerations', as part of Policy SP7 GA3. CCE strongly objects to the policy requirement to consider mitigating impacts on the neighbouring authority as it is not evidenced and is open ended so could be subject to significant changes as time progresses. Furthermore, CCE are concerned that the requirement to discourage unauthorised access to the into Downhill Quarry Local Wildlife Site, the requirement to preserve or enhance the settings of the Listed Buildings to the north and the requirement to enhance the bridleway are all not well defined and do not sufficient guidance to decision-makers. CCE also question whether the requirement to create defensible boundary is necessary given national planning policy as well as the current physical characteristics of the site.

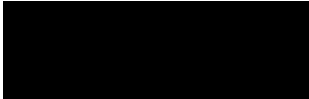
CCE trust the comments presented in this consultation response are well received and welcome further opportunities to engage on the draft Plan in the future. We kindly request we are kept informed of the progress of the draft Plan and would like to indicate at this stage we would act as a participant at the examination of the draft Plan.

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION: POLICY SP7 (GA3) - TOWN
END FARM

If there are any questions or should you require any further information, then please do not hesitate to contact us.


Yours faithfully,

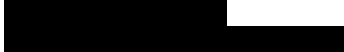
STANTEC UK LIMITED



Michelle Robinson

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3 March 2024

Project/File: 333129611: GA4

Spatial Planning,
Development Services,
Regeneration and Environment,
South Tyneside Council,
Town Hall and Civic Offices,
Westoe Road,
South Shields,
Tyne & Wear,
NE33 2RL

Dear Planning,

**Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19)
CONSULTATION: POLICY SP7 (GA4) - WEST HALL FARM**

Stantec has been instructed by the Church Commissioners for England ('CCE') to submit representations to the South Tyneside Council ('the Council') regarding the Regulation 19 consultation on the South Tyneside Draft Local Plan 2023 - 2040 ('the draft Plan').

CCE aim to assist with delivering safe and stable new homes; create employment opportunities for local areas; strengthen existing and build new communities; create and sustain vibrant and vital places; and facilitate the curation of communities that can thrive for generations to come. It is within this context that the CCE make representations on the future policy direction of South Tyneside.

CCE are the landowner of land at West Hall Farm (Policy SP7, GA4) and have been actively promoting the site as a sustainable location for growth from the outset of the plan-making process. Stantec, formerly Barton Willmore, mostly recently made representations on behalf of CCE to the Regulation 18b consultation in August 2022. Both Stantec and CCE have a strong track record of securing consent for development in the local area and nationally. As such, we are well positioned to comment on the future policy direction of South Tyneside.

The following representation should be read in conjunction with CCE's other representations made on the draft Plan which span across several separate documents and considered as a whole. CCE has also submitted a Site Assessment and Deliverability Analysis alongside this representation. The supporting Covering Letter submitted with the representations provides a guide to the representations submitted.

CCE's Regulation 19 Representation

CCE strongly support the allocation of land at West Hall Farm but must lodge **an objection** at this stage regarding the requirements of the 'Key Considerations', as part of Policy SP7 GA4.

From the outset, it should be emphasised that CCE emphatically agree that land at West Hall Farm represents a sustainable location for growth, is deliverable and available for development. CCE do not make any comments or objections to the principle of the draft allocation.

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION: POLICY SP7 (GA4) - WEST HALL FARM

CCE's objection is regarding the Key Considerations requirements of Policy SP7 GA4 which are ineffective as currently drafted. Each Key Consideration is reviewed in turn below.

Ensure that the design and layout create clear and defensible boundaries

CCE question whether this policy requirement unnecessarily repeats national planning policy. The NPPF (paragraph 143) requires a Local Planning Authority to define boundaries clearly when reviewing Green Belt boundaries and so the Council should be confident that the extent of the allocation boundary achieves the requirement to provide a permanent boundary rather than require this of any future applicant. Existing residential development to the west and north, Moor Lane to the south and the A1018 Sunderland Road all create clear and defensible boundaries in any event. The policy requirement could therefore be amended to reflect this position and ensure the design and layout respects these boundaries. It is unclear how CCE would 'create' defensible boundaries that are already in place.

Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows

CCE strongly support the policy aspiration to protect and enhance the natural environment. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

Ensure landscaping is an integral part of the design and ensure built development is set back from the eastern boundary of the site to retain the feeling of openness along the A1018

CCE strongly support the policy aspiration to protect and enhance the natural environment. CCE also appreciate the Council's ambition to retain a sense of openness in this location. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

Explore opportunities for improving the existing staggered junction between the site and Sunderland Road

CCE strongly supports the policy aspiration to create safe and well-connected places. As such, CCE does not objection to the policy requirement in principle but questions whether the current draft of the policy requirement is specific enough for decision-makers. With regards to 'improving' the existing junction, it is not clear if the Council are hoping to achieve a particular objective. For example, improvements to a highways junction could be capacity, safety and / or aesthetically focused. CCE would welcome further clarification in the policy requirement wording.

Notwithstanding the above, CCE would also request the Council to present the evidence which demonstrates that this policy requirement is required as it is not currently clear why this has been proposed in the first instance.

Support at least one season's additional non-breeding monitoring data for wading birds for fields within 500m of the site, including nocturnal survey with appropriate equipment.

CCE strongly supports the need to protect and enhance the natural environment. As such, CCE have no objection in principle to the proposed policy requirement. However, CCE do request further clarity on the policy requirement as currently drafted. It is not clear if the policy is requiring CCE as landowner to grant others access to the site if they are undertaking surveys on fields within 500m of the site or whether it is requiring CCE to survey the fields within 500m of the site. If the Council proposed this requirement to achieve the former, then CCE has no objections but does wish to state that a policy requirement in a Local Plan does not legally bind a landowner to grant access to a third party. If the Council proposed this

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION: POLICY SP7 (GA4) - WEST HALL FARM

requirement to achieve the latter, then CCE require amendments to the requirement to be made as it is currently undeliverable as drafted. Access to survey fields on third party land requires the consent of the landowner which is not within CCE's gift and as such compliance with this requirement cannot be guaranteed. Therefore, CCE recommends that the policy requirement is amended to read: "Demonstrate that ~~Support~~ efforts have been made to secure at least one season's additional non-breeding monitoring data for wading birds for fields within 500m of the site, including nocturnal survey with appropriate equipment."

Notwithstanding the above, CCE would also request the Council to present the evidence which demonstrates that this ecological survey is required as it is not currently clear why this policy requirement has been proposed in the first instance.

oOo

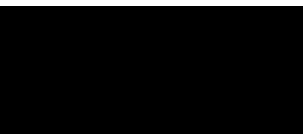
In summary, CCE strongly support the allocation of land at West Hall Farm but must lodge an objection at this stage regarding the requirements of the 'Key Considerations', as part of Policy SP7 GA4. CCE are concerned that the requirement to improve the existing staggered junction between the site and Sunderland Road as well as the requirement to support at least one season's additional non-breeding monitoring data for wading birds is not well defined. CCE also question whether the requirement to create defensible boundary is necessary given national planning policy as well as the current physical characteristics of the site.

CCE trust the comments presented in this consultation response are well received and welcome further opportunities to engage on the draft Plan in the future. We kindly request we are kept informed of the progress of the draft Plan and would like to indicate at this stage we would act as a participant at the examination of the draft Plan.

If there are any questions or should you require any further information, then please do not hesitate to contact us.

Yours faithfully,

STANTEC UK LIMITED

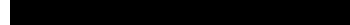


Michelle Robinson

Planning Associate

Direct: 







LAND AT WEST HALL FARM, CLEADON

Site Assessment & Deliverability Analysis (Updated, February 2024)
South Tyneside Local Plan Regulation 19
Site ref: GA4

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EXECUTIVE SUMMARY

This document has been prepared by Stantec on behalf of Church Commissioners for England (the client), to inform their representation to the South Tyneside Pre-Submission Local Plan Regulation 19 (February 2024) and to demonstrate the suitability of land at West Hall Farm, Cleadon (the Site) for housing.

The Site was previously draft allocated for housing under Policy SP5 as part of the Draft South Tyneside Local Plan Regulation 18b (August 2022); allocation GA9 comprising 10.27ha of land to accommodate 259 units.

The Site has been proposed for draft allocation under Policy SP7 as part of the Pre-Submission Local Plan Regulation 19 (February 2024); allocation GA4 comprising 10.27ha of land to accommodate 259 units.

The site ownership, constraints and opportunities have not changed since November 2019. The Site is bounded by existing residential development on two of its four sides, with strong defensible boundaries in the form of Sunderland Road and Moor Lane forming the other two.

This document demonstrates how the Site can achieve the aspirations of draft allocation GA4 and deliver a sustainable extension to Cleadon, supporting housing delivery in response to local and wider needs. The proposals within this document confirm the Site can deliver an indicative capacity of 259 units based on a developable area of 6.9ha at a density of 37.5dph along with the open space and infrastructure requirements.

The Concept Masterplan presented within this document has been informed by site visits, desk-based assessments and technical assessments in the form of a Landscape and Visual Appraisal (LVA), ecology advice and indicative access arrangement plans which demonstrate the ability of the Site to accommodate residential development.

The site is deliverable and Exceptional Circumstances exist to remove the site from the Green Belt.





VISION

Our Vision for the Site is to deliver high-quality housing in a sustainable location, as part of a landscape-led masterplan which sensitively addresses the existing landscape features on the Site and creates a new and robust settlement edge for Cleadon.

The proposed development would:

- Deliver housing in a highly sustainable location; in the immediate vicinity of pedestrian/cycle routes, bus services and with easy access to local services and facilities, including employment, education, health and recreation.
- Sensitively respect and enhance existing landscape and ecology features, particularly the mature trees along the eastern boundary of the Site.
- Provide a landscape buffer to the east of the Site in order to retain the feeling of openness along the A1018 Sunderland Road, as well as create and preserve, clear and defensible boundaries between the proposed development and the Green Belt.
- Respond positively and sensitively to neighbouring development.
- Provide a Sustainable Urban Drainage System (SuDS) which alleviates flooding on Site, as well as that identified at West Meadows Road.
- Create an integrated and accessible movement network which provides routes through the Site, connecting with the wider path network.
- Provide high quality market and affordable homes of varying types, sizes and densities to meet local needs.
- Comprise a variety of landscape treatments and building positioning that generates positive street scenes, and softening of the development edge along the south-east of Cleadon.

SITE LOCATION & DESCRIPTION

SITE LOCATION

The Site is located on the south-east edge of Cleadon, a village positioned approximately 5km to the north of Sunderland, 14km east of Newcastle and 6km south of South Shields and Jarrow.

The Site is positioned west of the A1018 Sunderland Road, a route which connects north into South Shields town centre through Harton and Cauldwell, and south to Sunderland city centre going through Monkwearmouth. The positioning of the Site in relation to this arterial route provides the Site with excellent connections to the wider road network.

Moor Lane runs along the southern extents of the Site, providing an east-west link between the villages of Boldon Colliery, West Boldon and East Boldon to the west and Whitburn and the coast to the east.

East Boldon Railway and Metro Station is located c.1.5km west of the Site, and can be accessed c.25mins by foot and c.5mins by bike from the Site.

Two bus stops are located on Sunderland Road adjacent to the Site, providing services to Whitburn, Whiteleas, Fellgate and Boldon.

The Site also benefits from close proximity to designated pedestrian and cycle routes; a Local Cycle Path runs adjacent to the Site along Sunderland Road, and a network of Public Rights of Way (PRoW) lie within c.200m of the Site, providing opportunities for commuting and recreational use.

The location of the Site presents an opportunity to create a sustainable extension to the settlement of Cleadon, which integrates with the existing path and road networks and can provide a robust new settlement edge.





Figure 1: Site Location Plan

SITE DESCRIPTION

The Site comprises a single arable field extending to c.10.33ha.

Residential dwellings back onto the northern and western boundaries of the Site. The properties to the west have large rear gardens and are generally set-back from the Site boundary c.40m, whilst the properties to the north are set-back from the boundary c.10-20m. Scrub, hedgerow and clusters of well-established tree planting form the edges of the residential plots - planting is denser along the western edge, with more gaps in the vegetation along the northern edge.

To the east of the Site, the A1018 Sunderland Road runs adjacent to the Site boundary. The road comprises a c.9m carriageway with cycle lanes either side. The top two thirds of the road, adjacent to the Site, comprise grass verges either side of the carriageway with a c.1.5m footpath on the eastern side. The grass verge on the western side of the carriageway, adjacent to the Site, then changes to a c.2m footpath, accommodating a bus stop, towards the south-east edge of the Site. Strips of hedgerow, scrub and a number of well-established trees are present along the eastern boundary of the Site.

The southern boundary of the Site is formed by Moor Lane. The road comprises a c.6m carriageway with c.2.5m footpath on the northern side, adjacent to the Site. A strip of well-established hedgerow lines the south-western edge of the Site, adjacent to Moor Lane. This gradually dissipates further east, replaced by clusters of hedgerow and tree planting along the remainder of the southern boundary.

The immediate surroundings consist of residential development to the north, west and partially to the east, and agricultural fields to the south and east. The Academy of Light, a UEFA five star certified training facility and youth academy is located c.400m south of the Site



Figure 2: Birds Eye Aerial



Figure 4: Photo Location Plan



NEIGHBOURHOOD ASSESSMENT

Cleadon benefits from good public transport connections and a range of local facilities. The proposed development will provide a sustainable extension to Cleadon, which benefits from nearby services and facilities.

WALKING & CYCLING

A number of PRow are located within a c.200m radius of the Site. There are paths which lead into the village centre c.500m north of the Site and those that lead south across open countryside toward Fulwell.

A Local Cycle Path runs adjacent to the eastern boundary of the Site along Sunderland Road.

The village centre can be reached in less than an 8 minute walk north of the Site, along Sunderland Road. East Boldon Railway and Metro Station can

be reached in approximately 6 minutes by bike and 25 minutes by foot via Moor Lane.

PUBLIC TRANSPORT

The closest bus stops to the Site are located on Sunderland Road, however, further bus services can be found within the village centre less than c.500m north of the Site. A summary of the bus services available adjacent to the Site are shown in the table below.

East Boldon Metro Station is located less than a 6 minute cycle from the Site via Moor Lane, and offers services every 10 minutes Monday to Saturday and every 20 minutes on Sundays. The metro line runs south through Sunderland, terminating at South Hylton, and north-west through Newcastle, terminating at Newcastle Airport.

East Boldon Train Station, located adjacent to the Metro Station, provides services to Newcastle Airport via Newcastle Central Metro and South Hylton via Sunderland.

20-MINUTE NEIGHBOURHOOD

The village of Cleadon has a number of local facilities which are accessible within a 20-minute return journey on foot, these include:

- Local shops, cafés, bars and restaurants within the village centre;
- Cleadon CoE Academy;
- Places of Worship at Cleadon All Saints Parish Church and Cleadon Methodists Church; and
- A recreation area comprising bowling green, tennis courts, play area and open grassland is located less than 200m north of the Site.

SERVICE NO.	ROUTE	FREQUENCY
20 Prince Bishops	Durham – South Shields	Every 12 minutes Monday - Saturday and every 30 minutes on Sundays
S558	Fellgate – Whitburn CofE Academy	School Service Monday - Friday
S804	St Wilfrid's RC College – Whitburn CofE Academy	School Service Monday - Friday
S812	Hedworth - St Wilfred's College	School Service Monday - Friday
S825	St Joseph's Catholic Academy – Brockley Whins	School Service Monday - Friday

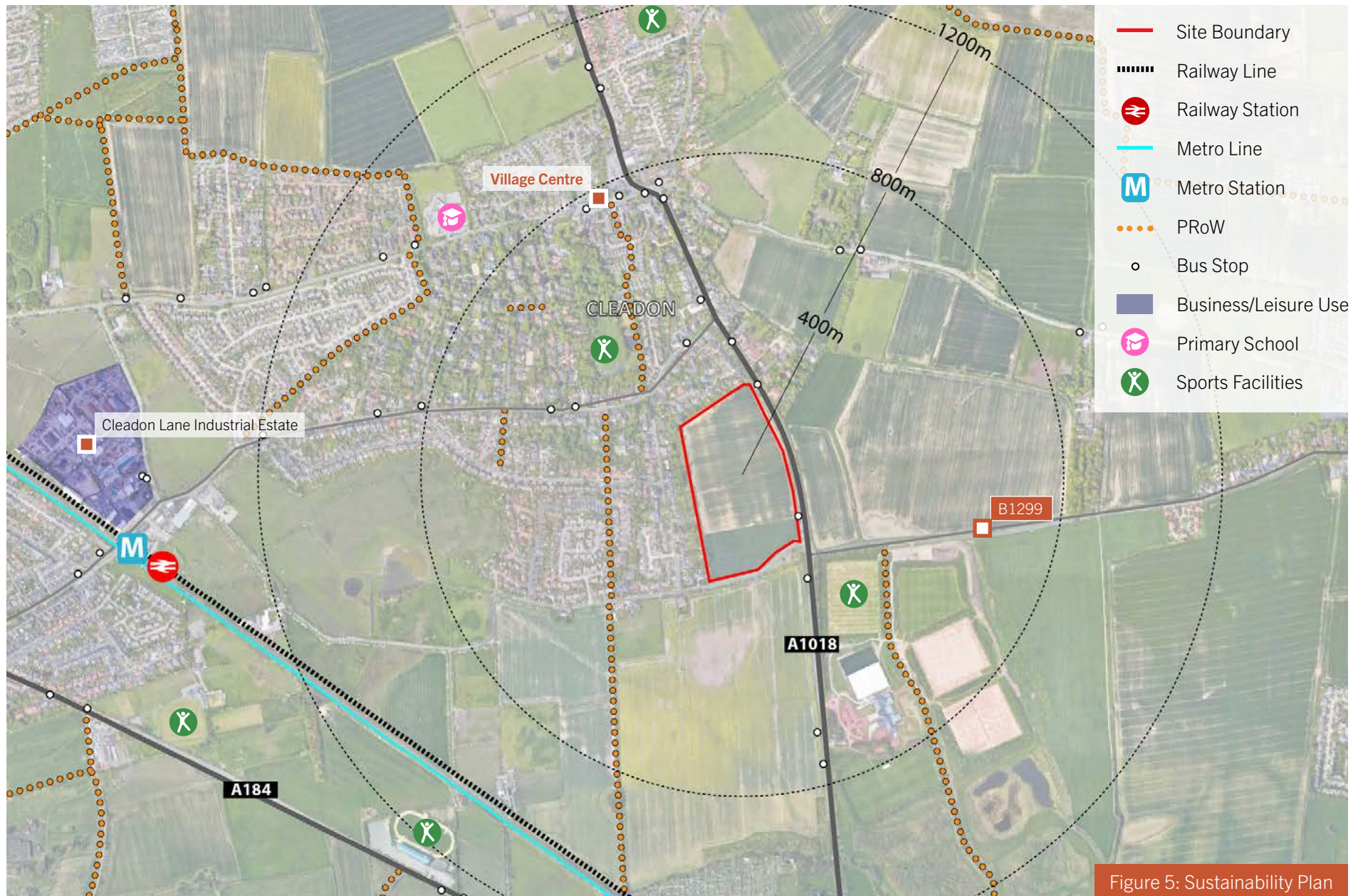


Figure 5: Sustainability Plan

PLANNING CONTEXT

NATIONAL POLICY

National Planning Policy

The National Planning Policy Framework came into force on 27th March 2012 and was most recently updated in December 2023. Due to the transition arrangements the South Tyneside Local Plan is to be examined under the September 2023 version of the Framework, but any future planning application would be considered against the December 2023 version. For the purposes of this document there are no material changes between the two versions and the broad principles of developing the Site are unaffected.

The Framework sets out the Government's national planning policies and should be considered by a Local Planning Authority when preparing a Local Plan. The Framework reiterates the Government's objective to significantly boost the supply of homes and confirms that it is important that a sufficient amount and variety of land can come forward where it is needed, and land with permission should be developed without unnecessary delay. The Framework includes a presumption in favour of sustainable development, and for plan-making this means:

- Positively seeking opportunities to meet the development needs of an area;
- Be sufficiently flexible to adapt to rapid change.
- As a minimum, provide for objectively assessed needs for housing unless the policies within the Framework provide a strong reason for restricting the overall scale, type or distribution in the plan area; or any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies within the Framework.

In terms of Plan-making, the Framework specifies that a plan-led system should allow for addressing housing needs and should contribute to the achievement of sustainable development and be prepared in a positive, aspirational and deliverable manner. In relation to identifying land for homes, the Framework stipulates that planning policies should identify a sufficient supply and mix of sites, to take account of their availability, suitability and likely economic viability. This includes identifying specific deliverable land over the first 1-5 years

of a plan alongside specific developable sites for years 6-15 of the plan.

The Green Belt retains primary importance within the Framework, and boundaries should only be altered where exceptional circumstance are evidenced and justified. Strategic policies must consider the need for changes to Green Belt boundaries in view of the boundaries enduring beyond the plan period. When reviewing Green Belt boundaries local authorities should promote sustainable patterns of development and ensure that Green Belt boundaries do not need to be altered at the end of the plan period.

The Framework places a high importance on design quality and cross references the National Design Guide. The NDG sets out ten characteristics of a well-designed place which are intended to provide areas of focus which, when combined, work together to create more successful places, in terms of community, climate and character, among others. These also place an emphasis on building 'beautiful' and stress the importance of trees within developments, both within the urban realm and areas of open space.

LOCAL POLICY

South Tyneside Core Strategy

The South Tyneside Local Development Framework (LDF) is the current local development plan for South Tyneside, and is made up of the Core Strategy (2007), Development Management Policies DPD (2011), and the Site-Specific Allocations document (2012), as well as specific Area Action Plans for Hebburn, Jarrow and South Shields.

The Site is designated as Green Belt land in the current Development Plan and is covered by a Great North Forest recreational framework policy. A Wildlife corridor runs below the Site's southern border.

The Council has reached the Pre-Submission (Regulation 19) stage of the plan-making process taking into account comments made to date and the most recent evidence base studies. The Council has made significant amendments to the Local Plan from the previous iteration, the Regulation 18b version (August 2022). Nevertheless, the need to meet housing need, delivery high-quality homes for local people and removing land from the Green Belt to facilitate sustainable development remain key pillars of the Local Plan strategy.

Accordingly the Site has been proposed for allocation - ref GA4, Land at West Hall Farm (259 homes). The allocation of the Site in the Local Plan clearly demonstrates the Council's view that the Site is a sustainable location for growth and that exceptional circumstances exist to justify its removal from the Green Belt.

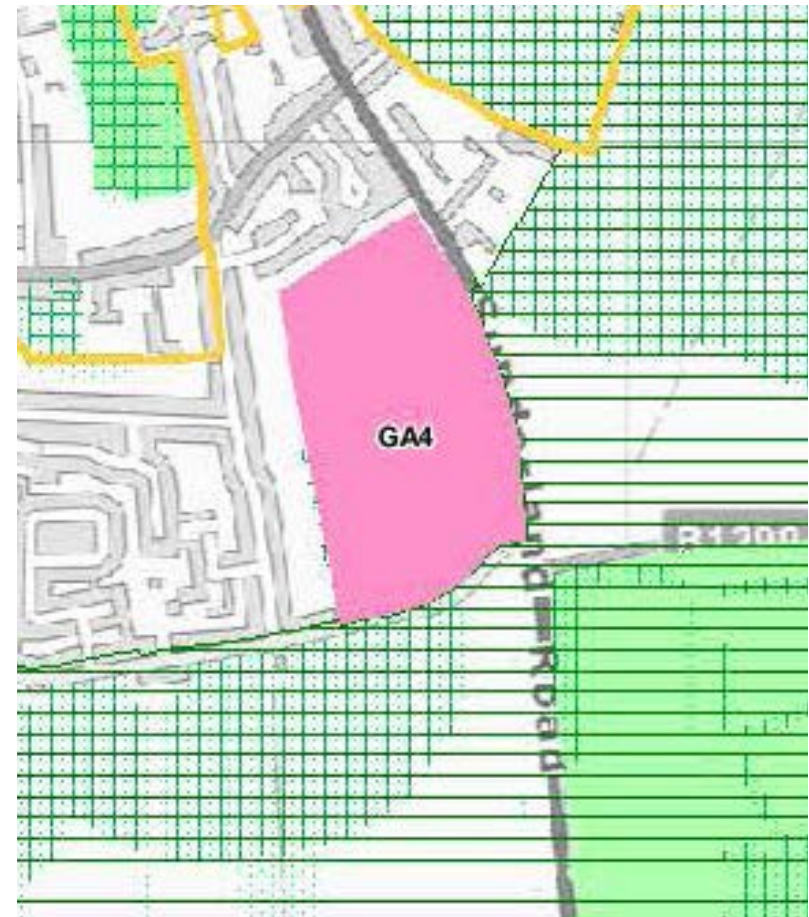


Figure 6: Extract of Pre-Submission Draft - Policies Map (February 2024)

LANDSCAPE CONTEXT

The Site lies within South Tyneside Landscape Character Area 33 'Boldon Flats and Whitburn Moor' and is located on the south-eastern edge of Cleadon as illustrated on the plan opposite. In the emerging Local Plan, it has been identified as "potential green belt release housing land" (GA4). Although the Site lies within Green Belt it is not subject to any national or local landscape designations.

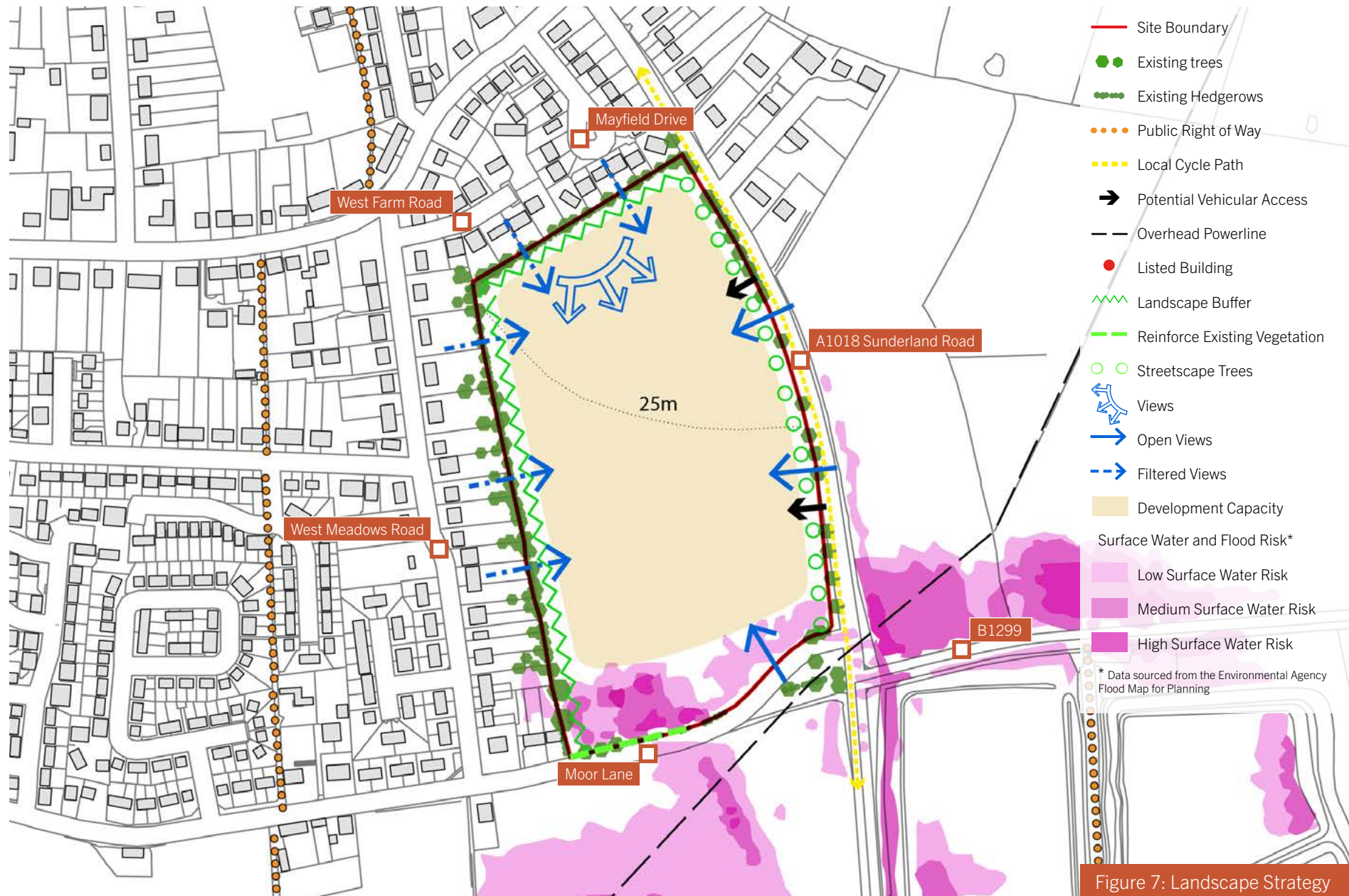
The Site consists of a large urban fringe arable field which has relatively few landscape features, with sporadic mature trees and hedging shrubs along its boundaries and it is relatively open to the south and east. It is however bound by strong physical boundaries. To the west and north the two storey houses associated with the settlement edge define the Site boundaries, whilst to the east and south busy road corridors act as defensible boundaries to the Site. Although within the Green Belt, its urban fringe characteristics and the influence of the adjacent roads reduces the sense of rurality and remoteness.

Residents along West Meadows Road have their views of the site partially screened and filtered by foreground mature trees and a high hedgerow; however those in Farm Road and Mayfield Drive currently have elevated, mostly open views of the Site and potential housing development, although screen tree planting could mitigate any negative effects. Users of the busy road corridors of the A1018 Sunderland Road to the east and Moor Lane to the South which connects to Boldon, also have largely open views into the Site. Due to the low-lying nature of the topography, it is seen in open views in the context of the built edge of Cleadon. There are also long views south towards Sunderland.

The Site provides limited contribution to Green Belt functions according to National Planning Policy Framework definitions. Although development would infill a parcel of land between the settlements, the physical boundaries which define the site and effectively contain the settlement of Cleadon would not be breached. Moor Lane to the south and Sunderland Road to the east provide defensible boundaries to the Site whilst also containing any further expansion of the settlement.

Opportunities to enhance the local landscape and mitigate landscape and visual effects include the following proposed features:

- The retention and reinforcement of existing hedgerows and mature trees and the enhancement of existing boundaries to the south and east along Moor Lane and Sunderland Road by hedgerow and tree structure planting; and
- Tree screen planting along the western and northern edge of the Site is proposed in order to mitigate visual effects in this direction.



SITE ASSESSMENT

This section provides a summary of the initial observations and the findings of preliminary assessment work.

LANDSCAPE FEATURES

A LVA has been undertaken, the findings of which are summarised below.

The northern and western boundaries of the Site comprise scrub, hedgerow and clusters of well-established tree planting. The planting along the western boundary of the Site is relatively dense whilst the planting along the northern boundary features gaps in the vegetation. A strip of well-established hedgerow lines the south-western edge of the Site, adjacent to Moor Lane. This gradually dissipates further east, replaced by clusters of hedgerow and tree planting along the remainder of the southern boundary. Strips of hedgerow, scrub and a number of well-established trees are present along the eastern boundary of the Site.

Where possible, all existing landscape features will be retained and enhanced as part of the proposed development, with appropriate stand-off zones established.

ACCESS

At present the Site is accessed off Sunderland Road. Indicative access arrangement plans have

been produced which propose vehicular access to the Site be taken via two ghost islands on Sunderland Road.

FLOOD RISK

The Environment Agency Indicative Flood Map for Planning indicates levels of surface water flood risk within the south of the Site.

TOPOGRAPHY AND DRAINAGE

The Site overall is generally flat, the highest point is located toward the north-east of the Site, sloping south to the lowest point within the south-west of the Site. Initial investigations have indicated that the Site drainage can be achieved via an appropriately designed Sustainable Urban Drainage System.

ARCHAEOLOGY & HERITAGE

There are no Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within the Site.

A SSSI is located c.500m west of the Site within Whitburn Moor.

ECOLOGY

Ecology advice has been provided which identified features of nature conservation value to be associated with the marginal habitats such as hedgerows and gardens, and opportunities should be taken to extend and enhance these features.

Opportunities have been identified for enhancement of the Site boundaries, as well as potential to provide SuDS in locations that provide good connectivity for wildlife.

Further surveys will be required to inform the final biodiversity net gain approach and development proposals prior to any planning application, but initial surveys suggest that there are no significant barriers to achieving the necessary requirements in this location.

UTILITIES & INFRASTRUCTURE

All supporting infrastructure such as gas, electricity, broadband and water are within the direct vicinity of the Site and are easily accessible. Overall, there are no utilities or infrastructure constraints that would prevent the development of the Site.

NEIGHBOURING DEVELOPMENT

Neighbouring dwellings to the north and west of the Site back onto the Site boundary. The properties to the west have large rear gardens and are generally set-back from the Site boundary c.40m, whilst the properties to the north are set-back from the boundary c.10-20m.

Residential dwellings located to the north-east of the Site front onto the Site boundary across Sunderland Road and are set-back by c.30-40m.



Figure 8: Site Assessment Plan

DEVELOPMENT PARAMETERS

The evaluation of Site opportunities and constraints has informed a set of development parameters through which a masterplan can be developed.

LAND USE

Residential development is the single use on Site but will be supported by extensive areas of accessible and high quality open space. The development areas have responded to landscape considerations (visual impact and Site features), topography and movement networks.

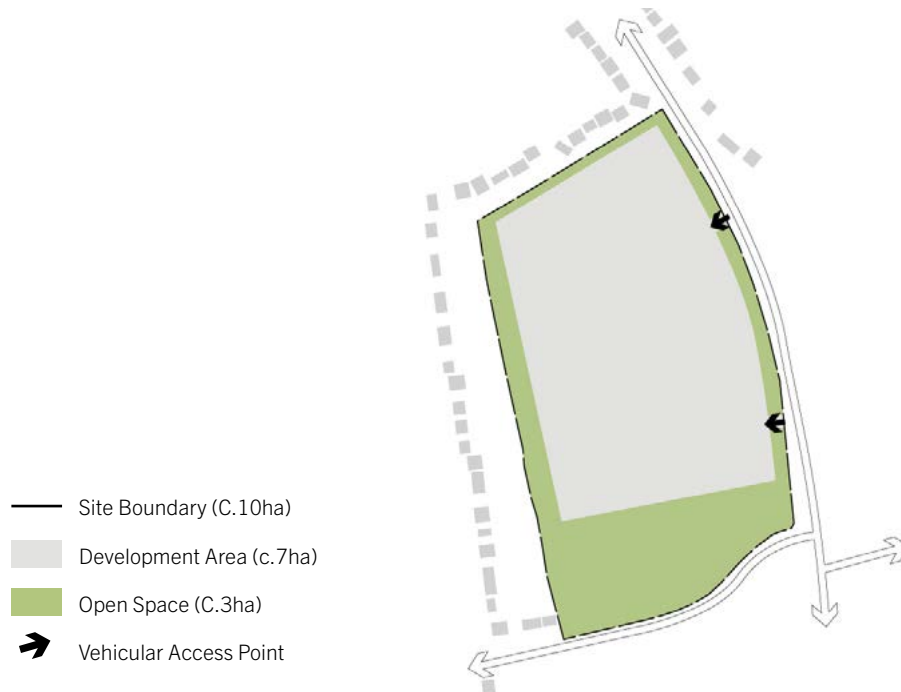


Figure 9: Land Use Diagram

LANDSCAPE

Retention and reinforcement of existing hedgerows and mature trees, and the enhancement of existing boundaries to the south and east along Moor Lane and Sunderland Road by hedgerow and tree structure planting. Tree screen planting is proposed along the western and northern edge of the Site in order to mitigate visual effects.

All open space will be easily accessible from across the proposed development and new active travel connections and routes will be created to enhance access through the Site.



Figure 10: Landscape Diagram

ACCESS & MOVEMENT

Two vehicular access points are proposed off Sunderland Road. A primary street provides a loop through the Site and access to a network of secondary streets and private drives, creating a legible circulation structure. For pedestrians, all streets and paths will be linked and overlooked. Path connections will be provided across the full extent of the Site and integrated with the surrounding path network.



Figure 11: Movement Diagram

URBAN FORM

Perimeter residential blocks provide clear distinction between public and private space and create a legible and permeable environment. Feature buildings (defined by scale, detailing, materials) will emphasise spaces and routes to aid legibility. Frontages will be emphasised along principal routes and open spaces, with all streets, spaces and paths overlooked. Lower density housing will be located along the southern and western edges with medium/high density focussed toward the centre of the Site and along Sunderland Road.

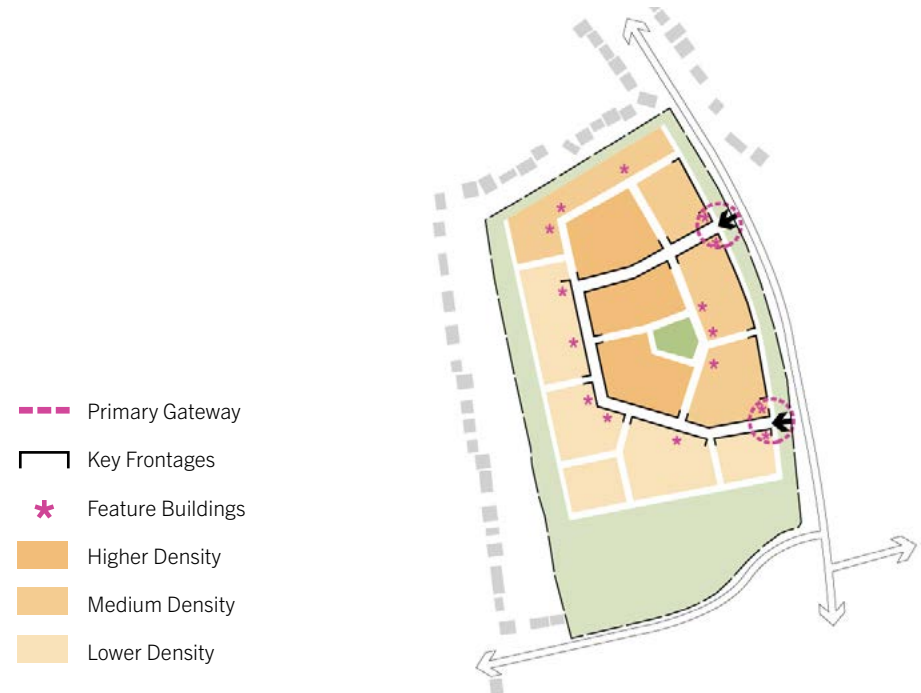


Figure 12: Urban Form Diagram

MASTERPLAN

DEVELOPMENT QUANTUM

The initial Site assessment indicates a developable area of c.7ha alongside c.3ha of open space. Providing approximately 259 homes delivered at an average density of 37dph which would offer a suitable mix of small and medium sized family homes.

This provides the potential to deliver high quality homes, including 18% affordable, and for the creation of a sustainable and balanced residential development, comprising a mix of housing types, sizes and tenures.

PLACEMAKING PRINCIPLES

The Concept Masterplan opposite demonstrates best practice placemaking principles aimed to create a legible development by providing outward facing housing which securely enclose rear garden spaces and achieve natural surveillance of streets and public green space.

Key features, buildings and spaces help with legibility and create high-quality and distinctive street scenes.

KEY FEATURES

- 01 Primary vehicular access to the Site is proposed via two ghost islands on Sunderland Road. (Please see Appendix for the detailed access arrangement plan.)
- 02 A primary street extends into the Site from Sunderland Road, beyond which are a hierarchy of shared streets and private driveways.
- 03 New pedestrian/cycle paths are proposed that will integrate the Site with the surrounding path network.
- 04 Use of best practice design principles will provide outward facing housing frontages which securely enclose rear garden spaces and achieve natural surveillance of streets and public space.
- 05 Existing planting to be retained and enhanced wherever possible, including mature trees to the east of the site.
- 06 Provision of a landscape buffer along the eastern edge in order to retain the feeling of openness along the A1018 Sunderland Road, as well as create a clear and defensible boundary between the proposed development and the Green Belt.
- 07 Provision of landscape buffers/screen planting along the northern and western edges provide a suitable set-back from the existing trees/properties and scope for environmental improvements by positively managing the green space.
- 08 Provision of SuDS attenuation pond in response to Site levels/habitat improvements, and to alleviate flooding identified at West Meadows Road.
- 09 Opportunity for BNG and ecological enhancements.



DRAFT LOCAL PLAN ‘KEY CONSIDERATIONS’

The Draft Local Plan provides key considerations for each of the draft allocated sites. The table opposite shows those that relate to sites GA4.

The development parameter and concept masterplan demonstrate that the key considerations for the Site can be met.

However, of particular note with reference to site GA4 ‘Land at West Hall Farm’, is that a key consideration regarding the development set back from Sunderland Road to ‘retain the feeling of openness along the A1018. The Site is contained by existing development on two sites and proposed development of the site will restrict views south and south west when travelling south past the Site. As such, the set back on the eastern boundary should primarily be to soften the edge and provide the opportunity for tree planting / landscaping rather than maintaining open views across / through the Site.

Site Ref	Site Name	Key Considerations
GA4	Land at West Hall Farm	<ul style="list-style-type: none">• Ensure that the design and layout create clear and defensible boundaries• Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows• Ensure landscaping is an integral part of the design and ensure built development is set back from the eastern boundary of the site to retain the feeling of openness along the A1018• Explore opportunities for improving the existing staggered junction between the site and Sunderland Road• Support at least one season’s additional non-breeding monitoring data for wading birds for fields within 500m of the site, including nocturnal survey with appropriate equipment.



INDICATIVE PHASING

It is likely that all phases of construction could be complete within five years.

These phases are indicative and subject to revision following discussions with South Tyneside Council.

DEVELOPMENT PHASE	UNITS	YEAR
1	59	2025-26
2	50	2026-27
3	50	2027-28
4	50	2028-29
5	50	2030-31
TOTAL	259	

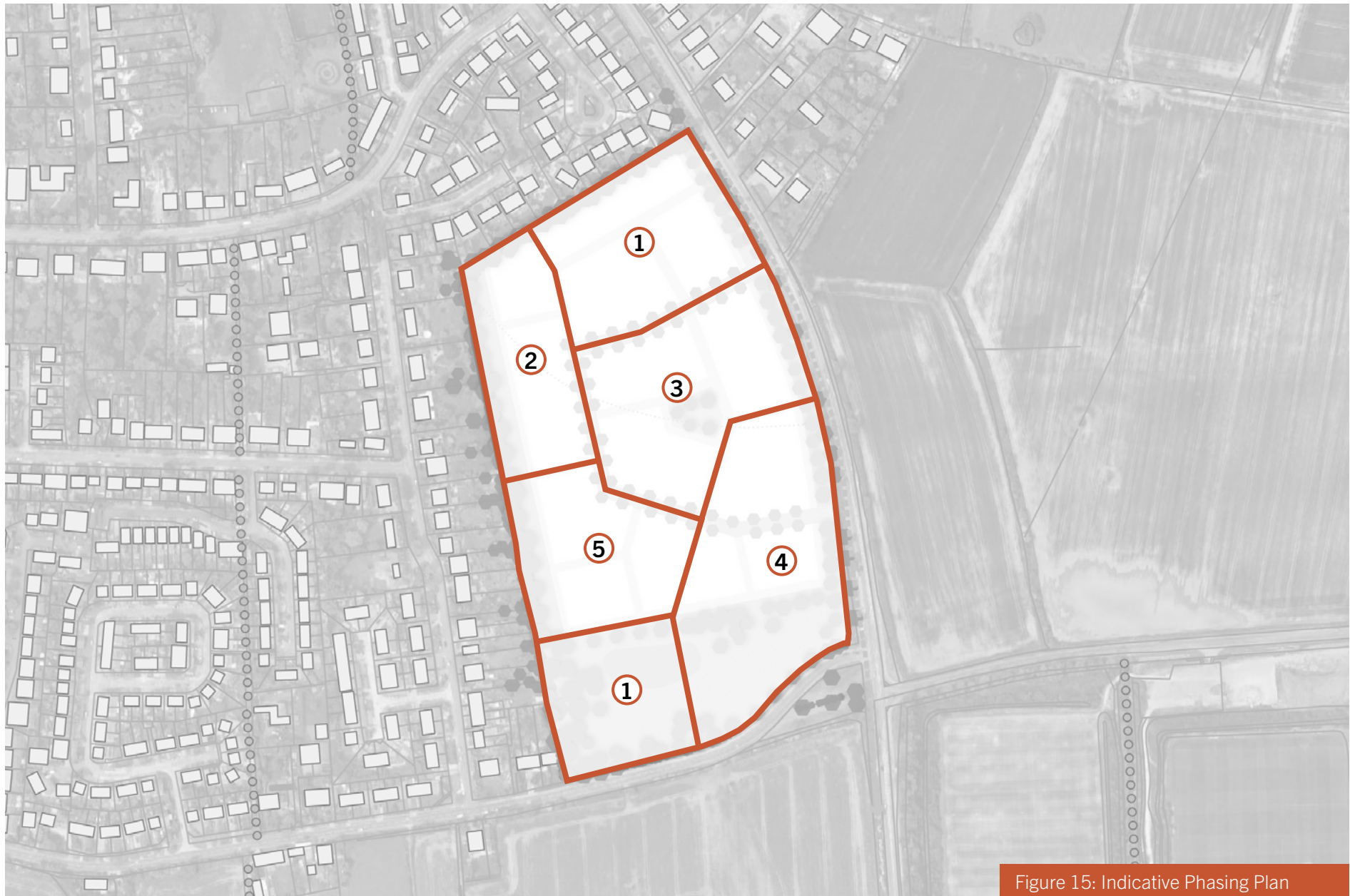


Figure 15: Indicative Phasing Plan

CONCLUSION

The proposed development at land at West Hall Farm, Cleadon forms a logical settlement extension, bound by strong physical boundaries. To the west and north the two storey houses associated with the settlement edge define the Site boundaries, whilst to the east and south busy road corridors act as defensible boundaries to the Site.

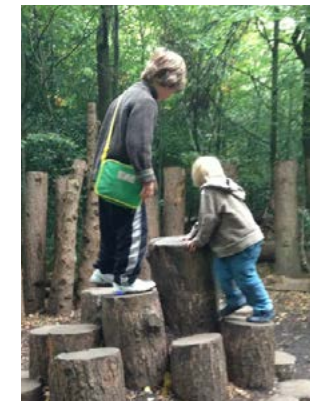
The Site benefits from close proximity to designated pedestrian and cycle routes, providing opportunities for commuting and recreational use. It is also well integrated into the wider road network, with the A1018 Sunderland Road running along its eastern extents and Moor Lane running along its southern extents. East Boldon Metro Station is located less than a 6 minute cycle from the Site.

Assessments have been undertaken which identify constraints and opportunities within and around the Site. These have been sensitively addressed and incorporated within the Concept Masterplan.

New and existing features will be enhanced to provide physical containment, and landscape features within the Site will be restored and improved.

The Concept Masterplan provided shows how access to the Site can be achieved via two new ghost island on Sunderland Road.

The Masterplan can provide a sustainable mix of housing, of which 18% would be affordable, including detached, semi-detached and terraced properties. Perimeter blocks are used offering clear definition between public and private spaces. The proposed development is permeable and legible, with all streets, spaces and paths well overlooked. The proposed development at land at West Hall Farm, Cleadon provides an appropriate contribution to South Tyneside's housing need by creating new homes for the benefit of existing and future communities.





APPENDIX



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3 March 2024

Project/File: 333129611: GA5 & GA6

Spatial Planning,
Development Services,
Regeneration and Environment,
South Tyneside Council,
Town Hall and Civic Offices,
Westoe Road,
South Shields,
Tyne & Wear,
NE33 2RL

Dear Planning ,

**Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19)
CONSULTATION: POLICY SP7 (GA5 & GA6) - LAND AT WHITBURN LODGE & LAND
TO NORTH OF SHEARWATER**

Stantec has been instructed by the Church Commissioners for England ('CCE') to submit representations to the South Tyneside Council ('the Council') regarding the Regulation 19 consultation on the South Tyneside Draft Local Plan 2023 - 2040 ('the draft Plan').

CCE aim to assist with delivering safe and stable new homes; create employment opportunities for local areas; strengthen existing and build new communities; create and sustain vibrant and vital places; and facilitate the curation of communities that can thrive for generations to come. It is within this context that the CCE make representations on the future policy direction of South Tyneside.

CCE are the landowner of both land at Whitburn Lodge (Policy SP7, GA5) and land to the north of Shearwater (Policy SP7, GA6). CCE consider the sites to be closely related and as such have submit this one representation to both sites. CCE have been actively promoting the sites as sustainable locations for growth from the outset of the plan-making process. Stantec, formerly Barton Willmore, mostly recently made representations on behalf of CCE to the Regulation 18b consultation in August 2022. Both Stantec and CCE have a strong track record of securing consent for development in the local area and nationally. As such, we are well positioned to comment on the future policy direction of South Tyneside.

The following representation should be read in conjunction with CCE's other representations made on the draft Plan which span across several separate documents and considered as a whole. CCE has also submitted a Site Assessment and Deliverability Analysis alongside this representation. The supporting Covering Letter submitted with the representations provides a guide to the representations submitted.

CCE's Regulation 19 Representation

CCE strongly support the allocation of both land at Whitburn Lodge and land to the north of Shearwater but must lodge **an objection** at this stage regarding the requirements of the 'Key Considerations', as part of Policy SP7 GA5 & GA6.

From the outset, it should be emphasised that CCE emphatically agree that the land at Whitburn Lodge and land to the north of Shearwater represents a sustainable location for growth, is deliverable and

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION: POLICY SP7 (GA5 & GA6) - LAND AT WHITBURN LODGE & LAND TO NORTH OF SHEARWATER

available for development. CCE do not make any comments or objections to the principle of the draft allocation.

CCE's objection is regarding the Key Considerations requirements of Policy SP7 GA5 & GA6 which are ineffective as currently drafted. The Key Considerations are the same for both sites apart from the additional consideration attributed to Policy SP7 GA6. Each Key Consideration is reviewed in turn below.

Ensure that the design and layout create clear and defensible boundaries

CCE question whether this policy requirement unnecessarily repeats national planning policy. The NPPF (paragraph 143) requires a Local Planning Authority to define boundaries clearly when reviewing Green Belt boundaries and so the Council should be confident that the extent of the allocation boundary achieves the requirement to provide a permanent boundary rather than require this of any future applicant.

For Policy SP7, GA5, Augusta Terrace A183 forms the western boundary, an existing fence line and mature trees form the northern and eastern boundary and existing development forms the southern boundary. For Policy SP7 GA6, Augusta Terrace A183 forms the western boundary, Shearwater Road forms the southern boundary, existing development and a mature tree belt forms the eastern boundary and draft allocation GA5 forms the northern boundary. As such there is already clear and defensible boundaries in place. The policy requirement could therefore be amended to reflect this position and ensure the design and layout respects these boundaries. It is unclear how CCE would 'create' defensible boundaries that are already in place.

Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows

CCE strongly support the policy aspiration to protect and enhance the natural environment. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

Ensure landscaping is an integral part of the design

CCE strongly support the policy aspiration to protect and enhance the natural environment. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

Have regard to the Whitburn Village Neighbourhood Plan and the Whitburn Village Design Guidelines

CCE strongly support the policy aspiration to create well-designed and beautiful developments. As such, CCE have no comments on this policy requirement at this stage but wish to reserve the right to comment further should circumstances change.

Support at least one season's additional non-breeding monitoring data for wading birds for fields within 750m of the site, including nocturnal survey with appropriate equipment.

CCE strongly supports the need to protect and enhance the natural environment. As such, CCE have no objection in principle to the proposed policy requirement. However, CCE do request further clarity on the policy requirement as currently drafted. It is not clear if the policy is requiring CCE as landowner to grant others access to the site if they are undertaking surveys on fields within 750m of the site or whether it is requiring CCE to survey the fields within 750m of the site. If the Council proposed this requirement to achieve the former, then CCE has no objections but does wish to state that a policy requirement in a

Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION: POLICY SP7 (GA5 & GA6) - LAND AT WHITBURN LODGE & LAND TO NORTH OF SHEARWATER

Local Plan does not legally bind a landowner to grant access to a third party. If the Council proposed this requirement to achieve the latter, then CCE require amendments to the requirement to be made as it is currently undeliverable as drafted. Access to survey fields on third party land requires the consent of the landowner which is not within CCE's gift and as such compliance with this requirement cannot be guaranteed. Therefore, CCE recommends that the policy requirement is amended to read: "Demonstrate that Support efforts have been made to secure at least one season's additional non-breeding monitoring data for wading birds for fields within 750m of the site, including nocturnal survey with appropriate equipment."

Notwithstanding the above, CCE would also request the Council to present the evidence which demonstrates that this ecological survey is required as it is not currently clear why this policy requirement has been proposed in the first instance.

The above requirement applies to Policy SP7 GA6 only and as such the above comments should be considered a representation against this policy only.

oOo

In summary, CCE strongly support the allocation of land at West Hall Farm but must lodge an objection at this stage regarding the requirements of the 'Key Considerations', as part of Policy SP7 GA5 & GA6. CCE are concerned that the requirement to support at least one season's additional non-breeding monitoring data for wading birds is not well defined. CCE also question whether the requirement to create defensible boundary is necessary given national planning policy as well as the current physical characteristics of the site.

CCE trust the comments presented in this consultation response are well received and welcome further opportunities to engage on the draft Plan in the future. We kindly request we are kept informed of the progress of the draft Plan and would like to indicate at this stage we would act as a participant at the examination of the draft Plan.

If there are any questions or should you require any further information, then please do not hesitate to contact us.

Yours faithfully,

STANTEC UK LIMITED



Michelle Robinson

Planning Associate

Direct: +





LAND TO NORTH OF SHEARWATER, WHITBURN

Site Assessment & Deliverability Analysis (Updated, February 2024)
South Tyneside Local Plan Regulation 19
Site ref: GA6

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EXECUTIVE SUMMARY

This document has been prepared by Stantec on behalf of Church Commissioners for England (the client), to inform their representation to the South Tyneside Pre-Submission Local Plan Regulation 19 (February 2024) and to demonstrate the suitability of land north of Shearwater, Whitburn (the Site) for housing.

The Site is located to the north of Shearwater, east of A183 Mill Lane, on the northern edge of Whitburn, immediately adjacent to residential development to the south.

The Site was previously draft allocated for housing under Policy SP5 as part of the Draft South Tyneside Local Plan Regulation 18b (August 2022); allocation GA13 and part of allocation GA12 comprising 1.27ha of land to accommodate 40 units and 1.8ha of land to accommodate 57 units respectively.

The Site has been proposed for draft allocation under Policy SP7 as part of the Pre-Submission Local Plan Regulation 19 (February 2024); allocation GA6 and part of allocation GA5 and comprises the Site promoted within this document.

The Site ownership, constraints and opportunities have not changed since November 2019.

This document demonstrates how the Site can achieve the aspirations of draft allocation GA5 and GA6 and deliver a sustainable extension to Whitburn, supporting housing delivery in response to local and wider needs. The proposals within this document confirm the Site can deliver an indicative capacity of 41 units based on a developable area of 1.1ha at a density of 37.5dph along with the open space and infrastructure requirements.

The Concept Masterplan presented within this document has been informed by site visits, desk-based assessments and technical assessments in the form of a Landscape and Visual Appraisal (LVA), ecology advice and indicative access arrangement plans which demonstrate the ability of the Site to accommodate residential development.





VISION

Our Vision for the Site is to deliver high-quality housing which reflects the local character of Whitburn. Creating a masterplan which integrates the proposed development with the existing village and provides a new and robust settlement edge.

The proposed development would:

- Deliver housing in a sustainable location; in the immediate vicinity of pedestrian/cycle routes and strategically positioned on the A183 coast road.
- Sensitively respect and enhance existing landscape and ecology features in and around the Site. Providing suitable stand-offs from the Area of High Landscape Value to the north-east;
- Provide a landscape buffer to the north of the Site to create and preserve, clear and defensible boundaries between the proposed development and the Green Belt.
- Provide ecological enhancements such as positive management of the existing and proposed landscape features.
- Create an integrated and accessible movement network which provides routes through the Site, connecting with the wider path network.
- Provide high quality market and affordable homes of varying types, sizes and densities to meet local needs.
- Comprise a variety of landscape treatments and building positioning that generates positive street scenes, and softening of the development edge.

SITE LOCATION & DESCRIPTION

SITE LOCATION

The Site is located to the north of Whitburn, a coastal village within South Tyneside. The village is positioned midway between South Shields to the north and Sunderland to the south, c.6km respectively.

The Site is positioned east of A183 Mill Lane, a coastal route which extends north into South Shields via Marsden and Horsley Hill and south into Sunderland via Seaburn and Roker. The positioning of the Site in relation to this arterial route provides the Site with excellent connections to the wider road network.

The closest rail and metro stations are in East Boldon, c.4km south-west of the Site, accessible by bike in c.20mins and bus c.30mins.

Bus services are available within close proximity of the Site. The closest bus stop is c.35m south of the Site on Mill Lane and provides services between Sunderland (city centre) and South Shields (city centre) and Hebburn and Brockley Whins. Further bus services can be accessed within the village centre, less than a 20 minute walk south of the Site.

The Site benefits from sitting alongside a well-established network of existing pedestrian and cycle routes. A series of local paths which connect with Public Rights of Way (PRoW) along the coast wrap around the northern and eastern edges of the Site. National Cycle Route (NCR) 1 runs adjacent to the western boundary of the Site, on Mill Lane.

The location of the Site presents an opportunity to create a sustainable extension to the village of Whitburn, which integrates with the existing path and road networks and can provide a robust new settlement edge.





SITE DESCRIPTION

The Site comprises a single pastoral field extending to c.1.8ha.

A dense cluster of well-established trees are located to the north-west of the Site, associated with the derelict public house 'Whitburn Lodge'. Towards the north-east edge of the Site is pastoral fields contained by a dense strip of woodland planting which forms the boundary of Whitburn Coastal Park, a designated Area of High Landscape Value (AHLV).

A local path runs just outwith the eastern extents of the Site. This path leads into Whitburn Coastal Park, connecting with the wider path network surrounding the Site.

Shearwater forms the extent of the southern boundary of the Site. The road comprises a c.7m wide carriageway with c.2m wide footpaths either side. Post and wire fencing delineate the Site from the footpath on the northern edge of the street. The housing on the opposite side of the street backs-on with rear garden walls and fencing forming the southern edge of the street.

The western extents of the Site are formed by the A183 Mill Lane. The road comprises a c.7m wide carriageway with a c.2m wide footpath running along the western edge and a c4m wide footpath/cycleway running along the eastern edge, adjacent to the Site boundary. The Site sits level with the footpath along the south-western edge, however, the Site drops to a lower level toward the north-west where it abuts the dense tree planting.





Figure 4: Photo Location Plan



NEIGHBOURHOOD ASSESSMENT

Whitburn benefits from excellent connections and a good range of local facilities. The proposed development will provide a sustainable extension to the village, which benefits from nearby services and facilities.

WALKING & CYCLING

A network of local paths run adjacent to the northern and eastern Site boundaries, these connect with the wider path network associated with Whitburn Coastal Park. PRow coastal paths lie less than c.400m east of the Site.

NCR 1 runs adjacent to the western boundary of the Site, along Mill Lane, with a dedicated cycle path marked out on the footpath. NCR 1 is a long distance cycle route connecting Dover and the Shetland Island via the east coast of England and Scotland, and is one of the National Cycle Networks star routes due to its length and scenery.

PUBLIC TRANSPORT

The closest bus stop is located c.35m south of the Site on Mill Lane, providing south bound journeys toward the village centre. An additional bus stop can be found c100m south of this one which provides north bound journeys. A summary of the services provided from these stops are shown in the table below. Further bus services can be found within the village centre less than a 20 minute walk south of the Site.

East Boldon Metro Station is located less than a 20 minute cycle from the Site, and offers services every 10 minutes Monday to Saturday and every 20 minutes on Sundays. The metro line runs south through Sunderland, terminating at South Hylton, and north-west through Newcastle, terminating at Newcastle Airport.

East Boldon Train Station, located adjacent to the Metro Station, provides services to Newcastle Airport via Newcastle Central Metro and South Hylton via Sunderland.

20-MINUTE NEIGHBOURHOOD

The village of Whitburn has a number of local facilities within walking and/or cycling distance of the Site, these include:

- Marsden Primary School;
- Whitburn Village Primary;
- Whitburn Academy;
- Local shops, cafés, bars and restaurants within the village centre;
- Sports and recreation at Whitburn Coastal Park and Whitburn Golf Club/Course;
- GP Surgery; and
- Place of Worship at Lighthouse Christian Fellowship.

Service no.	Route	Frequency
E1	Sunderland – South Shields	Every 20 minutes Monday - Saturday, every 30 minutes on Sundays
E2	Sunderland – South Shields	Every 20 minutes Monday - Saturday, every 30 minutes on Sundays

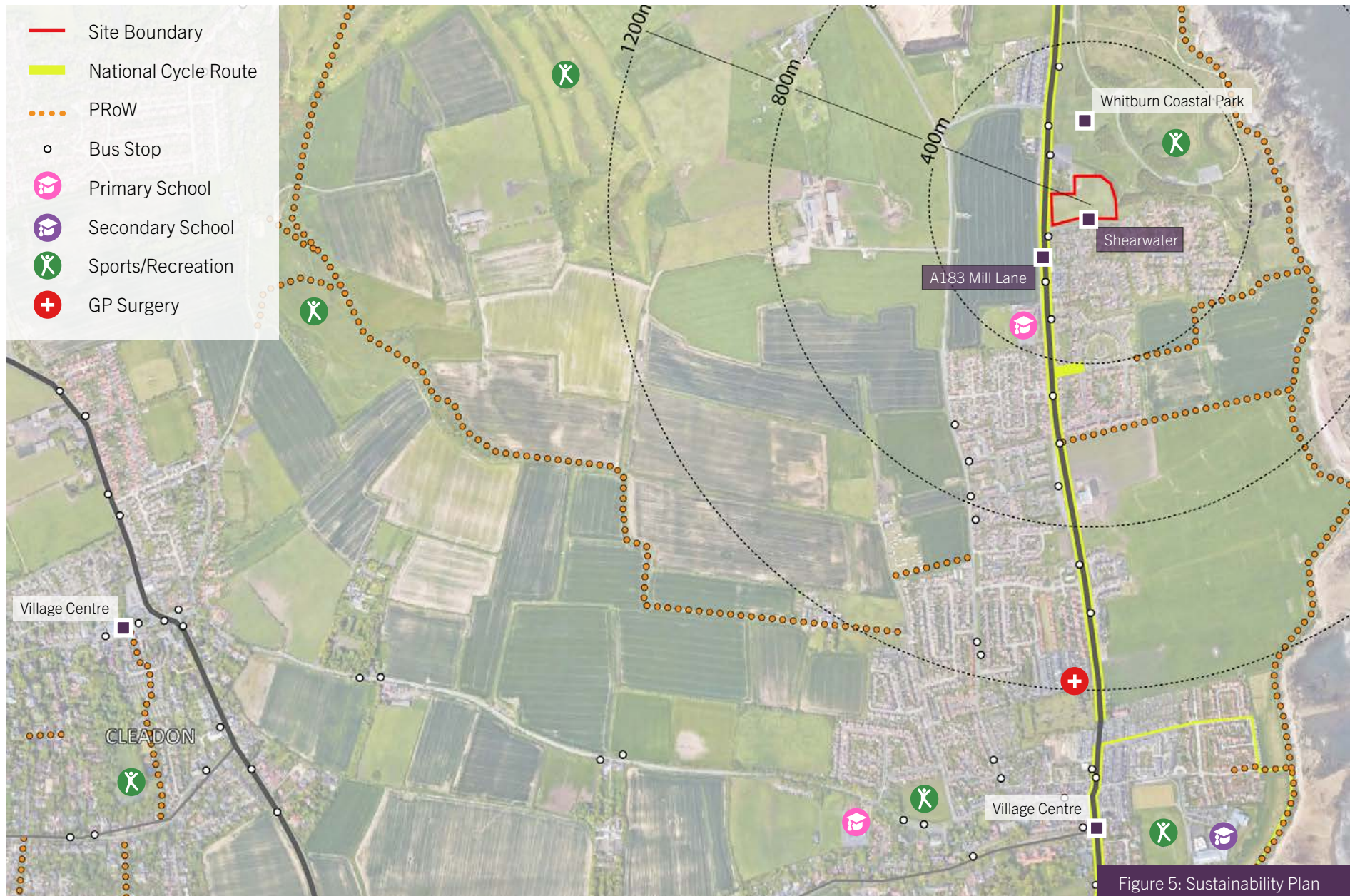


Figure 5: Sustainability Plan

PLANNING CONTEXT

NATIONAL POLICY

National Planning Policy

The National Planning Policy Framework came into force on 27th March 2012 and was most recently updated in December 2023. Due to the transition arrangements the South Tyneside Local Plan is to be examined under the September 2023 version of the Framework, but any future planning application would be considered against the December 2023 version. For the purposes of this document there are no material changes between the two versions and the broad principles of developing the Site are unaffected.

The Framework sets out the Government's national planning policies and should be considered by a Local Planning Authority when preparing a Local Plan. The Framework reiterates the Government's objective to significantly boost the supply of homes and confirms that it is important that a sufficient amount and variety of land can come forward where it is needed, and land with permission should be developed without unnecessary delay. The Framework includes a presumption in favour of sustainable development, and for plan-making this means:

- Positively seeking opportunities to meet the development needs of an area;
- Be sufficiently flexible to adapt to rapid change.
- As a minimum, provide for objectively assessed needs for housing unless the policies within the Framework provide a strong reason for restricting the overall scale, type or distribution in the plan area; or any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies within the Framework.

In terms of Plan-making, the Framework specifies that a plan-led system should allow for addressing housing needs and should contribute to the achievement of sustainable development and be prepared in a positive, aspirational and deliverable manner. In relation to identifying land for homes, the Framework stipulates that planning policies should identify a sufficient supply and mix of sites, to take account of their availability, suitability and likely economic viability. This includes identifying

specific deliverable land over the first 1-5 years of a plan alongside specific developable sites for years 6-15 of the plan.

The Green Belt retains primary importance within the Framework, and boundaries should only be altered where exceptional circumstance are evidenced and justified. Strategic policies must consider the need for changes to Green Belt boundaries in view of the boundaries enduring beyond the plan period. When reviewing Green Belt boundaries local authorities should promote sustainable patterns of development and ensure that Green Belt boundaries do not need to be altered at the end of the plan period.

The Framework places a high importance on design quality and cross references the National Design Guide. The NDG sets out ten characteristics of a well-designed place which are intended to provide areas of focus which, when combined, work together to create more successful places, in terms of community, climate and character, among others. These also place an emphasis on building 'beautiful' and stress the importance of trees within developments, both within the urban realm and areas of open space.

LOCAL POLICY

South Tyneside Core Strategy

The South Tyneside Local Development Framework (LDF) is the current local development plan for South Tyneside, and is made up of the Core Strategy (2007), Development Management Policies DPD (2011), and the Site-Specific Allocations document (2012), as well as specific Area Action Plans for Hebburn, Jarrow and South Shields.

The Site is designated as Green Belt land in the current Development Plan and is covered by a Great North Forest recreational framework policy. The land also falls within the area designated as a Coastal Change Management Area.

The Council has reached the Pre-Submission (Regulation 19) stage of the plan-making process taking into account comments made to date and the most recent evidence base studies. The Council has made significant amendments to the Local Plan from the previous iteration, the Regulation 18b version (August 2022). Nevertheless, the need to meet housing need, delivery high-quality homes for local people and removing land from the Green Belt to facilitate sustainable development remain key pillars of the Local Plan strategy.

Accordingly the Site has been proposed for allocation - ref GA6, Land North of Shearwater (41 homes) and part of GA5, Land at Whitburn Lodge (57 homes). The allocation of the Site in the Local Plan clearly demonstrates the Council's view that the Site is a sustainable location for growth and that exceptional circumstances exist to justify its removal from the Green Belt.

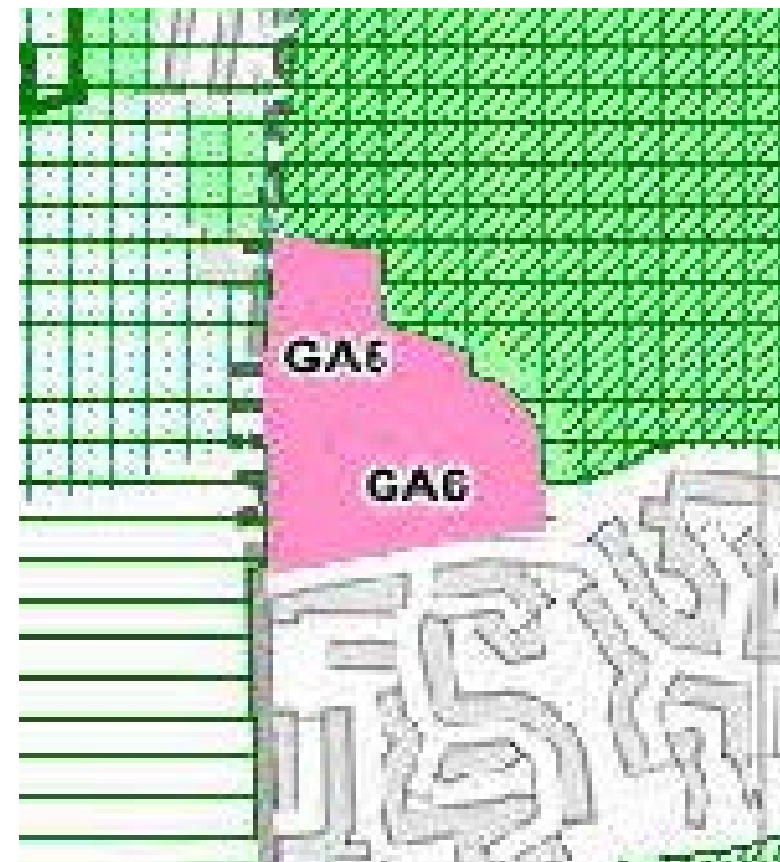


Figure 6: Extract of Pre-Submission Draft - Policies Map (February 2024)

LANDSCAPE CONTEXT

The Site lies within South Tyneside Landscape Character Area 29 'Whitburn Coast' and is located within a pastoral field on the northern edge of Whitburn as illustrated on the plan opposite. In the emerging Local Plan, it has been identified as "potential green belt release housing land" (GA6). Although the Site lies within Green Belt it is not subject to any national or local landscape designations, and the local screening effect of the small clumps of woodland along the coast limits local views from the Whitburn Coastal Park and AHLV which it abuts to the north east.

The L-shaped Site extends from Shearwater residential development to the south and to the north wraps around Whitburn Lodge, a disused and derelict Public House. This, combined with a row of makeshift stables and a caravan at the north end, adds to the urban fringe characteristics of the Site. The wider area landscape context is defined by

coastal cliffs and shingle beaches off the Whitburn Coastal Park to the east and arable fields rising up to a ridge to the west. Immediately surrounding the Site, small groups of woodland define the coastal landscape to the north-east, whilst Mill Lane and one and two-storey houses facing White Rocks Grove effectively contain the Site to the west and south. The Site's location on the northern edge of Whitburn adjacent to residential development and set within a relatively well enclosed pastoral field bound by vegetation and a derelict public house provides limited contribution to Green Belt functions according to National Planning Policy Framework definitions.

Users of a public roadside footpath currently obtain open views into the Site from along Mill Lane, while residents in White Rocks Grove also obtain open views into the Site. To the north east potential views from the Coastal Park and AHLV are screened by foreground tree belts and houses in Shearwater.

Opportunities to enhance the local landscape and mitigate landscape and visual effects include the following proposed features:

- Reduction of potential visual impacts by additional tree screen planting along the west and south sides and by establishment of street trees within the proposed development;
- Retention and reinforcement of the existing hedgerow and boundary wall along Mill Lane; and
- Ensuring that the scale of development does not adversely affect views of the skyline of Whitburn.



Figure 7: Landscape Strategy

SITE ASSESSMENT

This section provides a summary of the initial observations and the findings of preliminary assessment work.

LANDSCAPE FEATURES

A LVA has been undertaken, the findings of which are summarised below.

There are no landscape features within the Site, however, landscape features surrounding the Site include dense well-established woodland to the north and east. The woodland to the north-west is associated with the derelict Whitburn Lodge public house, whilst the woodland to the north-east is associated with Whitburn Coastal Park and the designated AHLV.

Appropriate stand-off zones will be established from the AHLV.

ACCESS

At present the Site is accessed off Shearwater. Indicative access arrangement plans have been produced which propose vehicular access to the Site be taken via a simple priority access off Shearwater.

FLOOD RISK

The Environment Agency Indicative Flood Map for Planning indicates levels of surface water flood risk through the centre of the Site, with higher risk toward the south-east corner off the Site.

TOPOGRAPHY AND DRAINAGE

The Site overall is generally flat, with slight undulations. Initial investigations have indicated that the Site drainage can be achieved via an appropriately designed Sustainable Urban Drainage System.

ARCHAEOLOGY & HERITAGE

There are no Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within the Site.

ECOLOGY

Ecology advice has been provided which identified features of nature conservation value tend to be associated with the marginal habitats such as the shrub and tree line, and the nature reserve beyond. Opportunities should be taken to extend and enhance these features. There is a residual risk that the grassland is of conservation value and the pub could support roosting bats.

Opportunities have been identified for enhancement of the Site boundaries, as well as

potential to create new wetlands through SuDS.

Further surveys will be required to inform the final biodiversity net gain approach and development proposals prior to any planning application, but initial surveys suggest that there are no significant barriers to achieving the necessary requirements in this location.

UTILITIES & INFRASTRUCTURE

All supporting infrastructure such as gas, electricity, broadband and water are within the direct vicinity of the Site and are easily accessible. Overall, there are no utilities or infrastructure constraints that would prevent the development of the Site.

NEIGHBOURING DEVELOPMENT

Neighbouring dwellings to the south of the Site back-on across Shearwater, set back from the Site c.20m.

The derelict Whitburn Lodge public house is set back c.40m from the Site and screened by well-established woodland to the south and east of the building.

The former Shorts of Whitburn site c.100m north-west of the Site has recently been developed and comprises 2-2.5 storey dwellings reflective of the local vernacular.



DEVELOPMENT PARAMETERS

The evaluation of Site opportunities and constraints has informed a set of development parameters through which a masterplan can be developed.

LAND USE

Residential development is the single use on Site but will be supported by areas of accessible and high quality open space. The development areas have responded to landscape considerations (visual impact and Site features), topography and movement networks.

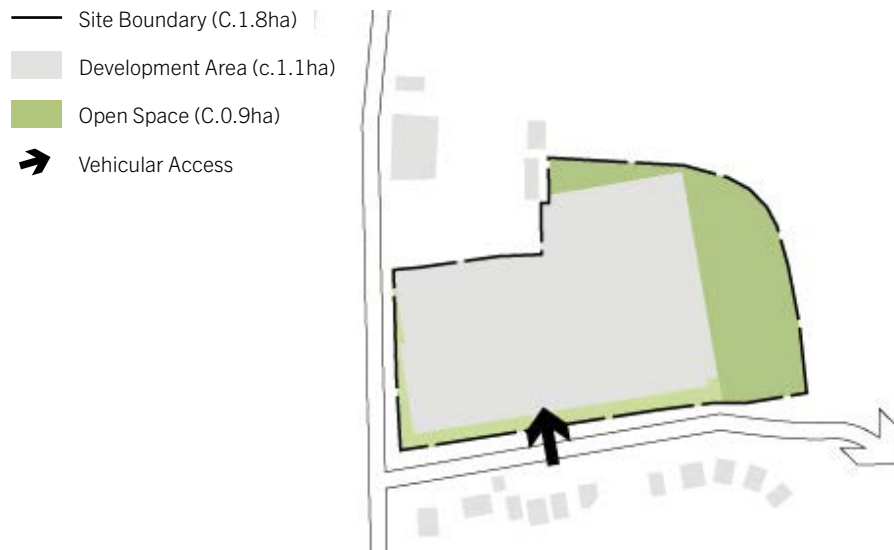


Figure 10: Land Use Diagram

LANDSCAPE

Open space within the proposed development will be focussed on the existing landscape features. The tree planting along the edges of the Site will be retained, enhanced and will form focal points within the proposed development.

Open space will be easily accessible from across the proposed development and new active travel connections and routes will be created to enhance access through the Site.



Figure 11: Landscape Diagram

ACCESS & MOVEMENT

A single vehicular access point for the Site is proposed off Shearwater. A primary street extends into the Site providing access to secondary streets and private drives, creating a legible circulation structure.

For pedestrian, all streets and paths will be linked and overlooked. Path connections will be provided across the full extent of the Site and integrated with existing paths.

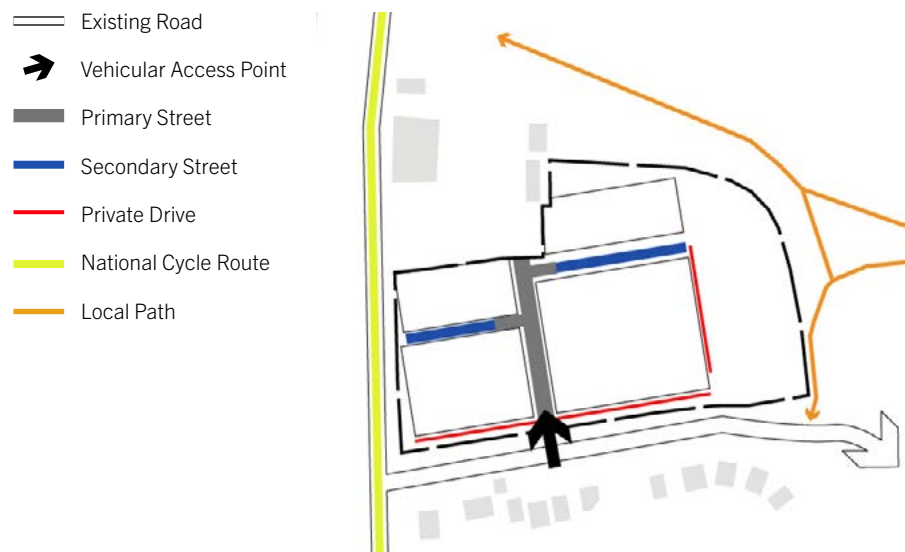


Figure 12: Movement Diagram

URBAN FORM

Perimeter residential blocks provide clear distinction between public and private space and create a legible and permeable environment.

Feature buildings (defined by scale, detailing, materials) will emphasise spaces and routes to aid legibility.

Frontages will be emphasised along principal routes and open spaces, with all streets, spaces and paths overlooked.



Figure 13: Urban Form Diagram

MASTERPLAN

The initial Site assessment indicates a developable area of c.1.1ha alongside c.0.7ha of open space. Providing approximately 41 homes delivered at an average density of 37.5dph which would offer a suitable mix of small and medium sized family homes.

This provides the potential to deliver high quality homes, including 18% affordable, and for the creation of a sustainable and balanced residential development, comprising a mix of housing types, sizes and tenures.

Placemaking principles

The Concept Masterplan opposite demonstrates best practice placemaking principles aimed to create a legible development by providing outward facing housing which securely enclose rear garden spaces and achieve natural surveillance of streets and public green space.

Key features, buildings and spaces help with legibility and create high-quality and distinctive street scenes.

Key Features

- 01 Primary vehicular access to the Site is proposed via a simple priority access off Shearwater. (Please see Appendix for the detailed access arrangement plan.)
- 02 A primary street extends into the Site from Shearwater, beyond which are a hierarchy of shared streets and private driveways.
- 03 New and enhanced pedestrian/cycle paths are proposed that will integrate the Site with the existing path network.
- 04 Use of best practice design principles will provide outward facing housing frontages which securely enclose rear garden spaces and achieve natural surveillance of streets and public space.
- 05 Provision of a landscape buffer along the northern and eastern edge creates a clear and defensible boundary between the proposed development and Whitburn Coastal Park AHLV and the Green Belt, as well as providing a suitable set-back from the existing planting and scope for environmental improvements by positively managing the green space.
- 06 Retention of existing mature trees where possible.
- 07 Streetscape planting along the western and southern boundaries to soften the development edge and reduce potential visual impacts.
- 08 Provision of SuDS attenuation pond in response to Site levels/habitat improvements.
- 09 Opportunity for BNG and ecological enhancements.

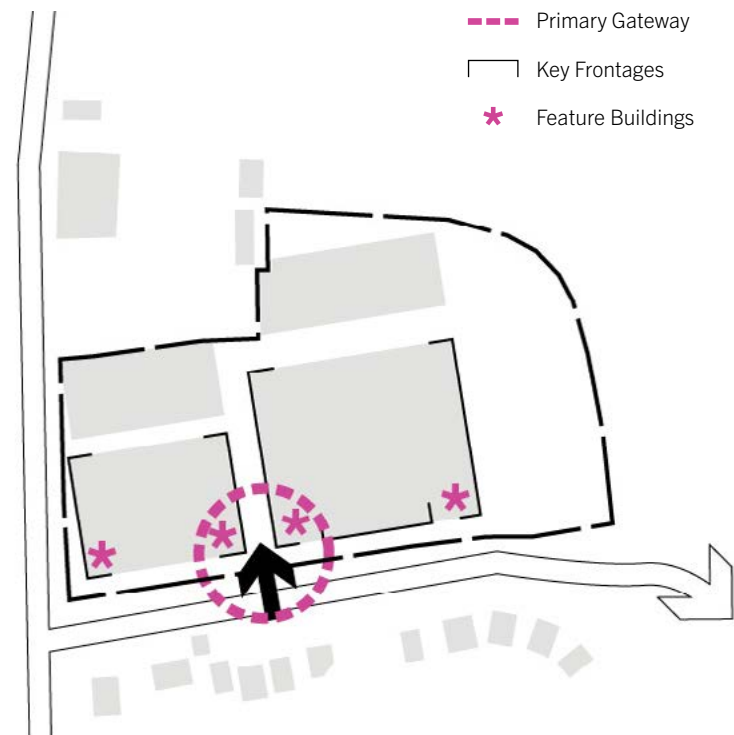


DRAFT LOCAL PLAN ‘KEY CONSIDERATIONS’

The Draft Local Plan provides key considerations for each of the allocated sites. The table opposite shows those that relate to sites GA6.

The development parameter and concept masterplan demonstrate that the key considerations for the Site can be met.

Site Ref	Site Name	Key Considerations
GA6	Land to North of Shearwater	<ul style="list-style-type: none">• Ensure that the design and layout create clear and defensible boundaries• Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows• Ensure landscaping is an integral part of the design• Have regard to the Whitburn Village Neighbourhood Plan and the Whitburn Village Design Guidelines• Support at least one season’s additional non-breeding monitoring data for wading birds for fields within 750m of the site, including nocturnal survey with appropriate equipment.



INDICATIVE PHASING

It is likely that all phases of construction could be complete within two years.

These phases are indicative and subject to revision following discussions with South Tyneside Council.

Development Phase	Units	Year
1	21	2025-26
2	20	2026-27
TOTAL	41	



Figure 15: Indicative Phasing Plan

CONCLUSION

The proposed development at land north of Shearwater & east of Mill Lane, Whitburn forms a logical settlement extension.

The enhancement of existing planting surrounding the Site, alongside additional landscape treatments such as additional tree planting along the west and south of the Site will strengthen boundaries for screening and create a robust and defensible Green Belt boundary.

The Site benefits from being directly adjacent to designated pedestrian and cycle routes, providing opportunities for commuting and recreational use. It is also well integrated into the wider road network, with the A183 Mill Lane running along its western extents. East Boldon Rail and Metro Station is located less than a 20 minute cycle from the Site.

Assessments have been undertaken which identify constraints and opportunities within and around the Site. These have been sensitively addressed and incorporated within the Concept Masterplan.

New and existing features will be enhanced to provide physical containment, and landscape features surrounding the Site will be given appropriate set-backs in order to protect and enhance their ecological and biodiversity benefits.

The Concept Masterplan provided shows how access to the Site can be achieved via a simple priority access off Shearwater.

The Masterplan can provide a sustainable mix of housing, of which 18% would be affordable, including detached, semi-detached and terraced properties. Perimeter blocks are used offering clear definition between public and private spaces. The proposed development is permeable and legible, with all streets, spaces and paths well overlooked. The proposed development at land north of Shearwater & east of Mill Lane, Whitburn provides an appropriate contribution to South Tyneside's housing need by creating new homes for the benefit of existing and future communities.






APPENDIX



NOTES

REVISIONS			
REV	DESCRIPTION	DATE	BY
-	-	-	-



ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:		SOUTH SHIELDS	
Client:		CCoE	
Drawing:		WHITBURN OPTION 1	
Drawn By:	GDM	Date:	13/09/19
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Figure 16: Potential Southern Access Point on Shearwater (priority access)



Stantec UK Limited
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Newcastle upon Tyne
NE1 3DY
UNITED KINGDOM

3 March 2024

Project/File: 333129611: Omission Sites

Spatial Planning,
Development Services,
Regeneration and Environment,
South Tyneside Council,
Town Hall and Civic Offices,
Westoe Road,
South Shields,
Tyne & Wear,
NE33 2RL

Dear Planning,

**Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19)
CONSULTATION - OMISSION SITES**

Stantec has been instructed by the Church Commissioners for England ('CCE') to submit representations to the South Tyneside Council ('the Council') regarding the Regulation 19 consultation on the South Tyneside Draft Local Plan 2023 - 2040 ('the draft Plan').

CCE is a significant land holder across South Tyneside, including part landowner of the proposed Fellgate Sustainable Growth Area and has been actively engaged with the plan making process from the outset. Stantec, formerly Barton Willmore, mostly recently made representations on behalf of CCE to the Regulation 18b consultation in August 2022. Both Stantec and CCE have a strong track record of securing consent for development in the local area and nationally. As such, we are well positioned to comment on the future policy direction of South Tyneside.

CCE aim to assist with delivering safe and stable new homes; create employment opportunities for local areas; strengthen existing and build new communities; create and sustain vibrant and vital places; and facilitate the curation of communities that can thrive for generations to come. It is within this context that the CCE make representations on the future policy direction of South Tyneside.

CCE is the landowner of a number of allocations in the draft Plan but also has other land available that has been promoted as part of the plan-making process. The purpose of this representation is to highlight the full extent of CCE's landownership across the Borough and confirm that it remains available for development should circumstances change. The following representation should be read in conjunction with CCE's other representations made on the draft Plan which span across several separate documents and considered as a whole. The supporting Covering Letter submitted with the representations provides a guide to the representations submitted.

CCE's Regulation 19 Representation

CCE has strongly objected to the Policy SP2 amendments to remove the previously proposed buffer to the housing requirement on a number of grounds which is set out in a separate document and not repeated here. If those comments are accepted by the Inspector and further housing land is required, then CCE will work collaboratively with the Council to identify further sustainable sites. To that regard, CCE are the landowner of several sites which would represent sustainable development, are available

for development and suitable for allocation. Each site is listed with a brief summary in turn below. Table 1 below provides an overview of the sites, their capacity and current status. CCE has also submitted a Site Assessment and Deliverability Analysis for each site alongside this representation.

Table 1: CCE's Land Interests – Omission Sites			
Site Name	Site References	Proposal	Status / Commentary
South of Cleadon Park	SBC100 BC48a	90 dwellings	Omission site. Was formerly included as a draft allocation in the Regulation 18b version of the Local Plan. Previously included as allocation GA1. CCE continue to promote this site for inclusion in the draft Plan and strongly object to its omission.
West of Sunnyside Farm	SBC101 BC48b	156 dwellings	Omission site. Was formerly included as a draft allocation in the Regulation 18b version of the Local Plan. Previously included as allocation GA2. CCE continue to promote this site for inclusion in the draft Plan and strongly object to its omission.
Land South of St John's Terrace and Neatley Avenue <i>(also referred to as South East Boldon)</i>	SBC087 33a	63 dwellings	Omission site. Was formerly included as a draft allocation in the Regulation 18b version of the Local Plan. Previously included as allocation GA6. CCE continue to promote this site for inclusion in the draft Plan and strongly object to its omission.
Land to the north of New Road	SBC120 BC58	120 dwellings*	Omission site. CCE have promoted the inclusion of this site from the outset of the plan-making process. The site remains available and CCE would be willing to discuss its development potential further should circumstances require.
Land west of Sunderland Road	SBC080, 081 & 085	225 dwellings*	Omission site. CCE have promoted the inclusion of this site from the outset of the plan-making process. The site remains available and CCE would be willing to discuss its development potential further should circumstances require.
West of Shields Road / Land South of South Shields School	SBC052, SBC053, SBC054 & SBC055	360 dwellings*	Omission site. CCE have promoted the inclusion of this site from the outset of the plan-making process. The site remains available and CCE would be willing to discuss its development potential further should circumstances require.

South of Cleadon Park & West of Sunnyside Farm

CCE have previously promoted land south of Cleadon Park (Reference: SBC100 / BC48a) and land west of Sunnyside Farm (Reference: SBC101 / BC48b) together and so for the purposes of this representation both are discussed as one site. Figure 1.1 below provides a bird's eye view of CCE's land interest and the redline boundary promoted throughout the plan-making process. The Site comprises two agricultural fields bisected by Sunderland Road. Combined the parcels of land extend to c.18.35ha. The site is sustainably located and well positioned within the local transport network. The site benefits from a number of local facilities within walking and/or cycling distance of the Site, these include:

- Cleadon CoE Academy.
- Local shops, cafés, bars and restaurants on Prince Edward Road within a 15 minute walk / 5 minute cycle north of the Site;
- Sports and recreation at Temple Park/Temple Park Centre, Cleadon Park, sports pitches c.200m south of the Site, Cleadon Hills and South Shields Golf Course/Club;
- South Tyneside District Hospital; and,
- Places of Worship at St Marks & St Cuthbert Church.

The site was previously draft allocated for housing under Policy H3 as part of the Pre-Publication South Tyneside Local Plan Regulation 18a (November 2019) and again under GA1 and GA2 as part of the Pre-Publication South Tyneside Local Plan Regulation Regulation 18b (July 2022). The draft allocation of the site in numerous iterations of the plan clearly and demonstrable indicates that the Council consider the site to be a sustainable location for growth.

In short, the site was previously considered a sustainable location for growth, remains available for development and complements the proposed spatial strategy in the draft Plan. Accordingly, if the Inspector deems further housing land is required then the Council should reconsider the allocation of land south of Cleadon Park and land west of Sunnyside Farm as a first priority.

Figure 1.1: South of Cleadon Park & West of Sunnyside Farm



Land South of St John's Terrace and Neatley Avenue

CCE have promoted land south of St John's Terrace and Neatley Avenue from the outset of the plan making process. Figure 1.2 below provides a bird's eye view of CCE's land interest and the redline boundary promoted throughout the plan-making process. The Site extends to c1.58ha of agricultural fields. The site is sustainably located and well positioned within the local transport network. The site benefits from a number of local facilities within walking and/or cycling distance of the Site, these include:

- East Boldon Junior, Nursery and Infant Schools;
- Local shops, cafés, bars and restaurants within the village centre;
- Sports and recreation at Boldon Cricket & Squash Club, Boldon Golf Club/Course and Sunderland Greyhound Stadium;
- Places of Worship at St Georges Church and Boldon United Reformed Church; and
- Boldon School (1800m / 20-minute journey one way on foot).

The site was previously draft allocated for housing under Policy H3 as part of the Pre-Publication South Tyneside Local Plan Regulation 18a (November 2019) and again under GA6 as part of the Pre-Publication South Tyneside Local Plan Regulation Regulation 18b (July 2022). The draft allocation of the site in numerous iterations of the plan clearly and demonstrable indicates that the Council consider the site to be a sustainable location for growth.

In short, the site was previously considered a sustainable location for growth, remains available for development and complements the proposed spatial strategy in the draft Plan. Accordingly, if the Inspector deems further housing land is required then the Council should reconsider the allocation of land south of St John's Terrace and Neatley Avenue as a first priority.

Figure 1.2: Land South of St John's Terrace and Neatley Avenue



Land to the north of New Road

CCE have promoted land to the north of New Road from the outset of the plan making process. Figure 1.3 below provides a bird's eye view of CCE's land interest and the redline boundary promoted throughout the plan-making process. The Site comprises a parcel of grassland currently used as informal recreation ground, extending to c.4.26ha. The site is sustainably located and well positioned within the local transport network. The site benefits from a number of local facilities within walking and/or cycling distance of the Site, these include:

- West Boldon Primary School;
- Boldon School, which includes theatre, sports centre and swimming pool;
- Boldon Children Centre and Nursery School;
- Health Centre;
- ASDA supermarket;
- Boldon Leisure Park;
- Boldon Business Park;
- Sports and recreation at the numerous sports pitches and play park either side the Site; and
- Places of Worship at The Sacred Heart Catholic Church and Independent Methodist Church.

The site has been assessed by the Council but never considered for allocation. CCE have continuously objected to this view and maintain that the site represents a sustainable location for growth that would complement the proposed spatial strategy. Accordingly, if the Inspector deems further housing land is required then the Council should reconsider the allocation of land north of New Road.

Figure 1.3: Land to the north of New Road



Land west of Sunderland Road

CCE have promoted land to the west of Sunderland Road from the outset of the plan making process. Figure 1.4 below provides a bird's eye view of CCE's land interest and the redline boundary promoted throughout the plan-making process. The Site extends to c.10.0ha comprises of two parcels, a larger rectangular land parcel to the west and a small triangular parcel to the east. The two land parcels are dissected by Green Lane. The site is sustainably located and well positioned within the local transport network. The site benefits from a number of local facilities within walking and/or cycling distance of the Site, these include:

- Local shops, cafés, bars and restaurants within the village centre;
- East Boldon Junior, Nursery and Infant Schools;
- Sports and recreation at Boldon Cricket & Squash Club, Boldon Golf Club/Course and Sunderland Greyhound Stadium;
- Places of Worship at St Georges Church and Boldon United Reformed Church; and
- Boldon School (1600m / 20-minute one way journey on foot).

The site has been assessed by the Council but never considered for allocation. CCE have continuously objected to this view and maintain that the site represents a sustainable location for growth that would complement the proposed spatial strategy. Accordingly, if the Inspector deems further housing land is required then the Council should reconsider the allocation of land west of Sunderland Road.

Figure 1.4: Land west of Sunderland Road



West of Shields Road / Land South of South Shields School

CCE have promoted land to the west of Shields Road from the outset of the plan making process. Figure 1.5 below provides a bird's eye view of CCE's land interest and the redline boundary promoted throughout the plan-making process. The Site comprises of four agricultural fields extending to c. 18.23ha. The site is sustainably located and well positioned within the local transport network. The site benefits from a number of local facilities within walking and/or cycling distance of the Site, these include:

- Village centre including shops, cafés, bars and restaurants;
- Cleadon CoE Academy;
- Sports and recreation at playing fields c.150m east of the Site and Cleadon Hills Nature Reserve c.600m east of the Site;
- Places of Worship at Cleadon All Saints Parish Church and Cleadon Methodists Church; and
- East Boldon Metro Station.

The site has been assessed by the Council but never considered for allocation. CCE have continuously objected to this view and maintain that the site represents a sustainable location for growth that would complement the proposed spatial strategy. Accordingly, if the Inspector deems further housing land is required then the Council should reconsider the allocation of land west of Shields Road.

Figure 1.5: Land west of Shields Road



Reference: SOUTH TYNESIDE 2023 - 2040 PRE-SUBMISSION DRAFT (REGULATION 19) CONSULTATION - OMISSION SITES

oOo

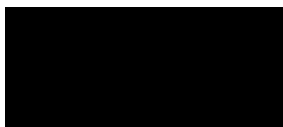
The purpose of this representation is to highlight the full extent of CCE's landownership across the Borough and confirm that it remains available for development should circumstances change. If the Inspector agrees with comments made on the housing need (Policy SP2) and decides that further land required, then the Council should look to CCE's land interests for further sustainable development opportunities. CCE would strongly advocate that South of Cleadon Park, West of Sunnyside Farm and / or land south of St John's Terrace and Neatley Avenue should be reconsidered for allocation as a first priority given that these sites were previously draft allocated in various allocations of the Plan, most recently the the Regulation 18b version (August 2022). Should additional land be required then land to the north of New Road, land west of Sunderland Road and land west of Shields Road should all be given due consideration.

CCE trust the comments presented in this consultation response are well received and welcome further opportunities to engage on the draft Plan in the future. We kindly request we are kept informed of the progress of the draft Plan and would like to indicate at this stage we would act as a participant at the examination of the draft Plan.

If there are any questions or should you require any further information, then please do not hesitate to contact us.

Yours faithfully,

STANTEC UK LIMITED



Michelle Robinson

Planning Associate

Direct: +





LAND TO THE NORTH OF NEW ROAD, BOLDON

Site Assessment & Deliverability Analysis (Updated, February 2024)
South Tyneside Local Plan Regulation 19

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EXECUTIVE SUMMARY

This document has been prepared by Stantec on behalf of Church Commissioners for England (the client), to inform their representation to the South Tyneside Pre-Submission Local Plan Regulation 19 (February 2024) and to demonstrate the suitability of land to the north of New Road, Boldon (the Site) for housing.

The Site is located to the north of the B1298 New Road in West Boldon. Residential development lies to the south, while recreational land surrounds the Site on all other sides.

The Site was previously draft allocated for housing under Policy H3 as part of the Pre-Publication South Tyneside Local Plan Regulation 18a (November 2019); allocation H3.68 comprising 4.1ha of land to accommodate 138 units.

We can confirm the Site remains available for development and that no site characteristics have changed. As such, this document demonstrates how the Site can deliver a sustainable extension to West Boldon, supporting housing delivery in response to local and wider needs. The proposals within this document confirm the Site can deliver **an indicative capacity of 120 units for the Site based on a developable area of 3.2ha at a density of 37.5dph.**

The Concept Masterplan presented within this document has been informed by site visits, desk-based assessments and technical assessments in the form of a Landscape and Visual Appraisal (LVA), ecology advice and indicative access arrangement plans which demonstrate the ability of the Site to accommodate residential development.

The site is deliverable and Exceptional Circumstances exist to remove the site from the Green Belt.





VISION

Our Vision for the Site is to deliver high-quality housing in a sustainable location, as part of a landscape-led masterplan which sensitively addresses the existing landscape features on the Site and creates a new and robust settlement edge for West Boldon.

The proposed development would:

- Deliver housing in a highly sustainable location; in the immediate vicinity of pedestrian/cycle routes, bus services and in close proximity to rail and metro services. With easy access to local services and facilities, including employment, education, health and recreation.
- Sensitively respect and enhance existing landscape and ecology features in and around the Site.
- Provide landscape buffers to the north and east of the Site to create and preserve, clear and defensible boundaries between the proposed development and the Green Belt.
- Provide ecological enhancements such as positive management of the watercourse and associated green space.
- Create an integrated and accessible movement network which provides routes through the Site, connecting with the wider path network.
- Provide high quality market and affordable homes of varying types, sizes and densities to meet local needs.
- Comprise a variety of landscape treatments and building positioning that generates positive street scenes, and softening of the development edge.

SITE LOCATION & DESCRIPTION

SITE LOCATION

The Site is located to the north of West Boldon, a predominantly residential area positioned approximately 6km to the north of Sunderland, 10km east of Newcastle and 5km south of South Shields and Jarrow.

The Site is positioned north of the B1298 New Road, a route which connects to the A19 less than c1km west of the Site through Boldon Colliery and c.2km east toward Cleadon. The positioning of the Site in relation to this arterial route provides the Site with excellent connections to the wider road network.

The Site benefits from close proximity to Brockley Whins Metro Station, less than c.1km north of the Site, accessible through dedicated pedestrian/ cycle routes as well as by car, and East Boldon Railway Station c.2km south-east of the Site.

Bus services are available within the immediate vicinity of the Site, the closest bus stop is located on New Road and provides services to Newcastle, South Shields, Durham, Jarrow and Heworth.

The Site also benefits from sitting alongside the local path network. Public Rights of Way (PRoW) and local paths run along the north, east and western edges of the Site providing connections to the wider path network and opportunities for commuting and recreational use. Brockley Whins Metro Station can be reached in less than 20 minutes by foot and 5 minutes by bike through dedicated pedestrian/cycle routes within Colliery Wood.

A vast amount of recreational uses surround the Site, with Colliery Wood to the immediate north, and various sports pitches to the east and west.

The location of the Site presents an opportunity to create a sustainable extension to the settlement of West Boldon, which integrates with the existing path and road networks and can provide a robust new settlement edge.





Figure 1: Site Location Plan

SITE DESCRIPTION

The Site comprises a parcel of grassland currently used as informal recreation ground, extending to c.4.26ha.

The northern boundary of the Site is formed by an existing watercourse, with well-established scrub and tree planting lining its path. Beyond the Site boundary, less than 20m north runs a local path set within Colliery Wood which extends north of the Site.

The southern boundary of the Site is primarily formed by the B1298 New Road. The road measures c.8.5m wide with c.2m wide footpaths either side. A bus stop is located centrally along the southern boundary of the Site, providing regular east bound journeys toward Cleadon and beyond. A secondary bus stop c.60 west of this one provides west bound journeys through Boldon Colliery. A strip of tree planting c.30m in length is located toward the south-east edge of the Site.

New Road Play Park is located alongside the south-west edge of the Site. The park is enclosed by scrub, hedgerows and occasional tree planting on three of its four sides; north, east and west. The southern edge, where the park fronts onto New Road is bounded by railings.

The north-west edge of the Site is formed by scrub and occasional tree planting. A local path runs to the west of this, and connects to the wider path network north of the Site, through Colliery Wood.

Post and wire fencing contain the eastern extents of the Site, beyond this a strip of scrub planting runs alongside a local path. To the east of the path a corridor of well-established trees runs between New Road and Colliery Wood.

Within the Site itself an area of standing water sits within the north-east corner of the Site.

The immediate surroundings consist of residential development fronting and/or siding onto New Road and the Site to the south, sports pitches and play parks to the east and west, and Colliery Wood to the north.





Figure 3: Photo Location Plan



NEIGHBOURHOOD ASSESSMENT

The Site sits to the north of West Boldon, however, it is also in close proximity to Boldon Colliery. The location of the Site at the edge of these two urban areas presents a sustainable location benefiting from good connectivity to local facilities provided by both settlements.

WALKING & CYCLING

There are no PRoW crossing the Site, however, the Site does benefit from PRoW and local paths running adjacent to the northern, eastern and western edges. The path network surrounding the Site connects north into Colliery Wood and south to River Don Park.

PUBLIC TRANSPORT

New Road is well connected in respect of public transport, providing regular journeys to the surrounding area. A summary of these services is shown in the table below.

Brockley Whins Metro Station is located less than a 20 minute walk from the Site, and offers services every 10 minutes Monday to Saturday and every 20 minutes on Sundays. The metro line runs south through Sunderland, terminating at South Hylton, and north-west through Newcastle, terminating at Newcastle Airport.

East Boldon Train Station, located c.2km south-east of the Site, provides services to Newcastle Airport via Newcastle Central Metro and South Hylton via Sunderland.

20-MINUTE NEIGHBOURHOOD

The position of the Site between the villages of West Boldon and Boldon Colliery provides access to a wide range of local facilities and employment opportunities within a 20-minute return journey on foot, these include:

- West Boldon Primary School;
- Boldon School, which includes theatre, sports centre and swimming pool;
- Boldon Children Centre and Nursery School;
- Health Centre;
- ASDA supermarket;
- Boldon Leisure Park;
- Boldon Business Park;
- Sports and recreation at the numerous sports pitches and play park either side the Site; and
- Places of Worship at The Sacred Heart Catholic Church and Independent Methodist Church.

SERVICE NO.	ROUTE	FREQUENCY
5	South Shields – Jarrow via Hedworth	Every 30 Minutes Monday - Saturday / Hourly on Sundays
50/A	Durham – South Shields	Every 30 Minutes Monday - Saturday / Hourly on Sundays
558	Dene Estate - Heworth	Hourly, Daily
S558	Fellgate – Whitburn CofE Academy	School Service Monday - Friday, No Service at Weekends
S812	Hedworth - St Wilfred's College	School Service Monday - Friday, No Service at Weekends
S815	Whitburn – St Joseph's Catholic Academy	School Service Monday - Friday, No Service at Weekends
X34	Newcastle – Horsley Hill	Every 30 Minutes Monday - Saturday / No Service on Sundays

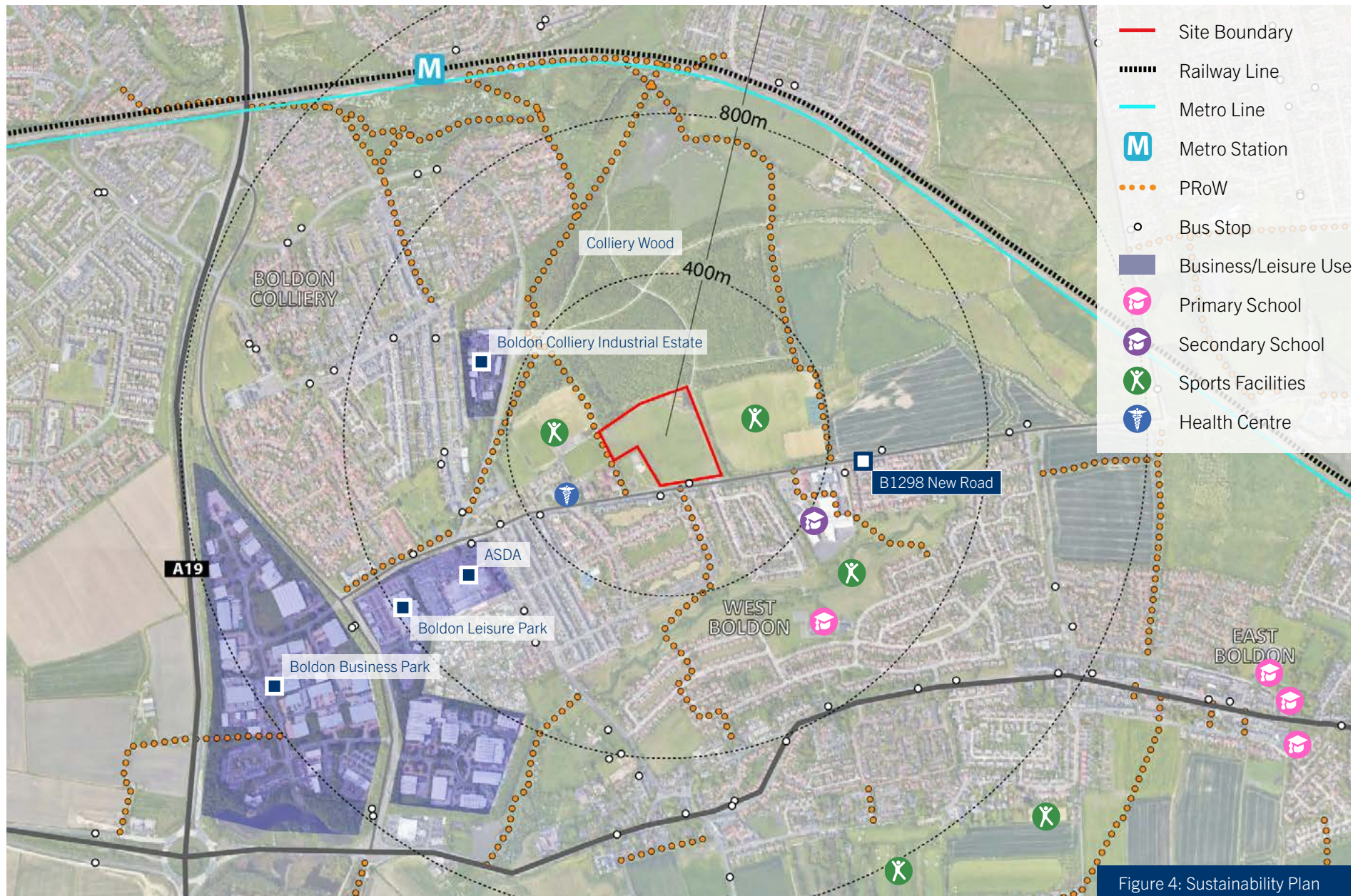


Figure 4: Sustainability Plan

PLANNING CONTEXT

NATIONAL POLICY

National Planning Policy

The National Planning Policy Framework came into force on 27th March 2012 and was most recently updated in December 2023. Due to the transition arrangements the South Tyneside Local Plan is to be examined under the September 2023 version of the Framework, but any future planning application would be considered against the December 2023 version. For the purposes of this document there are no material changes between the two versions and the broad principles of developing the Site are unaffected.

The Framework sets out the Government's national planning policies and should be considered by a Local Planning Authority when preparing a Local Plan. The Framework reiterates the Government's objective to significantly boost the supply of homes and confirms that it is important that a sufficient amount and variety of land can come forward where it is needed, and land with permission should be developed without unnecessary delay. The Framework includes a presumption in favour of sustainable development, and for plan-making this means:

- Positively seeking opportunities to meet the development needs of an area;
- Be sufficiently flexible to adapt to rapid change.
- As a minimum, provide for objectively assessed needs for housing unless the policies within the Framework provide a strong reason for restricting the overall scale, type or distribution in the plan area; or any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies within the Framework.

In terms of Plan-making, the Framework specifies that a plan-led system should allow for addressing housing needs and should contribute to the achievement of sustainable development and be prepared in a positive, aspirational and deliverable manner. In relation to identifying land for homes, the Framework stipulates that planning policies should identify a sufficient supply and mix of sites, to take account of their availability, suitability and likely economic viability. This includes identifying

specific deliverable land over the first 1-5 years of a plan alongside specific developable sites for years 6-15 of the plan.

The Green Belt retains primary importance within the Framework, and boundaries should only be altered where exceptional circumstance are evidenced and justified. Strategic policies must consider the need for changes to Green Belt boundaries in view of the boundaries enduring beyond the plan period. When reviewing Green Belt boundaries local authorities should promote sustainable patterns of development and ensure that Green Belt boundaries do not need to be altered at the end of the plan period.

The Framework places a high importance on design quality and cross references the National Design Guide. The NDG sets out ten characteristics of a well-designed place which are intended to provide areas of focus which, when combined, work together to create more successful places, in terms of community, climate and character, among others. These also place an emphasis on building 'beautiful' and stress the importance of trees within developments, both within the urban realm and areas of open space.

LOCAL POLICY

South Tyneside Core Strategy

The South Tyneside Local Development Framework (LDF) is the current local development plan for South Tyneside, and is made up of the Core Strategy (2007), Development Management Policies DPD (2011), and the Site-Specific Allocations document (2012), as well as specific Area Action Plans for Hebburn, Jarrow and South Shields.

The Site is designated as Green Belt land in the current Development Plan and is covered by a Great North Forest recreational framework policy, with existing connections to a designated foot/cycle way. The Site falls next to, but does not form part of, the strategic recreations open space and playing fields that are located in the locality north of Boldon.

The Council has reached the Pre-Submission (Regulation 19) stage of the plan-making process taking into account comments made to date and the most recent evidence base studies. The Council has made significant amendments to the Local Plan from the previous iteration, the Regulation 18b version (August 2022). Nevertheless, the need to meet housing need, delivery high-quality homes for local people and removing land from the Green Belt to facilitate sustainable development remain key pillars of the Local Plan strategy.

Despite this, the Local Plan does not propose to allocate the land for residential purpose and proposed to retain the land as Green Belt. The omission of the Site from the Local Plan strategy does not reflect the West Boldon housing needs over the Plan period and fails to recognise the sustainable nature of the Site in line with national planning policy requirements.

The Site was previously draft allocated for housing under Policy H3 as part of the Pre-Publication South Tyneside Local Plan Regulation 18a (November 2019); allocation H3.68 comprising 4.1ha of land to accommodate 138 units.



Figure 5: Extract of Pre-Publication Draft - Policies Map (November 2019)

LANDSCAPE CONTEXT

This Site lies within South Tyneside Character Area 34 'Boldon – Cleadon Fragmented Farmland'. Although the Site lies within Green Belt, it is not subject to any national or local landscape designations. As can be seen from the plan opposite, the L-shaped Site is a pastoral field on the northern edge of Boldon which extends along New Road to the south and to the north wraps around a play area. The local landscape features school playing fields to the east and further playing fields and a health centre to the west. Immediately to the north is Colliery Woods, an area of woodland growing on the former colliery site. The lowest point of the Site is in the north east where a boggy pool currently exists.

The Site is bounded by wire fences and overgrown hedgerows with the latter visually enclosing the Site to the east and west, whilst to the south, enclosure is provided by two-storey housing. Road-users and residents on New Road obtain open views into the site. PRoWs border the site and users experience a range of views from open in the east and north to screened in the west. The play area, which directly adjoins the Site to the west, has screened or filtered views due to the foreground hedgerows.

The ridgeline location on which West Boldon is located offers distant views to the north. From the highest point, just under a kilometre to the south of the Site near local landmark St. Nicholas Church in the Conservation Area, the Site is visible but due to distance would appear as a relatively small part of the wider panorama and any housing development would be seen in the context of the foreground residential areas. In addition, the introspective nature of the linear hillside residential development more generally limits views out to the north.

The Site's location on the northern edge of Boldon adjacent to residential development, set within a relatively well enclosed pastoral field bound by vegetation and buildings provides limited contribution to the Green Belt in terms of the National Planning Policy Framework functions.

Opportunities to enhance the local landscape and mitigate landscape and visual effects include the following proposed features:

- The retention and reinforcement of the existing hedgerows and creation of new hedgerows where those existing are off-site to strengthen boundaries for screening and to create a landscape buffer against further development to the east;
- Establishment of street trees within the proposed development and along the New Road frontage to improve landscape structure;
- Civic and informal open spaces;
- Pedestrian links will be provided to the adjacent play area and PRoWs; and,
- Development at a scale that does not adversely affect distant views from Boldon Conservation Area.

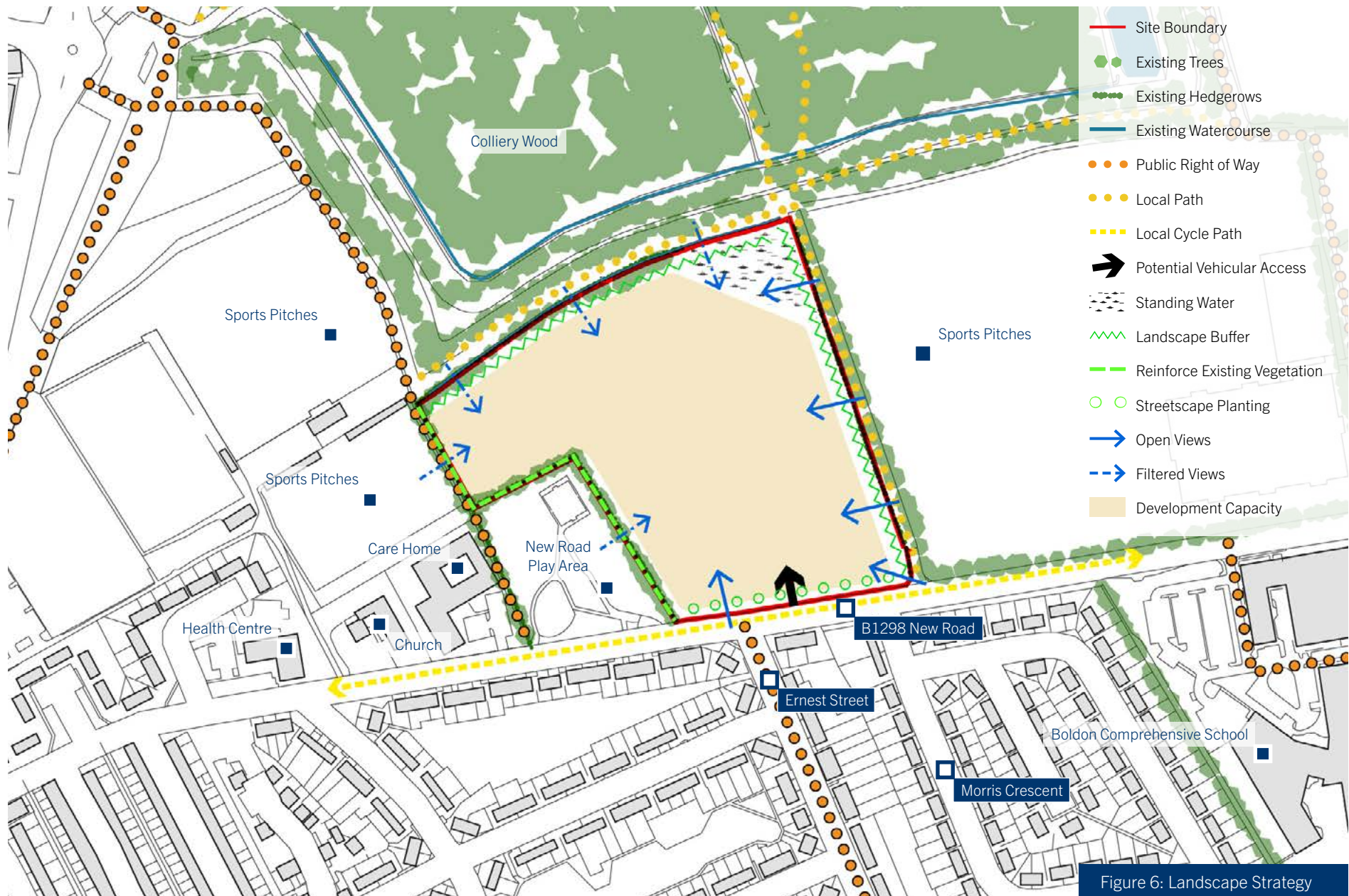


Figure 6: Landscape Strategy

SITE ASSESSMENT

This section provides a summary of the initial observations and the findings of preliminary assessment work.

LANDSCAPE FEATURES

A LVA has been undertaken, the findings of which are summarised below.

The northern boundary of the Site is formed by an existing watercourse with scrub and tree planting running its length, associated with Colliery Wood. The western boundary of the Site comprises mostly scrub with occasional tree planting. The eastern boundary is bounded by a post and wire fence, beyond which lies an area of scrub. A strip of trees extending to c.30m in length is located toward the south-east edge of the Site.

Within the Site itself, an area of standing water is present toward the north-east corner of the Site.

Where possible, all existing landscape features will be retained and enhanced as part of the proposed development, with appropriate set backs provided.

ACCESS

At present the Site is accessed via a gated fence to the south-east of the Site. Indicative access arrangement plans have been produced which propose vehicular access to the Site be taken via a ghost island sited at the existing bus stop along the Site frontage on New Road.

FLOOD RISK

The Environment Agency Indicative Flood Map for Planning shows no areas of flood risk within the Site.

TOPOGRAPHY AND DRAINAGE

The Site overall is generally flat, falling steeper towards the watercourse. Initial investigations have indicated that the Site drainage can be achieved via an appropriately designed Sustainable Urban Drainage System.

ARCHAEOLOGY & HERITAGE

There are no Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within the Site.

The closest Conservation Area lies c.550m south of the Site.

ECOLOGY

Ecology advice has been provided which indicates that, subject to appropriate mitigation, there are no ecological factors that would preclude development at this Site.

Features of nature conservation value tend to be associated with the marginal habitats such as hedgerows and tree belts, and opportunities should be taken to extend and enhance these features.

Opportunities have been identified for enhancing the existing wetland and improving habitat linkages with appropriately designed SuDS.

Further surveys will be required to inform development proposals and the final biodiversity net gain approach is to be confirmed but initial surveys suggest that there are no significant barriers to achieving the necessary requirements in this location.

UTILITIES & INFRASTRUCTURE

All supporting infrastructure such as gas, electricity, broadband and water are within the direct vicinity of the Site and are easily accessible. Overall, there are no utilities or infrastructure constraints that would prevent the development of the Site.

NEIGHBOURING DEVELOPMENT

Neighbouring dwellings to the south of the Site positively address New Road and the Site with properties fronting and/or siding on to the street. Properties are predominantly terrace and semi-detached post war housing.

To the east and west of the Site are sports pitches and a play park. Adjacent to the play park, c.10m west of the Site is The Meadows Care Home.



DEVELOPMENT PARAMETERS

The evaluation of Site opportunities and constraints has informed a set of development parameters through which a masterplan can be developed.

LAND USE

Residential development is the single use on Site but will be supported by areas of accessible and high quality open space. The development areas have responded to landscape considerations (visual impact and Site features), topography and movement networks.

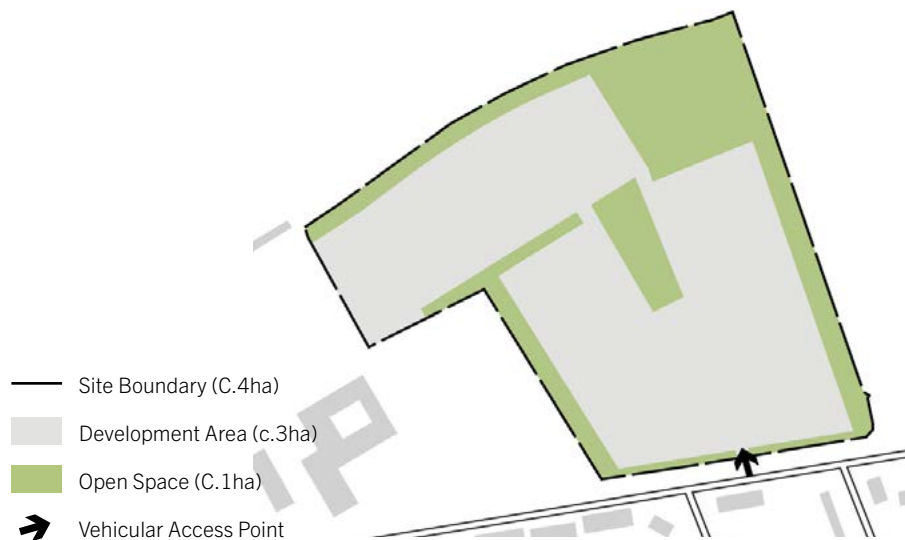


Figure 8: Land Use Diagram

LANDSCAPE

Open space within the proposed development will be focussed on the existing landscape features. The tree planting along the Site boundaries will be retained, enhanced and will form focal points within the proposed development.

All open space will be easily accessible from across the proposed development and new active travel connections and routes will be created to enhance access through the Site.



Figure 9: Landscape Diagram

ACCESS & MOVEMENT

A single vehicular access point is proposed off New Road to the south of the Site. A primary street forms a loop within the centre of the Site. The loop provides access to a network of secondary residential streets and private drives, creating a legible circulation structure.

For pedestrian, all streets and paths will be linked and overlooked. Path connections will be provided across the full extent of the Site and integrated with the existing path network surrounding the Site.



Figure 10: Movement Diagram

URBAN FORM

Perimeter residential blocks provide clear distinction between public and private space and create a legible and permeable environment.

Feature buildings (defined by scale, detailing, materials) will emphasise spaces and routes to aid legibility.

Frontages will be emphasised along principal routes and open spaces, with all streets, spaces and paths overlooked.



Figure 11: Urban Form Diagram

MASTERPLAN

DEVELOPMENT QUANTUM

The initial Site assessment indicates a developable area of c.3.2ha alongside c.1ha of open space, providing approximately 120 homes delivered at an average density of 37.5dph which would offer a suitable mix of small and medium sized family homes.

This provides the potential to deliver high quality homes, including 18% affordable, and for the creation of a sustainable and balanced residential development, comprising a mix of housing types, sizes and tenures.

PLACEMAKING PRINCIPLES

The Concept Masterplan opposite demonstrates best practice placemaking principles aimed to create a legible development by providing outward facing housing which securely enclose rear garden spaces and achieve natural surveillance of streets and public green space.

Key features, buildings and spaces help with legibility and create high-quality and distinctive street scenes.

KEY FEATURES

- 01 Primary vehicular access to the Site is proposed via a ghost island on New Road. (Please see Appendix for the detailed access arrangement plan.)
- 02 A primary street extends into the Site from New Road, beyond which are a hierarchy of shared streets and private driveways accessed off a central loop.
- 03 New pedestrian/cycle paths are proposed that will integrate the Site with the surrounding path network.
- 04 Use of best practice design principles will provide outward facing housing frontages which securely enclose rear garden spaces and achieve natural surveillance of streets and public space.
- 05 Existing planting along the edges of the Site are to be retained and enhanced wherever possible.
- 06 Provision of a landscape buffer along the northern edge provides a suitable set-back from the existing watercourse and scope for environmental improvements by positively managing the watercourse and associated green space.
- 07 Provision of a landscape buffer along the eastern edge creates a clear and defensible boundary between the proposed development and the Green Belt.
- 08 Tree planting is proposed along the southern edge of the Site which will extend the tree line present to the east of the Site and create a green corridor connecting the planting surrounding the play park and the planting stretching along the eastern boundary.
- 09 Provision of SuDS attenuation pond in response to Site levels/habitat improvements.
- 10 Opportunity for BNG and ecological enhancements.



Figure 12: Concept Masterplan

INDICATIVE PHASING

It is likely that all phases of construction could be complete within three years.

These phases are indicative and subject to revision following discussions with South Tyneside Council.

DEVELOPMENT PHASE	UNITS	YEAR
1	40	2025-26
2	40	2026-27
3	40	2027-28
TOTAL	120	



Figure 13: Indicative Phasing Plan

CONCLUSION

The proposed development on land to the north of New Road, Boldon forms a logical settlement extension.

The retention and enhancement of existing planting, alongside additional landscape treatments will strengthen boundaries for screening and create a robust and defensible Green Belt boundary.

The Site can deliver housing in a sustainable location; in the immediate vicinity of pedestrian/ cycle routes, bus services and in close proximity to rail and metro services. With easy access to local facilities, including employment, education, health and recreation.

The Site benefits from being surrounded by PRow and local paths to the north, west and east, as well as regular bus services which pass the southern boundary of the Site daily. The B1298 New Road runs along the southern boundary of the Site connecting it with the wider road network, and the metro station lie less than a 20 minute walk, 5 minute cycle north of the Site.

Assessments have been undertaken which identify constraints and opportunities within and around the Site. These have been sensitively addressed and incorporated within the Concept Masterplan.

New and existing features will be enhanced to provide physical containment, and landscape features within the Site will be restored and improved.

The Concept Masterplan provided shows how access to the Site can be achieved via a new ghost island on New Road.

The Masterplan can provide a sustainable mix of housing, of which 18% would be affordable, including detached, semi-detached and terraced properties. Perimeter blocks are used throughout offering a clear definition between public and private spaces. The proposed development is permeable and legible, with all streets, spaces and paths well overlooked. The proposed development at land to the north of New Road, Boldon provides an appropriate contribution to South Tyneside's housing need by creating new homes for the benefit of existing and future communities.





APPENDIX

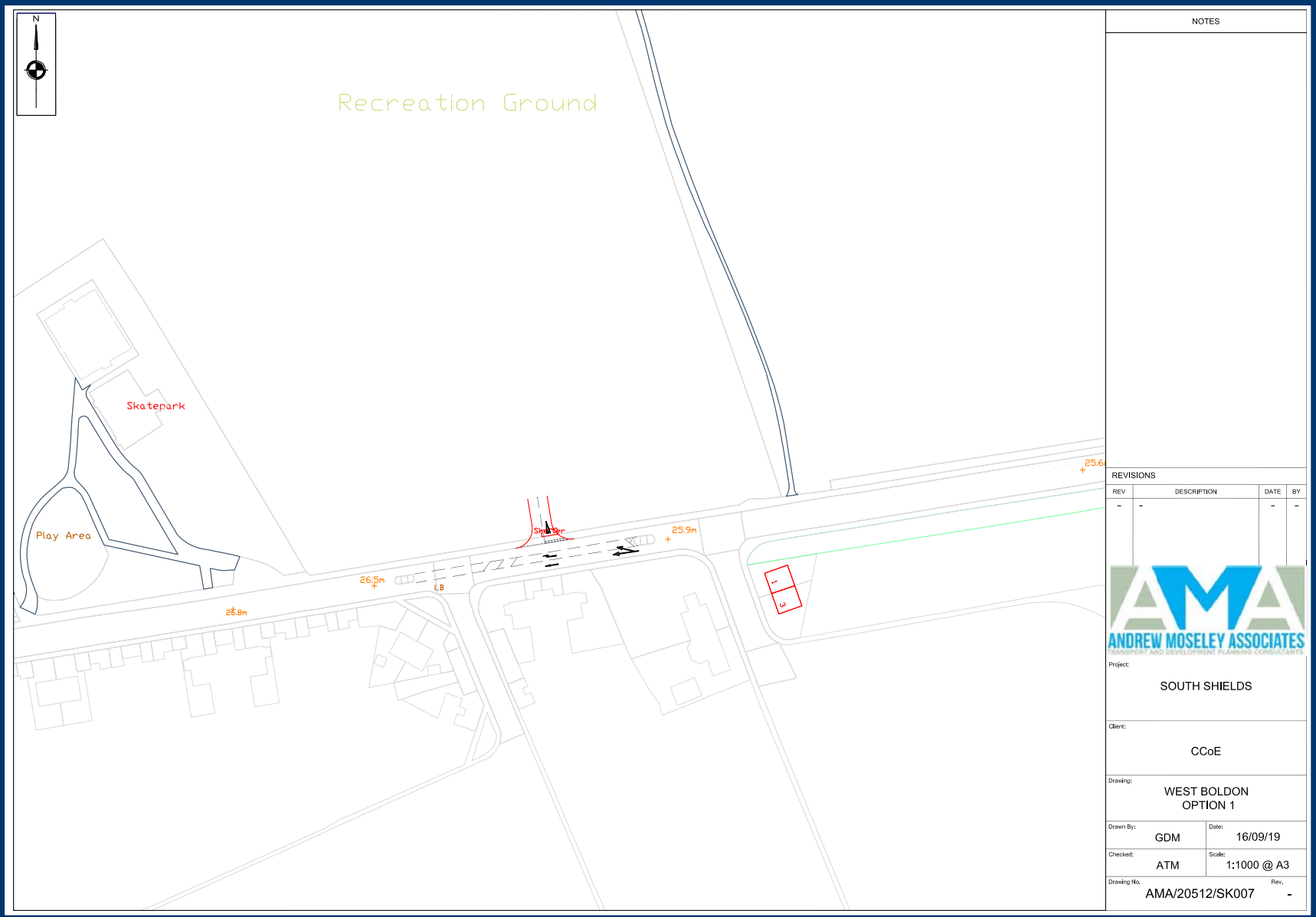


Figure 14: Potential Southern Access off New Road (ghost island)



LAND SOUTH OF ST. JOHN'S TERRACE AND NATLEY AVENUE, EAST BOLDON

Site Assessment & Deliverability Analysis (Updated, February 2024)
South Tyneside Local Plan Regulation 19

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EXECUTIVE SUMMARY

This document has been prepared by Stantec on behalf of Church Commissioners for England (the client), to inform their representation to the South Tyneside Pre-Submission Local Plan Regulation 19 (February 2024) and to demonstrate the suitability of land south of St. John's Terrace and Natley Avenue (the Site) for housing.

The Site is located to the south of East Boldon, immediately adjacent to residential development to the north. It benefits from close proximity to the existing rail and metro network and lies adjacent to the A184 Sunderland Road which provides excellent connections to the wider road network.

The Site was previously proposed for draft allocation under Policy SP5 as part of the Pre-Publication South Tyneside Local Plan Regulation 18b (August 2022); allocation GA6 comprising 1.56ha of land to accommodate 63 units.

Given the settlement edge location and identification of this as an Area of Landscape Significance (ALS) within the adopted Local Plan, a landscape-led masterplan approach has been taken to sensitively respond to Site features and mitigate against any visual impact.

The site ownership, constraints and opportunities have not changed since November 2019.

This document demonstrates how the Site can deliver a sustainable extension to East Boldon, supporting housing delivery in response to local and wider needs. The proposals within this document confirm the Site can deliver an indicative development capacity of 63 units based on a developable area of 1.4ha at a density of 45dph along with the open space and infrastructure requirements.

The Concept Masterplan presented within this document has been informed by site visits, desk-based assessments and technical assessments in the form of a Landscape and Visual Appraisal (LVA), ecology advice and indicative access arrangement plans which demonstrate the ability of the Site to accommodate residential development.

The site is deliverable and Exceptional Circumstances exist to remove the site from the Green Belt.





VISION

Our Vision for the Site is to deliver high-quality housing in a sustainable location, as part of a landscape-led masterplan which sensitively addresses the existing landscape features on the Site and creates a new and robust settlement edge for East Boldon.

The proposed development would:

- Deliver housing in a highly sustainable location; in the immediate vicinity of pedestrian/cycle routes, bus services and in close proximity to rail and metro services. With easy access to local services and facilities, including employment, education, health and recreation.
- Sensitively respect and enhance existing landscape and ecology features, such as the watercourse and any well-established hedgerow and tree planting.
- Provide ecological enhancements such as positive management of the watercourse, grassland and scrub, and enhancements to existing hedgerows and trees.
- Create an integrated and accessible movement network which uses existing routes through the Site, connecting with the wider path network.
- Provide high quality market and affordable homes of varying types, sizes and densities to meet local needs.
- Comprise a variety of landscape treatments and building positioning that generates positive street scenes, and softening of the development edge along the south of East Boldon.

SITE LOCATION & DESCRIPTION

SITE LOCATION

The Site is located on the southern edge of East Boldon, a predominantly residential area positioned approximately 5km to the north of Sunderland, 12km east of Newcastle and 5km south of South Shields and Jarrow.

The positioning of the Site in relation to this arterial route provides the Site with excellent connections to the wider road network. The Site also benefits from close proximity to East Boldon Railway and Metro Stations, less than 500m north of the Site.

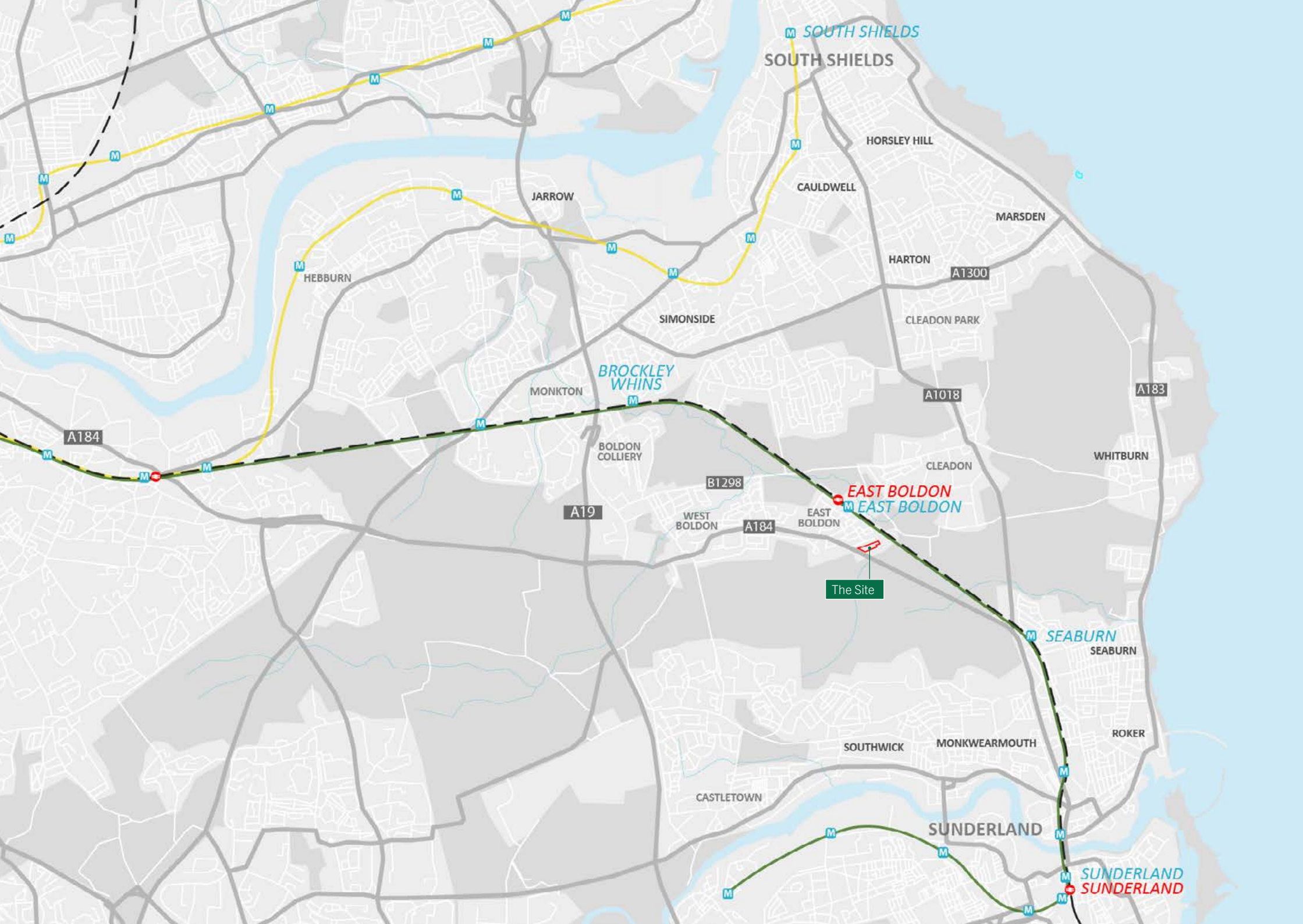
Bus services are available within the immediate vicinity of the Site, the closest bus stop is located on Sunderland Road by the Site's western boundary and provides services south towards Sunderland. A second bus stop is located less than 100m north of this one and provides services north into the village of East Boldon.

No Public Rights of Way (PRoW) run through the Site, however one extends towards the Site Boundary at its western edge by Sunderland Road providing connections to the wider path network and opportunities for commuting and recreational use. East Boldon Railway and Metro Stations can be reached in less than 10 minutes by foot and 5 minutes by cycle.

The location of the Site presents an opportunity to create a sustainable extension to the settlement of East Boldon, which integrates with the existing path and road networks and can provide a robust new settlement edge.



Figure 1: Site Location Plan



SITE DESCRIPTION

The Site extends to c1.58ha of agricultural fields. Beyond the Site's northern boundary sits residential development either backing and/or siding onto the Site, with scrub and occasional tree planting along its length. The southern boundary comprises a low timber fence which runs along the northern side of the Boldon Cricket & Squash Club access road. Following the eastern perimeter is an access track. A watercourse runs north-south adjacent to the eastern boundary, separating the Site from the track, however, a small footbridge is present toward the north-east corner of the Site. To the west of the Site runs the A184 Sunderland Road. Scrub and tree planting are scattered along the Site's western edge.





Figure 2: Birds Eye Aerial

NEIGHBOURHOOD ASSESSMENT

East Boldon benefits from excellent connections and a good range of local facilities. The proposed development will provide a sustainable extension to East Boldon, which benefits from nearby services and facilities.

WALKING & CYCLING

No Public Rights of Way (PRoW) run through the Site, however one extends towards the Site Boundary at its western edge by Sunderland Road providing connections to the wider path network and opportunities for commuting and recreational use.

PUBLIC TRANSPORT

There are two bus stops located within 100m of the Site, providing regular north and south bound journeys; the A184 Sunderland Road Bus Stop and the A184 Front Street & B1299 Station Road Bus Stops. Service no.9 runs from these stops providing connections between Monkton c.5km north-west of the Site and Murton c.15km south of the Site. The service runs approximately every half hour on a daily basis, providing connections through the villages of East Boldon, West Boldon and Boldon Colliery to the north-west of the Site and the city of Sunderland to the south.

Further bus services are available within the village centre c.800m north-west of the Site and along Station Road c.400m north of the Site.

East Boldon Metro Station is located less than a 10 minute walk from the Site, and offers services every 10 minutes Monday to Saturday and every 20 minutes on Sundays. The metro line runs south through Sunderland, terminating at South Hylton, and north-west through Newcastle, terminating at Newcastle Airport.

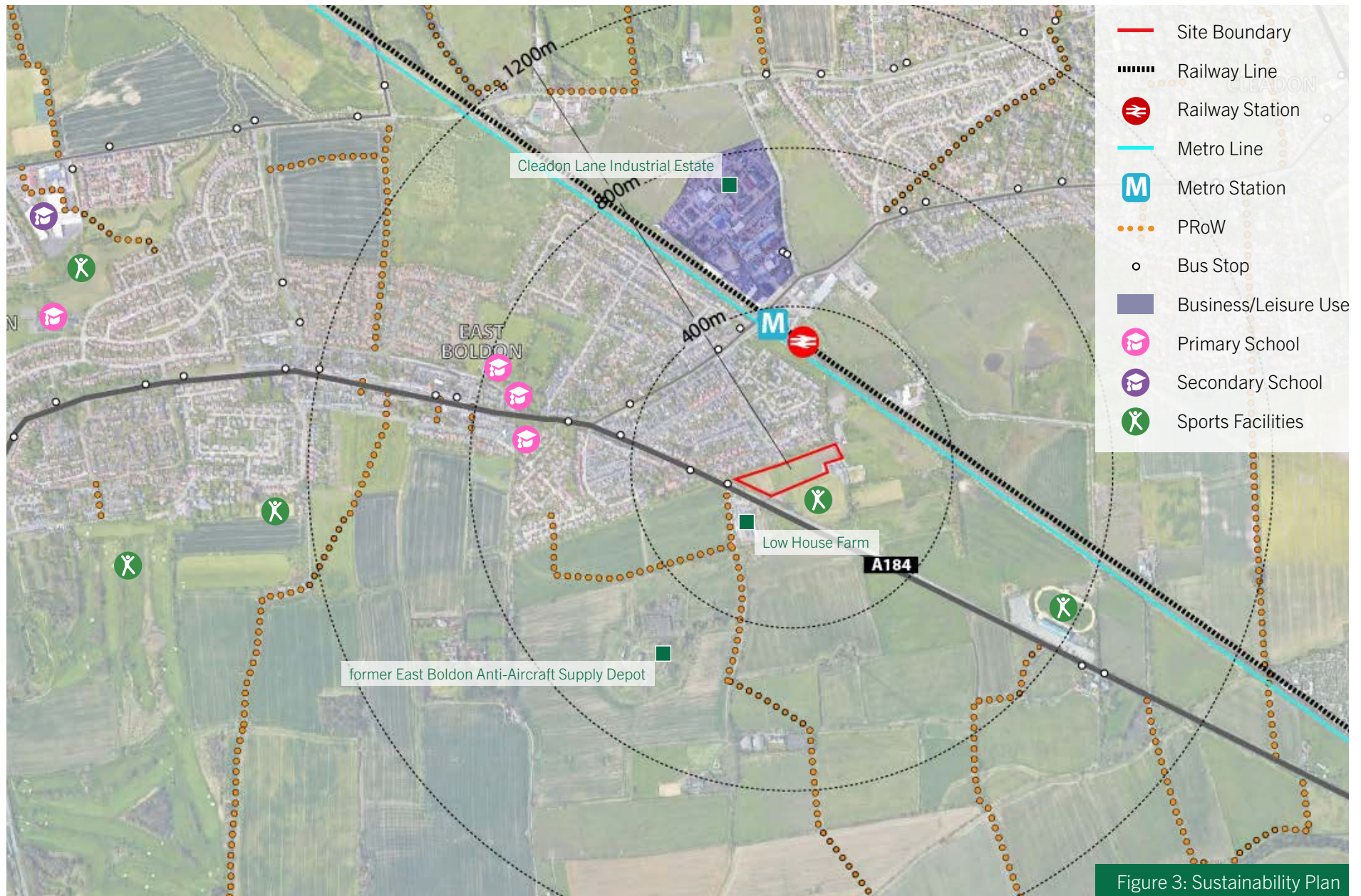
East Boldon Train Station, located adjacent to the Metro Station, provides services to Newcastle Airport via Newcastle Central Metro and South Hylton via Sunderland.

20-MINUTE NEIGHBOURHOOD

The village of East Boldon has a number of local facilities which are accessible within a 20-minute return journey on foot, these include:

- East Boldon Junior, Nursery and Infant Schools;
- Local shops, cafés, bars and restaurants within the village centre;
- Sports and recreation at Boldon Cricket & Squash Club, Boldon Golf Club/Course and Sunderland Greyhound Stadium;
- Places of Worship at St Georges Church and Boldon United Reformed Church; and
- Boldon School (1800m / 20-minute journey one way on foot).

SERVICE NO.	ROUTE	FREQUENCY
9	Sunderland - Jarrow	Every 30 Minutes Monday - Sunday
30	Boldon – South Shields	Hourly, Daily
558	Heworth – Seaburn Dean	Hourly, Daily
S457	Cleadon - St Roberts of Newminster School	School Service Monday - Friday
S558	Fellgate – Whitburn CofE Academy	School Service Monday - Friday
S807	Fellgate – Whitburn CofE Academy	School Service Monday - Friday
S812	Hedworth - St Wilfrids College	School Service Monday - Friday
S815	Whitburn – St Joseph’s Catholic Academy	School Service Monday - Friday



PLANNING CONTEXT

NATIONAL POLICY

National Planning Policy

The National Planning Policy Framework came into force on 27th March 2012 and was most recently updated in December 2023. Due to the transition arrangements the South Tyneside Local Plan is to be examined under the September 2023 version of the Framework, but any future planning application would be considered against the December 2023 version. For the purposes of this document there are no material changes between the two versions and the broad principles of developing the Site are unaffected.

The Framework sets out the Government's national planning policies and should be considered by a Local Planning Authority when preparing a Local Plan. The Framework reiterates the Government's objective to significantly boost the supply of homes and confirms that it is important that a sufficient amount and variety of land can come forward where it is needed, and land with permission should be developed without unnecessary delay. The Framework includes a presumption in favour of sustainable development, and for plan-making this means:

- Positively seeking opportunities to meet the development needs of an area;
- Be sufficiently flexible to adapt to rapid change.
- As a minimum, provide for objectively assessed needs for housing unless the policies within the Framework provide a strong reason for restricting the overall scale, type or distribution in the plan area; or any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies within the Framework.

In terms of Plan-making, the Framework specifies that a plan-led system should allow for addressing housing needs and should contribute to the achievement of sustainable development and be prepared in a positive, aspirational and deliverable manner. In relation to identifying land for homes, the Framework stipulates that planning policies should identify a sufficient supply and mix of sites, to take account of their availability, suitability and likely economic viability. This includes identifying

specific deliverable land over the first 1-5 years of a plan alongside specific developable sites for years 6-15 of the plan.

The Green Belt retains primary importance within the Framework, and boundaries should only be altered where exceptional circumstance are evidenced and justified. Strategic policies must consider the need for changes to Green Belt boundaries in view of the boundaries enduring beyond the plan period. When reviewing Green Belt boundaries local authorities should promote sustainable patterns of development and ensure that Green Belt boundaries do not need to be altered at the end of the plan period.

The Framework places a high importance on design quality and cross references the National Design Guide. The NDG sets out ten characteristics of a well-designed place which are intended to provide areas of focus which, when combined, work together to create more successful places, in terms of community, climate and character, among others. These also place an emphasis on building 'beautiful' and stress the importance of trees within developments, both within the urban realm and areas of open space.

LOCAL POLICY

South Tyneside Core Strategy

The South Tyneside Local Development Framework (LDF) is the current local development plan for South Tyneside, and is made up of the Core Strategy (2007), Development Management Policies DPD (2011), and the Site-Specific Allocations document (2012), as well as specific Area Action Plans for Hebburn, Jarrow and South Shields.

The Site is designated as Green Belt land in the current Development Plan and is covered by a Great North Forest recreational framework policy.

The Council has reached the Pre-Submission (Regulation 19) stage of the plan-making process taking into account comments made to date and the most recent evidence base studies. The Council has made significant amendments to the Local Plan from the previous iteration, the Regulation 18b version (August 2022). Nevertheless, the need to meet housing need, delivery high-quality homes for local people and removing land from the Green Belt to facilitate sustainable development remain key pillars of the Local Plan strategy.

Despite this, the Local Plan does not propose to allocate the land for residential purpose and proposed to retain the land as Green Belt. The omission of the Site from the Local Plan strategy does not reflect the East Boldon housing needs over the Plan period and fails to recognise the sustainable nature of the Site in line with national planning policy requirements.

The Site was previously draft allocated for housing under Policy SP5 as part of the Pre-Publication South Tyneside Local Plan Regulation 18b (August 2022); allocation GA6 comprising 1.56ha of land to accommodate 63 units.

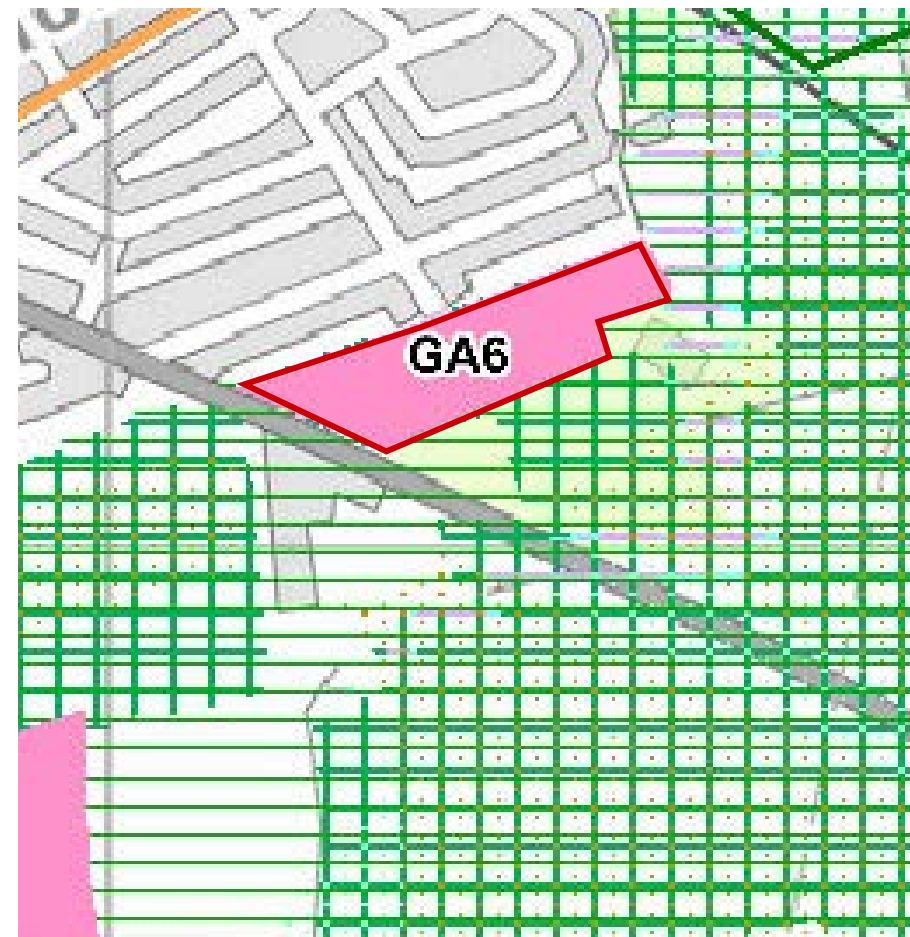


Figure 4: Extract of Pre-Publication Draft - Policies Map (August 2022)

LANDSCAPE CONTEXT

The Site is located immediately adjacent to the southern edge of East Boldon as illustrated in the plan opposite. The A184 Sunderland Road follows the Site's western boundary. The Site lies within South Tyneside Landscape Character Area 33 'Boldon Flats and Whitburn Moor'. Although the Site lies within Green Belt it is not subject to any national or local landscape designations.

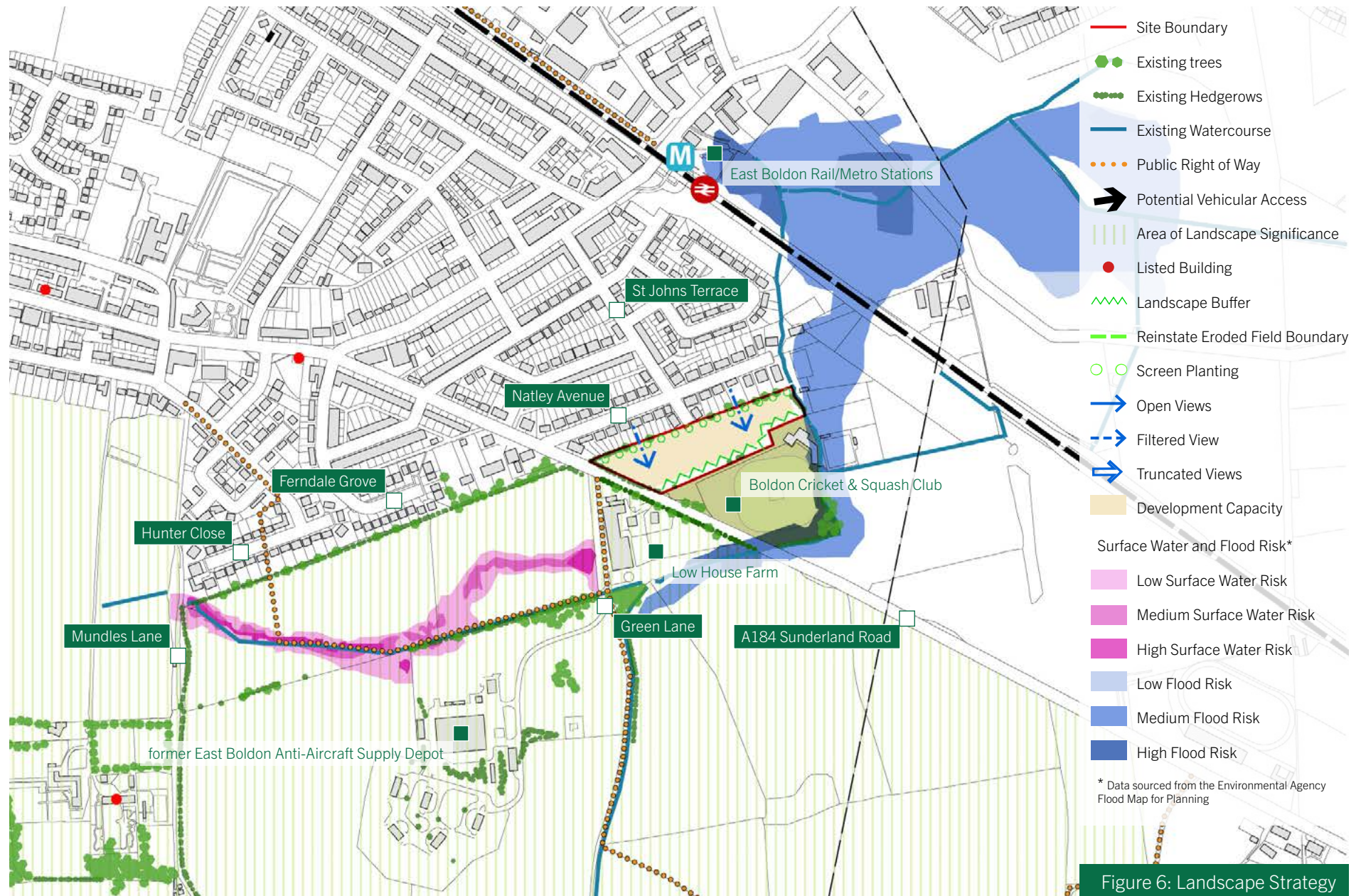
The highest point in the borough is just over a mile west of the westernmost edge of the Site at Boldon Downhill which rises to 90m AOD. To the east of this, the land falls away beyond the Site into the lower lying Whitburn Moor. Land use is a mixture of arable and pasture and field boundaries consist of hedgerows and wire fences. The surrounding landscape features woodland groups around farms but the Site itself is generally flat improved pastureland with peripheral hedges and mature hedgerow trees giving a sense of enclosure to the west of Sunderland Road.

Between Green Lane and Sunderland Road is a triangular Site containing Low House Farm and outbuildings. In addition to the residents on this farm, views of potential development would be obtained by residents along the southern edge of East Boldon, in Hunter Close, Ferndale Grove, Natley Avenue, St. Johns Terrace and along the A184. Nevertheless, filtering and partial screening is provided by existing mature garden trees, shrubs and fences especially when viewed from single storey houses. Close, open views of proposals will however be obtained from a cricket pitch and clubhouse which adjoin the north-east corner of the Site.

The Site has limited, or some, contribution to the purposes of the Green Belt functions as defined by the NPPF. Its boundaries are delineated by a legible landscape framework and the opportunity exists to establish a stronger gateway contrast between the countryside and urban development on the eastern edge of Boldon on the A184.

Opportunities to enhance the local landscape and mitigate landscape and visual effects include the following proposed features:

- The enhancement of hedgerows and tree cover by the planting of additional trees and hedgerows along the southern and western boundaries of the Site in keeping with the existing character of the more established, wooded parts of Boldon Downhill;
- Screen planting along the north east boundary to reduce visual effects;
- Provision of formal and informal public open space; and
- Ensuring development does not encroach beyond the physical landscape boundaries to the south of the Site.



SITE ASSESSMENT

This section provides a summary of the initial observations and the findings of preliminary assessment work.

LANDSCAPE FEATURES

A LVA has been undertaken, the findings of which are summarised below.

The northern boundary of the Site features primarily scrub planting and occasional tree planting.

Where the Site abuts the A184 Sunderland Road, established hedgerow and tree planting forms the most part. The southern boundary consists of low density planting, comprising scrub and occasional tree planting.

Where possible, all existing landscape features will be retained and enhanced as part of the proposed development, with appropriate stand-off zones established.

ACCESS

Indicative access arrangement plans have been produced which propose vehicular access to the Site be taken via a ghost island on Sunderland Road.

FLOOD RISK

The Environment Agency Indicative Flood Map for Planning indicates some risk of flooding in areas adjacent to, but outwith, the Site boundary to the east, in association with the existing watercourse and landform.

TOPOGRAPHY AND DRAINAGE

The Site overall is generally flat, falling steeper towards the watercourse. Initial investigations have indicated that the Site drainage can be achieved via an appropriately designed Sustainable Urban Drainage System.

ARCHAEOLOGY & HERITAGE

There are no Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within the Site.

The closest identified listings are South Lodge, a Grade II listed building located c.150m south-west of the Site and Boldon War Memorial, a Grade II listed structure located c.250m north of the Site.

ECOLOGY

Ecology advice has been provided which indicates that, subject to appropriate mitigation, there are no ecological factors that would preclude development at this Site.

Features of nature conservation value tend to be associated with the marginal habitats such as hedgerows and tree belts, and opportunities should be taken to extend and enhance these features. Protected species, particularly bats, are likely to be associated with the farm buildings, but this can be mitigated.

Opportunities have been identified for the retention and gapping up of hedgerows to produce species-rich native hedge lines with frequent field trees, as

well as enhancement of the existing watercourse through SuDS design, strengthening of linkages of habitats within the wider area and retention and/or creation of diverse grassland habitats.

Further surveys will be required to inform development proposals and the final biodiversity net gain approach is to be confirmed but initial surveys suggest that there are no significant barriers to achieving the necessary requirements in this location.

UTILITIES & INFRASTRUCTURE

All supporting infrastructure such as gas, electricity, broadband and water are within the direct vicinity of the Site and are easily accessible. Overall, there are no utilities or infrastructure constraints that would prevent the development of the Site

NEIGHBOURING DEVELOPMENT

Neighbouring dwellings to the north of the Site have a predominantly rear facing aspect with back garden fencing addressing the Site.

Boldon Cricket & Squash Club are located to the south of the Site, and comprises a Club House and associated playing fields.

To the south west of the Site a ruined base provides built context to the proposed new settlement edge of East Boldon.

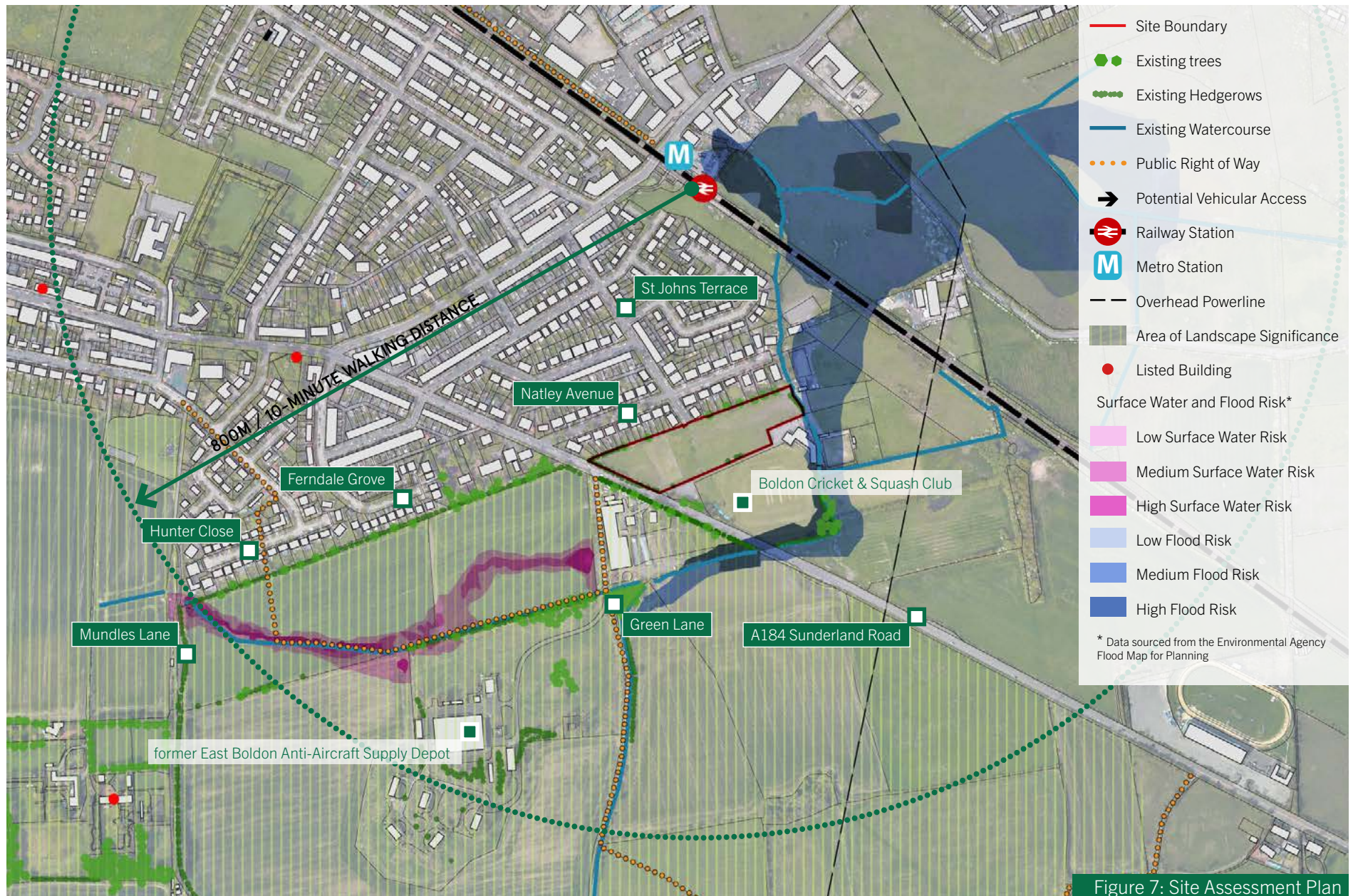


Figure 7: Site Assessment Plan

DEVELOPMENT PARAMETERS

The evaluation of Site opportunities and constraints has informed a set of development parameters through which a masterplan can be developed.

LAND USE

Residential development is the single use on Site but will be supported by extensive areas of accessible and high quality open space. The development areas have responded to landscape considerations (visual impact and Site features), topography and movement networks.

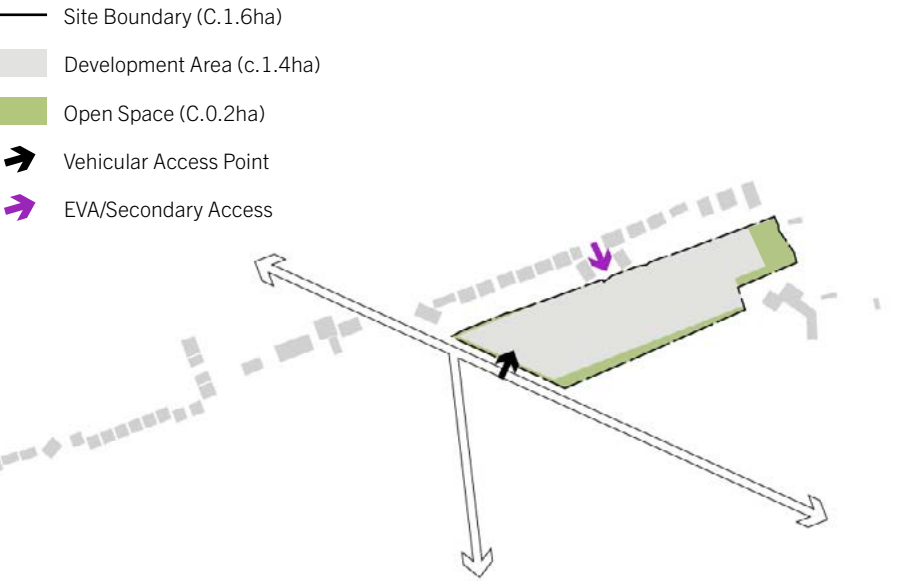


Figure 8: Land Use Diagram

LANDSCAPE

Open space within the proposed development will be focussed on the existing landscape features. The tree planting along the Site boundaries will be retained, enhanced and will form focal points within the proposed development.

All open space will be easily accessible from across the proposed development and new active travel connections and routes will be created to enhance access through the Site.

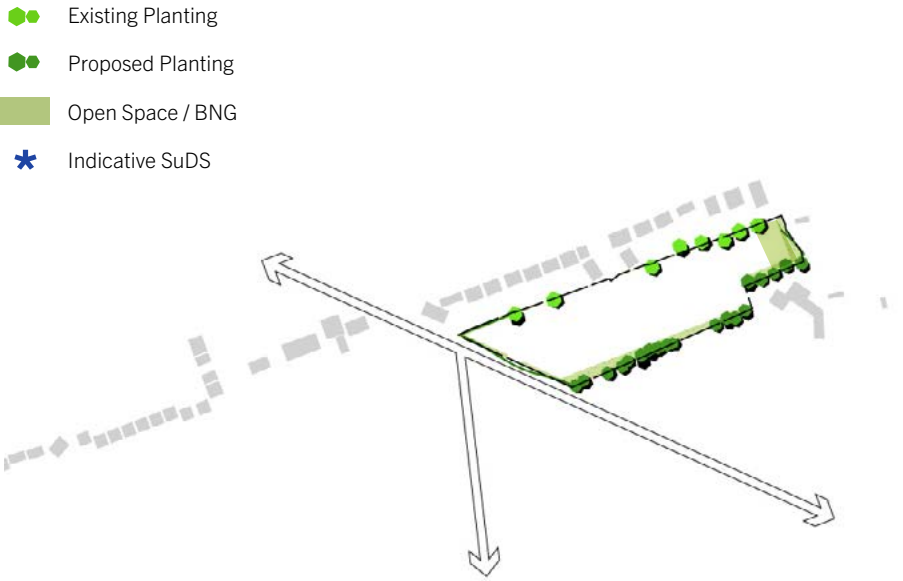


Figure 9: Landscape Diagram

ACCESS & MOVEMENT

A vehicular access point is proposed off Sunderland Road with an EVA/Secondary access off St Johns Terrace. Primary streets extend into the Site providing access to a network of secondary streets and private drives, creating a legible circulation structure

For pedestrians, all streets and paths will be linked and overlooked. Path connections will be provided across the full extent of the Site and integrated with the existing path network.

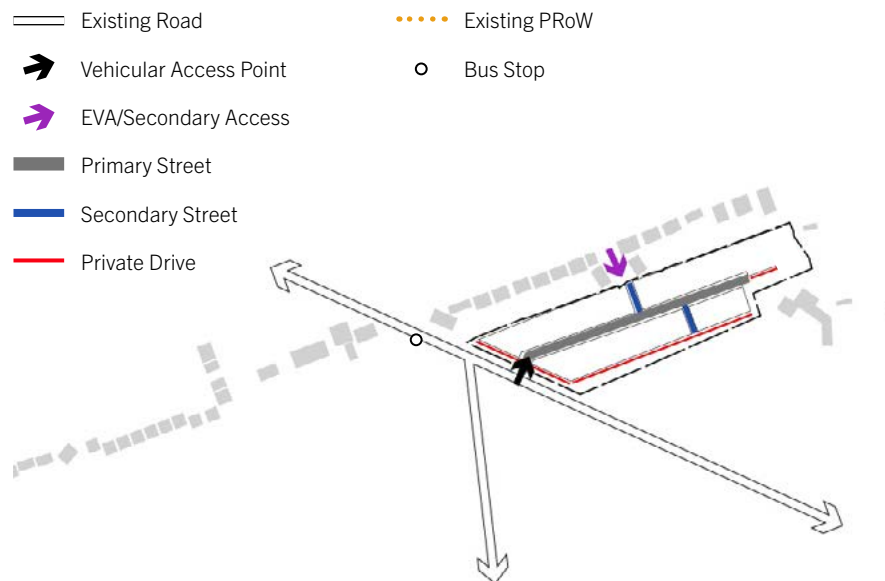


Figure 10: Movement Diagram

URBAN FORM

Perimeter residential blocks provide clear distinction between public and private space and create a legible and permeable environment.

Feature buildings (defined by scale, detailing, materials) will emphasise spaces and routes to aid legibility.

Frontages will be emphasised along principal routes and open spaces, with all streets, spaces and paths overlooked.

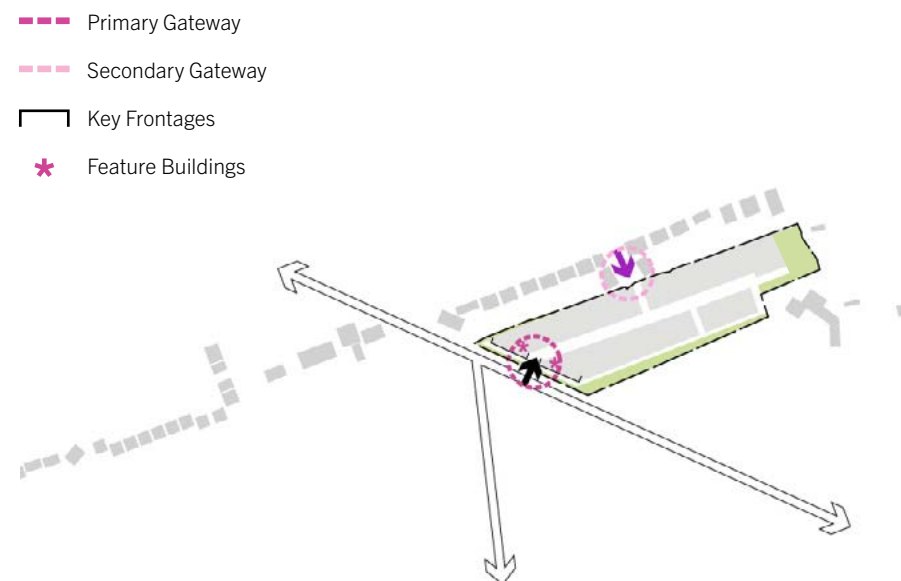


Figure 11: Urban Form Diagram

MASTERPLAN

DEVELOPMENT QUANTUM

The initial Site assessment indicates a developable area of c.1.4ha alongside c.0.2ha of open space, providing approximately 63 homes delivered at an average density of 45 dph which would offer a suitable mix of small and medium sized family homes.

This provides the potential to deliver high quality homes, including 18% affordable, and for the creation of a sustainable and balanced residential development, comprising a mix of housing types, sizes and tenures.

PLACEMAKING PRINCIPLES

The Concept Masterplan opposite demonstrates best practice placemaking principles aimed to create a legible development by providing outward facing housing which securely enclose rear garden spaces and achieve natural surveillance of streets and public green space.

Key features, buildings and spaces help with legibility and create high-quality and distinctive street scenes.

KEY FEATURES

- 01 Primary vehicular access to the Site is proposed from Sunderland Road via a ghost islands serving the Site. (Please see Appendix for the detailed access arrangement plan.)
- 02 A secondary access in the form of an emergency vehicle access/pedestrian access is proposed off St Johns Terrace, providing more direct connections to East Boldon train and metro station.
- 03 A primary street extends into the Site from Sunderland Road, beyond which are a hierarchy of shared streets and private driveways.
- 04 Enhancements to existing paths alongside the creation of new pedestrian/cycle paths are proposed that will integrate the Site with the surrounding path network.
- 05 Use of best practice design principles will provide outward facing housing frontages which securely enclose rear garden spaces and achieve natural surveillance of streets and public space.
- 06 Existing planting along the edges of the Site is to be retained and enhanced, wherever possible.
- 07 A strong landscape framework consisting of informal open space with clusters of tree planting, swathes of wildflower meadow and native tree belt planting is proposed.
- 08 Provision of a landscape buffer along the southern and northern edges of the Site creates a clear and defensible boundary between the proposed development and the Green Belt.
- 09 Provision of SuDS attenuation pond in response to Site levels/habitat improvements.
- 10 Opportunity for BNG and ecological enhancements.



INDICATIVE PHASING

It is likely that all phases of construction could be complete within one year.

These phases are indicative and subject to revision following discussions with South Tyneside Council.

DEVELOPMENT PHASE	UNITS	YEAR
1	63	2025-26
TOTAL	63	



Figure 13: Indicative Phasing Plan

CONCLUSION

The proposed development at land south of St. John's Terrace and Natley Avenue forms a logical settlement extension.

The retention and enhancement of existing planting, alongside additional landscape treatments will strengthen boundaries for screening and create a robust and defensible Green Belt boundary.

The Site can deliver housing in a sustainable location; in the immediate vicinity of pedestrian/ cycle routes, bus services and in close proximity to rail and metro services. With easy access to local facilities, including employment, education, health and recreation.

The sustainable location of the Site boasts existing pedestrian path and bus routes running through and around the Site. The A184 Sunderland Road runs directly through the Site connecting it with the wider road network, and the rail and metro station lie less than a 10 minute walk, 5 minute cycle north of the Site.

Assessments have been undertaken which identify constraints and opportunities within and around the Site. These have been sensitively addressed and incorporated within the Concept Masterplan.

New and existing features will be enhanced to provide physical containment, and landscape features within the Site will be restored and improved.

The Concept Masterplan provided shows how access to the Site can be achieved off Sunderland Road via a ghost islands.

The Masterplan can provide a sustainable mix of housing, of which 18% would be affordable, including detached, semi-detached and terraced properties. Perimeter blocks are used offering clear definition between public and private spaces. The proposed development is permeable and legible, with all streets, spaces and paths well overlooked. The proposed development at land south of St. John's Terrace and Natley Avenue provides an appropriate contribution to South Tyneside's housing need by creating new homes for the benefit of existing and future communities.





APPENDIX

Figure 14: Potential Access off Sunderland Road (three ghost islands)



LAND WEST OF SUNDERLAND ROAD, EAST BOLDON

Site Assessment & Deliverability Analysis (Updated, February 2024)
South Tyneside Local Plan Regulation 19

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EXECUTIVE SUMMARY

This document has been prepared by Stantec on behalf of Church Commissioners for England (the client), to inform their representation to the South Tyneside Pre-Submission Local Plan Regulation 19 (February 2024) and to demonstrate the suitability of land west of Sunderland Road, East Boldon (the Site) for housing.

The Site is located to the south of East Boldon, immediately adjacent to residential development to the north. It benefits from close proximity to the existing rail and metro network and lies adjacent to the A184 Sunderland Road which provides excellent connections to the wider road network.

The Site extends to c.10.0ha and proposes an indicative development capacity of 225 units based on a developable area of 6.0ha at a density of 37.5dph.

Given the settlement edge location and identification of this as an Area of Landscape Significance (ALS) within the adopted Local Plan, a landscape-led masterplan approach has been taken to sensitively respond to Site features and mitigate against any visual impact.

This document demonstrates how the Site can contribute additional development area towards a sustainable extension to East Boldon, supporting housing delivery in response to local and wider needs.

The Concept Masterplan presented within this document has been informed by site visits, desk-based assessments and technical assessments in the form of a Landscape and Visual Appraisal (LVA), ecology advice and indicative access arrangement plans which demonstrate the ability of the Site to accommodate residential development.





VISION

Our Vision for the Site is to deliver high-quality housing in a sustainable location, as part of a landscape-led masterplan which sensitively addresses the existing landscape features on the Site and creates a new and robust settlement edge for East Boldon.

The proposed development would:

- Deliver housing in a highly sustainable location; in the immediate vicinity of pedestrian/cycle routes, bus services and in close proximity to rail and metro services. With easy access to local services and facilities, including employment, education, health and recreation.
- Sensitively respect and enhance existing landscape and ecology features, such as the watercourse and any well-established hedgerow and tree planting.
- Provide ecological enhancements such as positive management of the watercourse, grassland and scrub, and enhancements to existing hedgerows and trees.
- Create an integrated and accessible movement network which uses existing routes through the Site, connecting with the wider path network.
- Provide high quality market and affordable homes of varying types, sizes and densities to meet local needs.
- Comprise a variety of landscape treatments and building positioning that generates positive street scenes, and softening of the development edge along the south of East Boldon.

SITE LOCATION & DESCRIPTION

SITE LOCATION

The Site is located on the southern edge of East Boldon, a predominantly residential area positioned approximately 5km to the north of Sunderland, 12km east of Newcastle and 5km south of South Shields and Jarrow.

The Site comprises two parcels of land to the west of the A184 Sunderland Road. The positioning of the Site in relation to this arterial route provides the Site with excellent connections to the wider road network.

The Site benefits from close proximity to East Boldon Railway and Metro Stations, less than 500m north of the Site.

Bus services are available within the immediate vicinity of the Site, the closest bus stop is located on Sunderland Road adjacent to the Site's eastern boundary and provides services south towards Sunderland. A second bus stop is located less than 100m north of this one and provides services north into the village of East Boldon.

A number of Public Rights of Way (PRoW) run through and alongside the Site providing connections to the wider path network and opportunities for commuting and recreational use. East Boldon Railway and Metro Stations can be reached in less than 10 minutes by foot and 5 minutes by cycle.

The location of the Site presents an opportunity to create a sustainable extension to the settlement of East Boldon, which integrates with the existing path and road networks and can provide a robust new settlement edge.



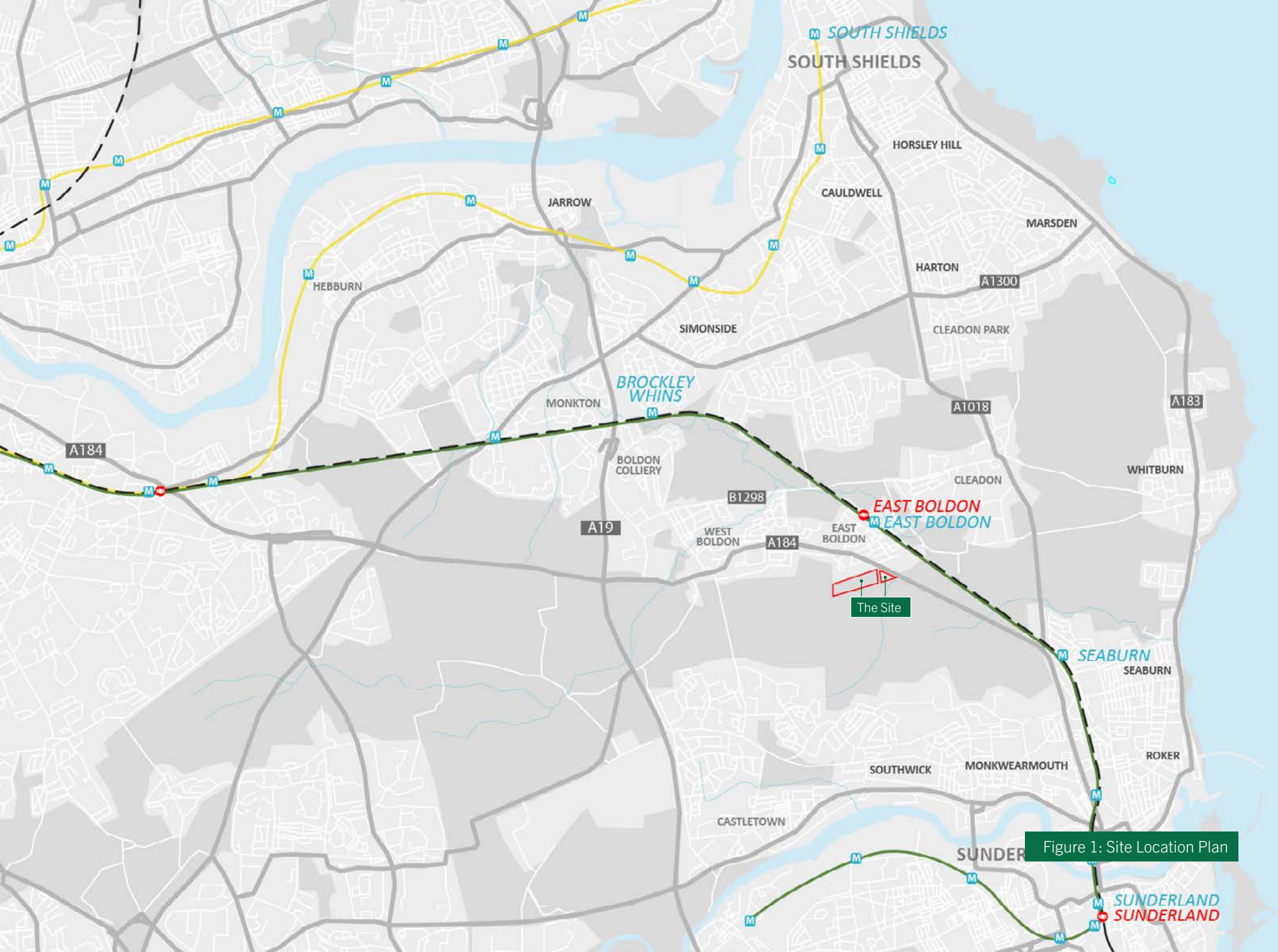


Figure 1: Site Location Plan

SITE DESCRIPTION

The Site comprises of two parcels of the land. For clarity these have been identified and described as follows:

Parcel A is the largest parcel of land within the overall Site area, extending to c.8.59ha of agricultural fields. To the north of this parcel lies residential dwellings which for the most part, back onto the Site boundary. A strip of well established scrub and tree planting runs the length of the northern boundary.

The southern boundary is made up of scrub and tree planting associated with established field boundaries. A watercourse runs halfway along the southern boundary, then extends across the south-western corner of the Site.

To the east and west of this parcel are local farm access lanes; Mundles Lane to the west and Green Lane to the east. A small strip of allotment gardens encircled by scrub and tree planting sit along the eastern edge of Mundles Lane.

Parcel B extends to c.1.43ha of brownfield, currently occupied by Low House Farm. The north-eastern edge of this parcel is bounded by the A184 Sunderland Road with substantial hedgerow and occasional tree planting along its length. The western edge is bounded by Green Lane. The southern edge is scattered with hedgerows, scrub and tree planting. There are two houses and numerous sheds associated with the farm situated within this parcel. The watercourse identified within Parcel A continues east along the southern boundary of Parcel B.



Figure 2: Birds Eye Aerial



Figure 4: Photo Location Plan



NEIGHBOURHOOD ASSESSMENT

East Boldon benefits from excellent connections and a good range of local facilities. The proposed development will provide a sustainable extension to East Boldon, which benefits from nearby services and facilities.

WALKING & CYCLING

The Site is well positioned within the local path network. A PRoW runs directly between parcels A and B connecting north with the main road into the village centre and south to the open countryside. A PRoW also runs along the southern boundary of parcel A, cutting across the south-west corner of the Site and connecting into existing routes leading north toward the village centre.

The location of these routes through and alongside the Site provides recreation and commuting opportunities for pedestrians and cyclists.

PUBLIC TRANSPORT

There are two bus stops located within 100m of the Site, providing regular north and south bound journeys. Service no.9 runs from these stops providing connections between Monkton c.5km north-west of the Site and Murton c.15km south of the Site. The service runs approximately every half hour on a daily basis, providing connections through the villages of East Boldon, West Boldon and Boldon Colliery to the north-west of the Site and the city of Sunderland to the south.

Further bus services are available within the village centre c.800m north-west of the Site and along Station Road c.400m north of the Site.

East Boldon Metro Station is located less than a 10 minute walk from the Site, and offers services every 10 minutes Monday to Saturday and every 20 minutes on Sundays. The metro line runs south through Sunderland, terminating at South Hylton,

and north-west through Newcastle, terminating at Newcastle Airport.

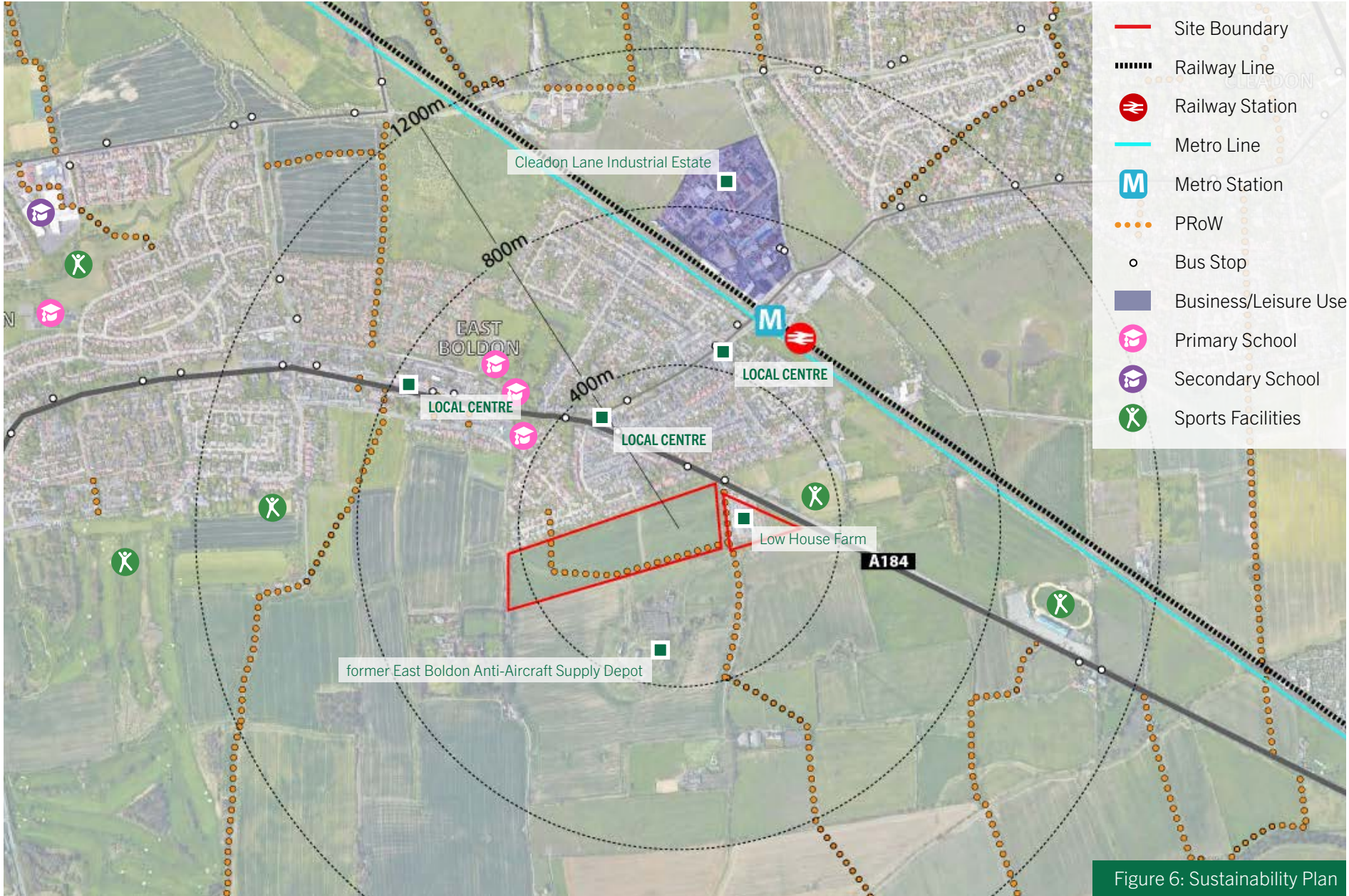
East Boldon Train Station, located adjacent to the Metro Station, provides services to Newcastle Airport via Newcastle Central Metro and South Hylton via Sunderland.

20-MINUTE NEIGHBOURHOOD

The village of East Boldon has a number of local facilities, the majority of which are accessible within a 20-minute return journey on foot, these include:

- Local shops, cafés, bars and restaurants within the village centre;
- East Boldon Junior, Nursery and Infant Schools;
- Sports and recreation at Boldon Cricket & Squash Club, Boldon Golf Club/Course and Sunderland Greyhound Stadium;
- Places of Worship at St Georges Church and Boldon United Reformed Church; and
- Boldon School (1600m / 20-minute one way journey on foot).

SERVICE NO.	ROUTE	FREQUENCY
9	Sunderland - Jarrow	Every 30 Minutes Monday - Sunday
30	Boldon – South Shields	Hourly, Daily
558	Heworth – Seaburn Dean	Hourly, Daily
S457	Cleadon - St Roberts of Newminster School	School Service Monday - Friday
S558	Fellgate – Whitburn CofE Academy	School Service Monday - Friday
S807	Fellgate – Whitburn CofE Academy	School Service Monday - Friday
S812	Hedworth - St Wilfrids College	School Service Monday - Friday
S815	Whitburn – St Joseph’s Catholic Academy	School Service Monday - Friday



PLANNING CONTEXT

NATIONAL POLICY

National Planning Policy

The National Planning Policy Framework came into force on 27th March 2012 and was most recently updated in December 2023. Due to the transition arrangements the South Tyneside Local Plan is to be examined under the September 2023 version of the Framework, but any future planning application would be considered against the December 2023 version. For the purposes of this document there are no material changes between the two versions and the broad principles of developing the Site are unaffected.

The Framework sets out the Government's national planning policies and should be considered by a Local Planning Authority when preparing a Local Plan. The Framework reiterates the Government's objective to significantly boost the supply of homes and confirms that it is important that a sufficient amount and variety of land can come forward where it is needed, and land with permission should be developed without unnecessary delay. The Framework includes a presumption in favour of sustainable development, and for plan-making this means:

- Positively seeking opportunities to meet the development needs of an area;
- Be sufficiently flexible to adapt to rapid change.
- As a minimum, provide for objectively assessed needs for housing unless the policies within the Framework provide a strong reason for restricting the overall scale, type or distribution in the plan area; or any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies within the Framework.

In terms of Plan-making, the Framework specifies that a plan-led system should allow for addressing housing needs and should contribute to the achievement of sustainable development and be prepared in a positive, aspirational and deliverable manner. In relation to identifying land for homes, the Framework stipulates that planning policies should identify a sufficient supply and mix of sites, to take account of their availability, suitability and likely economic viability. This includes identifying

specific deliverable land over the first 1-5 years of a plan alongside specific developable sites for years 6-15 of the plan.

The Green Belt retains primary importance within the Framework, and boundaries should only be altered where exceptional circumstance are evidenced and justified. Strategic policies must consider the need for changes to Green Belt boundaries in view of the boundaries enduring beyond the plan period. When reviewing Green Belt boundaries local authorities should promote sustainable patterns of development and ensure that Green Belt boundaries do not need to be altered at the end of the plan period.

The Framework places a high importance on design quality and cross references the National Design Guide. The NDG sets out ten characteristics of a well-designed place which are intended to provide areas of focus which, when combined, work together to create more successful places, in terms of community, climate and character, among others. These also place an emphasis on building 'beautiful' and stress the importance of trees within developments, both within the urban realm and areas of open space.

LOCAL POLICY

South Tyneside Core Strategy

The South Tyneside Local Development Framework (LDF) is the current local development plan for South Tyneside, and is made up of the Core Strategy (2007), Development Management Policies DPD (2011), and the Site-Specific Allocations document (2012), as well as specific Area Action Plans for Hebburn, Jarrow and South Shields.

The Site is designated as Green Belt land in the current Development Plan and is covered by a Great North Forest recreational framework policy. The western parcels of land are also covered by an existing Area of High Landscape Value (AHLV) designation.

The Council has reached the Pre-Submission (Regulation 19) stage of the plan-making process taking into account comments made to date and the most recent evidence base studies. The Council has made significant amendments to the Local Plan from the previous iteration, the Regulation 18b version (August 2022). Nevertheless, the need to meet housing need, delivery high-quality homes for local people and removing land from the Green Belt to facilitate sustainable development remain key pillars of the Local Plan strategy.

Despite this, the Local Plan does not propose to allocate the land for residential purpose and proposed to retain the land as Green Belt. The omission of the Site from the Local Plan strategy does not reflect the East Boldon housing needs over the Plan period and fails to recognise the sustainable nature of the Site in line with national planning policy requirements.

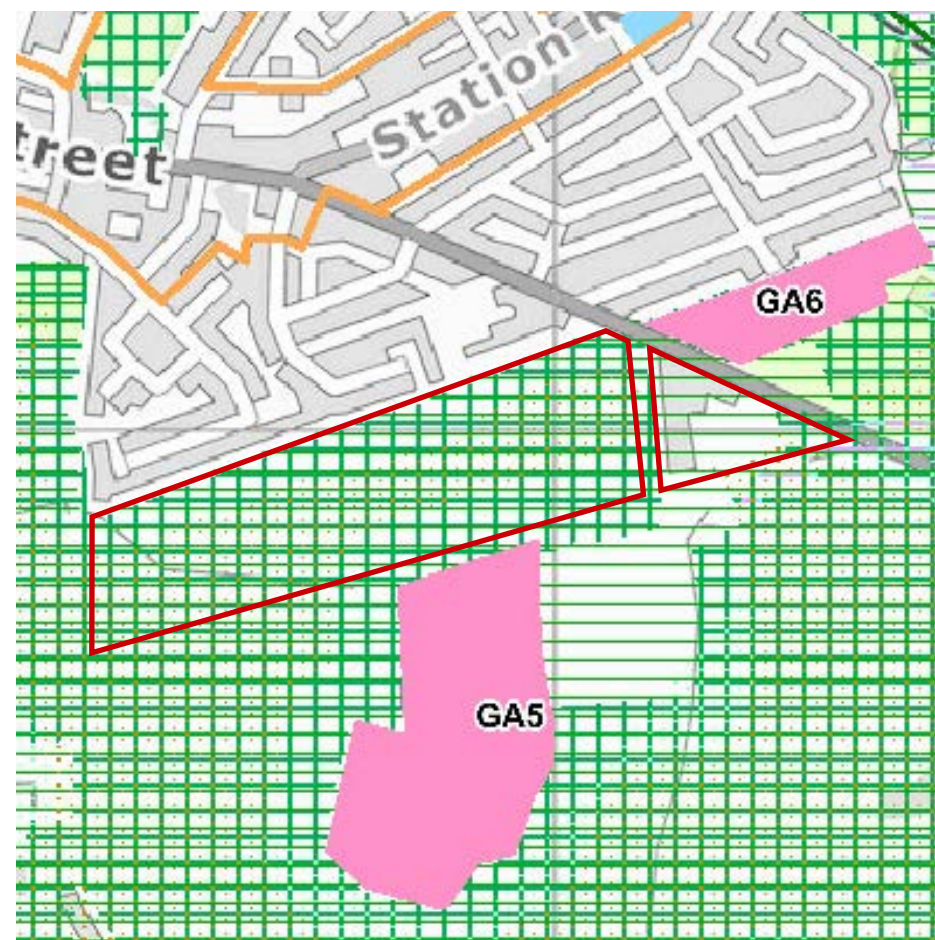


Figure 7: Extract of Pre-Publication Draft - Policies Map (August 2022)

LANDSCAPE CONTEXT

The Site is located immediately adjacent to the southern edge of East Boldon as illustrated in the plan opposite and is divided into two parcels. The A184 Sunderland Road forms the eastern edge of the Site and the parcels are divided by a north-south track and PRow called Green Lane. The Site lies within South Tyneside Landscape Character Area 32 'Boldon Downhill'. Although the Site lies within Green Belt it is not subject to any national or local landscape designations.

The highest point in the borough is just over a mile west of the westernmost edge of the Site at Boldon Downhill which rises to 90m AOD. To the east of this, the land falls away beyond the Site into the lower lying Whitburn Moor. Land use is a mixture of arable and pasture and field boundaries consist of hedgerows and wire fences. The surrounding landscape features woodland groups around farms but the Site itself is generally flat improved pastureland with peripheral hedges and mature hedgerow trees giving a sense of enclosure to the west of Sunderland Road.

Between Green Lane and Sunderland Road is a triangular Site containing Low House Farm and outbuildings. In addition to the residents on this farm, views of potential development would be obtained by residents along the southern edge of East Boldon, in Hunter Close, Ferndale Grove, Natley Avenue, St.Johns Terrace and along the A184. Nevertheless, filtering and partial screening is provided by existing mature garden trees, shrubs and fences especially when viewed from single storey houses. Close, open views of proposals will however be obtained from a PRow which runs along the southern edge and crosses the western end, and from a cricket pitch and clubhouse which sits to the east of the Site.

The Site has limited, or some, contribution to the purposes of the Green Belt functions as defined by the NPPF. Its boundaries are delineated by a legible landscape framework and the opportunity exists to establish a stronger gateway contrast between the countryside and urban development on the eastern edge of Boldon on the A184.

Opportunities to enhance the local landscape and mitigate landscape and visual effects include the following proposed features:

- The enhancement of hedgerows and tree cover by the planting of additional trees and hedgerows along the southern and western boundaries of the Site in keeping with the existing character of the more established, wooded parts of Boldon Downhill;
- Screen planting along the north east boundary to reduce visual effects;
- Provision of formal and informal public open space; and
- Ensuring development does not encroach beyond the physical landscape boundaries to the south of the Site.

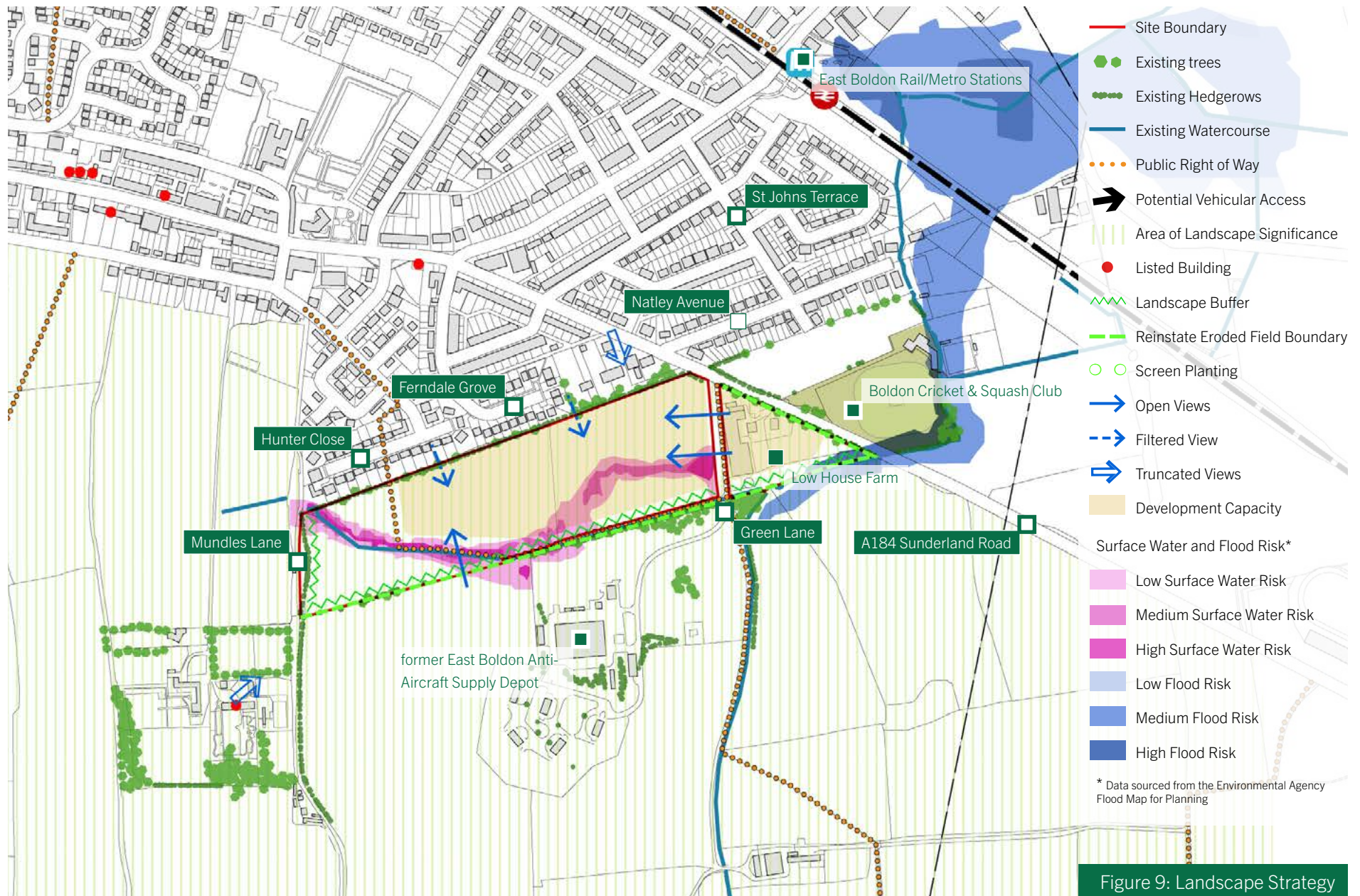


Figure 9: Landscape Strategy

SITE ASSESSMENT

This section provides a summary of the initial observations and the findings of preliminary assessment work.

LANDSCAPE FEATURES

A LVA has been undertaken, the findings of which are summarised below.

The northern boundary of the Site, particularly within parcel A is made up of scrub and frequent tree planting. Where the Site abuts the A184 Sunderland Road, established hedgerow and tree planting forms the most part. The southern boundary is more varied in landscape features; a cluster of trees stretch between parcels A and B following the line of the watercourse.

Where possible, all existing landscape features will be retained and enhanced as part of the proposed development, with appropriate stand-off zones established.

ACCESS

At present the Sites are accessed off Green Lane and Sunderland Road. Indicative access arrangement plans have been produced which propose vehicular access to the Site be taken via a series of two ghost islands on Sunderland Road serving the two parcels of land.

FLOOD RISK

The Environment Agency Indicative Flood Map for Planning indicates levels of surface water flood risk within the Site, in association with the existing watercourse and landform.

TOPOGRAPHY AND DRAINAGE

The Site overall is generally flat, falling steeper towards the watercourse. Initial investigations have indicated that the Site drainage can be achieved via an appropriately designed Sustainable Urban Drainage System.

ARCHAEOLOGY & HERITAGE

There are no Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within the Site. The closest identified listings are South Lodge, a Grade II listed building located c.150m south-west of the Site and Boldon War Memorial, a Grade II listed structure located c.250m north of the Site.

ECOLOGY

Ecology advice has been provided which indicates that, subject to appropriate mitigation, there are no ecological factors that would preclude development at this Site. Features of nature conservation value tend to be associated with the marginal habitats such as hedgerows and tree belts, and opportunities should be taken to extend and enhance these features. Protected species, particularly bats, are likely to be associated with the farm buildings, but this can be mitigated.

Opportunities have been identified for the retention and gapping up of hedgerows to produce species-rich native hedge lines with frequent field trees, as well as enhancement of the existing watercourse through SuDS design, strengthening of linkages of

habitats within the wider area and retention and/or creation of diverse grassland habitats.

Further surveys will be required to inform development proposals and the final biodiversity net gain approach is to be confirmed but initial surveys suggest that there are no significant barriers to achieving the necessary requirements in this location.

UTILITIES & INFRASTRUCTURE

All supporting infrastructure such as gas, electricity, broadband and water are within the direct vicinity of the Site and are easily accessible. Overall, there are no utilities or infrastructure constraints that would prevent the development of the Site.

NEIGHBOURING DEVELOPMENT

Neighbouring dwellings to the north of the Site have a predominantly rear facing aspect with back garden fencing addressing the Site. Boldon Cricket & Squash Club are located to the east of the Site, and comprises a Club House and associated playing fields.

To the south of the Site a ruined base provides built context to the proposed new settlement edge of East Boldon.

DESIGNATIONS

The entirety of the Site falls within Green Belt designation. Parcels A and B are designated as Areas of Landscape Significance.

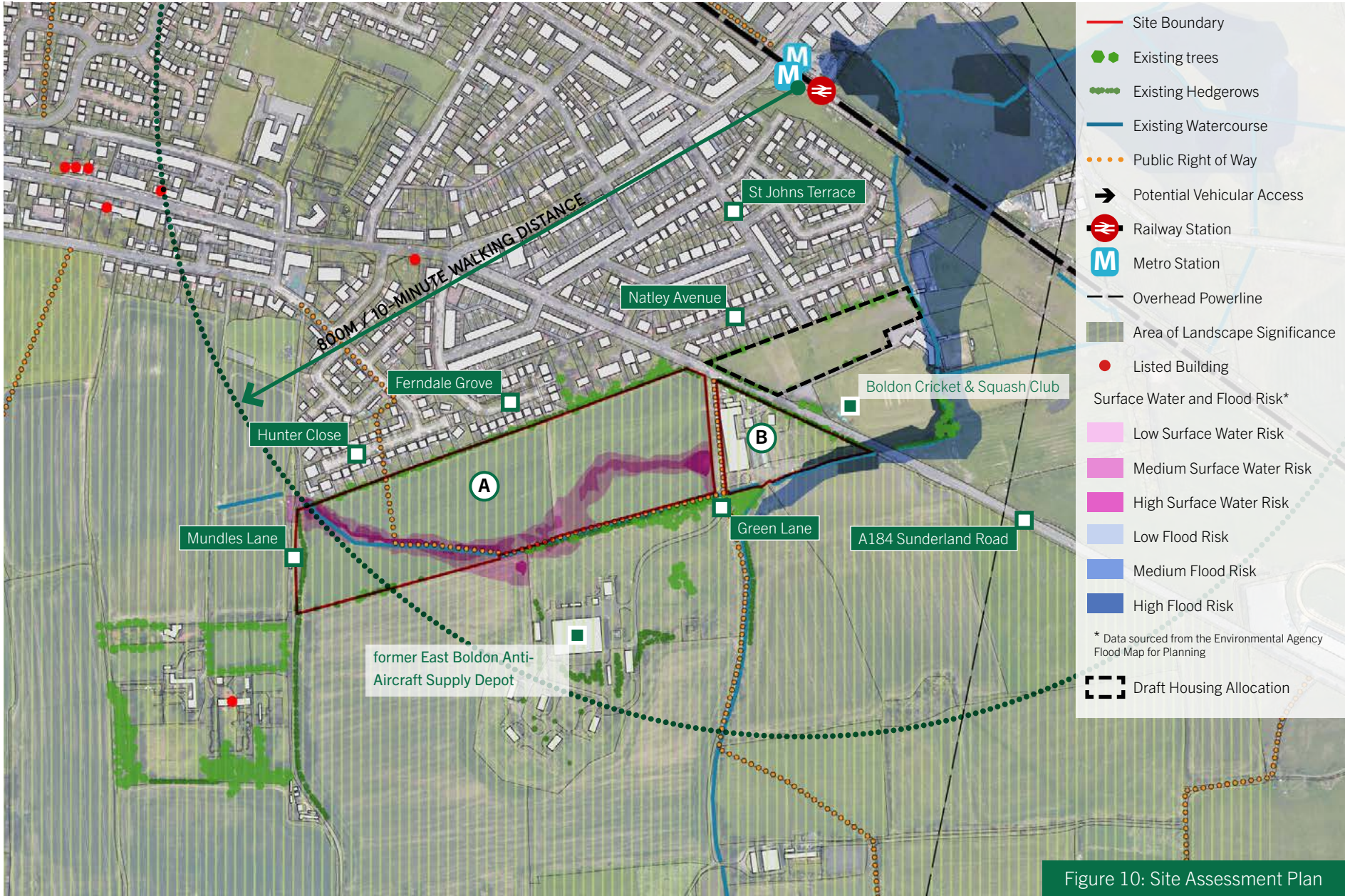


Figure 10: Site Assessment Plan

DEVELOPMENT PARAMETERS

The evaluation of Site opportunities and constraints has informed a set of development parameters through which a masterplan can be developed.

LAND USE

Residential development is the single use on Site but will be supported by extensive areas of accessible and high quality open space. The development areas have responded to landscape considerations (visual impact and Site features), topography and movement networks.

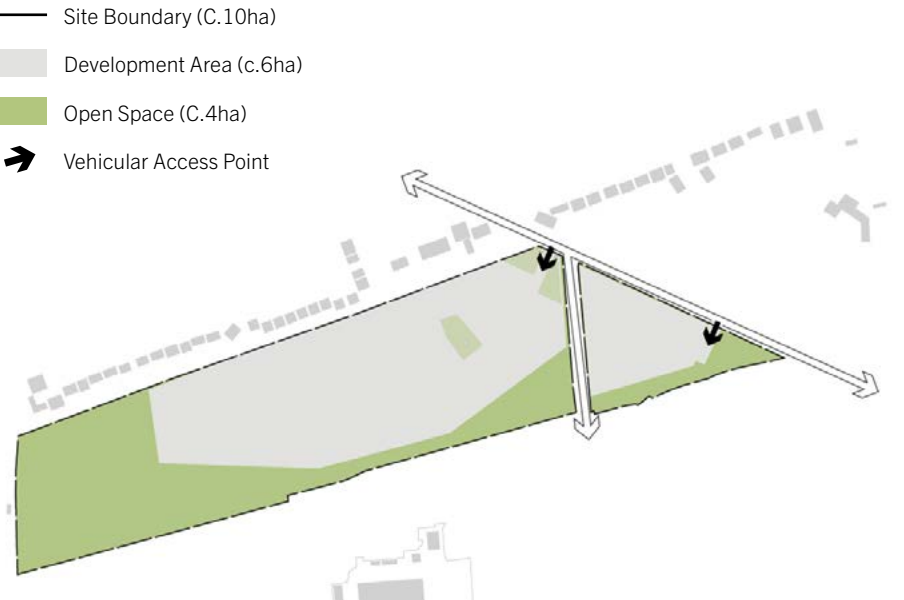


Figure 11: Land Use Diagram

LANDSCAPE

Open space within the proposed development will be focussed on the existing landscape features. The tree planting along the Site boundaries will be retained, enhanced and will form focal points within the proposed development.

All open space will be easily accessible from across the proposed development and new active travel connections and routes will be created to enhance access through the Site.



Figure 12: Landscape Diagram

ACCESS & MOVEMENT

Two vehicular access points are proposed off Sunderland Road. Primary streets extend into the Site providing access to a network of secondary streets and private drives, creating a legible circulation structure.

For pedestrians, all streets and paths will be linked and overlooked. Path connections will be provided across the full extent of the Site and integrated with the existing path network.

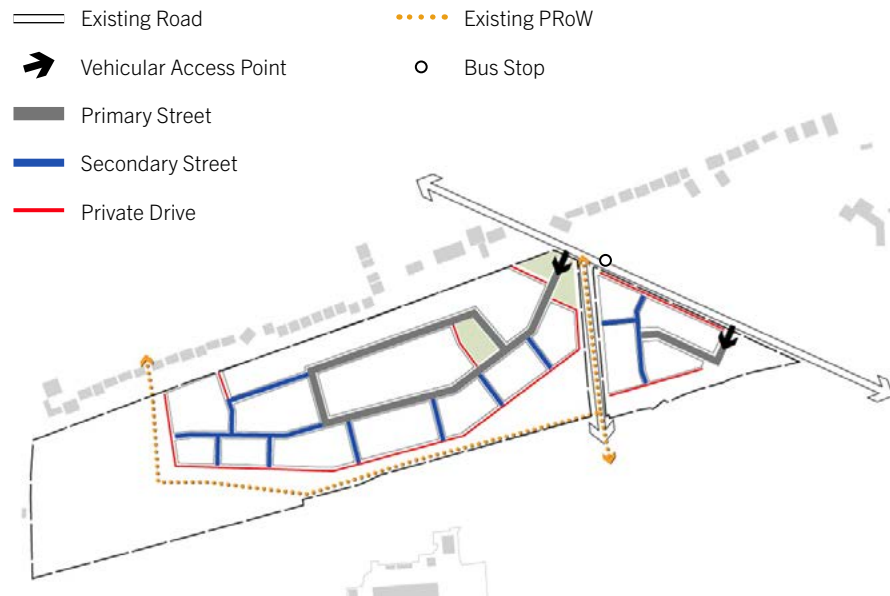


Figure 13: Movement Diagram

URBAN FORM

Perimeter residential blocks provide clear distinction between public and private space and create a legible and permeable environment.

Feature buildings (defined by scale, detailing, materials) will emphasise spaces and routes to aid legibility.

Frontages will be emphasised along principal routes and open spaces, with all streets, spaces and paths overlooked.



Figure 14: Urban Form Diagram

MASTERPLAN

DEVELOPMENT QUANTUM

The initial Site assessment indicates a developable area of c.6ha alongside c.4ha of open space. Providing approximately 225 homes delivered at an average density of 37.5dph which would offer a suitable mix of small and medium sized family homes.

This provides the potential to deliver high quality homes, including 18% affordable, and for the creation of a sustainable and balanced residential development, comprising a mix of housing types, sizes and tenures.

PLACEMAKING PRINCIPLES

The Concept Masterplan opposite demonstrates best practice placemaking principles aimed to create a legible development by providing outward facing housing which securely enclose rear garden spaces and achieve natural surveillance of streets and public green space.

Key features, buildings and spaces help with legibility and create high-quality and distinctive street scenes.

KEY FEATURES

- 01 Primary vehicular access to the Site is proposed from Sunderland Road via a series of two ghost islands serving the three parcels of land. (Please see Appendix for the detailed access arrangement plan.)
- 02 A primary street extends into the Site from Sunderland Road, beyond which are a hierarchy of shared streets and private driveways.
- 03 Enhancements to existing paths alongside the creation of new pedestrian/cycle paths are proposed that will integrate the Site with the surrounding path network.
- 04 Use of best practice design principles will provide outward facing housing frontages which securely enclose rear garden spaces and achieve natural surveillance of streets and public space.
- 05 Existing planting along the edges of the Site is to be retained and enhanced, wherever possible.
- 06 A strong landscape framework consisting of informal open space with clusters of tree planting, swathes of wildflower meadow and native tree belt planting is proposed.
- 07 Provision of a landscape buffer along the southern and western edges of the Site creates a clear and defensible boundary between the proposed development and the Green Belt.
- 08 Provision of SuDS attenuation pond in response to Site levels/habitat improvements.
- 09 Opportunity for BNG and ecological enhancements.



INDICATIVE PHASING

It is likely that all phases of construction could be complete within four years.

These phases are indicative and subject to revision following discussions with South Tyneside Council.

DEVELOPMENT PHASE	UNITS	YEAR
1	62	2025-26
2	62	2026-27
3	62	2027-28
4	39	2028-29
TOTAL	225	



Figure 16: Indicative Phasing Plan

CONCLUSION

The proposed development on land west of Sunderland Road forms a logical settlement extension.

The retention and enhancement of existing planting, alongside additional landscape treatments will strengthen boundaries for screening and create a robust and defensible Green Belt boundary.

The Site can deliver housing in a sustainable location; in the immediate vicinity of pedestrian/ cycle routes, bus services and in close proximity to rail and metro services. With easy access to local facilities, including employment, education, health and recreation.

The sustainable location of the Site boasts existing pedestrian path and bus routes running through and around the Site. The A184 Sunderland Road runs directly through the Site connecting it with the wider road network, and the rail and metro station lie less than a 10 minute walk, 5 minute cycle north of the Site.

Assessments have been undertaken which identify constraints and opportunities within and around the Site. These have been sensitively addressed and incorporated within the Concept Masterplan.

New and existing features will be enhanced to provide physical containment, and landscape features within the Site will be restored and improved.

The Concept Masterplan provided shows how access to the Site can be achieved off Sunderland Road via a series of two ghost islands serving the two parcels of land.

The Masterplan can provide a sustainable mix of housing, of which 18% would be affordable, including detached, semi-detached and terraced properties. Perimeter blocks are used offering clear definition between public and private spaces. The proposed development is permeable and legible, with all streets, spaces and paths well overlooked. The proposed development to the west of Sunderland Road provides an appropriate contribution to South Tyneside's housing need by creating new homes for the benefit of existing and future communities.





APPENDIX

Figure 17: Potential Access off Sunderland Road (three ghost islands)



LAND WEST OF SHIELDS ROAD, CLEADON

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EXECUTIVE SUMMARY

This document has been prepared by Stantec on behalf of Church Commissioners for England (the client), to inform their representation to the South Tyneside Pre-Submission Local Plan Regulation 19 (February 2024) and to demonstrate the suitability of land west of Shields Road, Cleadon (the Site) as a housing allocation.

The Site is located west of the A1018 Shield Road, it is surrounded by residential development to the south and east, with Cleadon North Farm directly abutting the north-east corner of the Site, and agricultural fields surrounding the remaining northern and western edges of the Site.

The Site extends to c.18.2ha and proposes an indicative development capacity of 360 units based on a developable area of 9.6ha at a density of 37.5dph. Development of the Site would provide a robust settlement edge and a defensible Green Belt boundary in the form of retained and enhanced structural planting.

The Site can deliver housing in a sustainable location; in the immediate vicinity of pedestrian/cycle routes, bus services and with access to local facilities, including employment, education, health and recreation.

This document demonstrates how the Site can contribute additional development area towards a sustainable extension to Cleadon, supporting housing delivery in response to local and wider needs.

The Concept Masterplan presented within this document has been informed by site visits, desk-based assessments and technical assessments in the form of a Landscape and Visual Appraisal (LVA), ecology advice and indicative access arrangement plans which demonstrate the ability of the Site to accommodate residential development.





VISION

Our Vision for the Site is to deliver high-quality housing in a sustainable location, as part of a landscape-led masterplan which sensitively addresses the existing landscape features on the Site and creates a new and robust settlement edge for Cleadon.

The proposed development would:

- Deliver housing in a highly sustainable location; in the immediate vicinity of pedestrian/cycle routes and bus services, in close proximity to rail and metro services and with easy access to local services and facilities, including employment, education, health and recreation.
- Sensitively respect and enhance existing landscape and ecology features in and around the Site.
- Provide landscape buffers to the north and west of the Site to create and preserve, clear and defensible boundaries between the proposed development and the Green Belt.
- Provide ecological enhancements such as positive management of the existing and proposed landscape features.
- Create an integrated and accessible movement network which provides routes through the Site, connecting with the wider path network.
- Provide high quality market and affordable homes of varying types, sizes and densities to meet local needs.
- Comprise a variety of landscape treatments and building positioning that generates positive street scenes, and softening of the development edge.

SITE LOCATION & DESCRIPTION

SITE LOCATION

The Site is located to the north of Cleadon, a village within South Tyneside positioned approximately 5km to the north of Sunderland, 13km east of Newcastle and 4km south of South Shields and Jarrow.

The Site is positioned west of the A1018 Shield Road, a route which connects north into South Shields and south into Sunderland. The positioning of the Site in relation to this arterial route provides the Site with excellent connections to the wider road network.

The Site benefits from close proximity to East Boldon Railway and Metro Station, c.1.5km south-west of the Site, accessible on foot, by cycle, by bus or car.

The closest bus stops are located on Shields Road and provide services between Whitburn and Whiteleas (Tyne and Wear) and Whitburn and Boldon. In addition, further bus services can be accessed via an existing PRoW which runs through the Site connecting with Boldon Lane, less than c.200m south of the Site. From here services run between Seaburn, West Boldon, Whitburn and Harton.

The Site also benefits from sitting directly alongside the existing path network. A PRoW runs along the south-western edge of the Site, connecting to the wider path network and providing opportunities for commuting and recreational use. East Boldon Railway and Metro Station can be reached in less than 20 minutes by foot and 5 minutes by bike from the Site.

The location of the Site presents an opportunity to create a sustainable extension to the settlement of Cleadon, which integrates with the existing path and road networks and can provide a robust new settlement edge.





Figure 1: Site Location Plan

SITE DESCRIPTION

The Site comprises four agricultural fields, extending to c.18.23ha.

A farm access track runs along the northern boundary of the Site, with hedgerow along its northern edge and scrub planting along its southern edge.

Cleadon North Farm is situated toward the north-east corner of the Site. The farm area includes the farmhouse which is surrounded by well-established tree planting and typical farm sheds and steadings associated with a working farm.

South of this, on the eastern boundary of the Site is Hexham House, a large residential villa with well-established tree planting partially screening its southern and western plot boundaries.

Beyond Hexham House, the remainder of the eastern boundary is formed by the A1018 Shield Road. The road measures c.9m across with footpaths varying between c.1.5m-2m either side. A low red brick wall runs the length of this part of the boundary with an existing access located c.13m north of the Sunnyside Terrace junction. A

bus stop is located c.14m north of the existing Site access, providing frequent journeys north bound to Whiteleas. A secondary bus stop is located c.75m south of this one and provides regular south bound journeys to Whitburn and Boldon.

The southern boundary of the Site is primarily bounded by existing residential development, with the exception of Cleadon Church of England Academy which is located centrally along the southern boundary. The existing dwellings to the west of the Academy back onto an existing PRow which is enclosed by rear garden fencing along its southern edge and a mixture of scrub and tree planting along its northern edge. This PRow connects with a PRow which runs north-south along the western edge of the Academy, connecting the Site with Boldon Lane, less than c.200m to the south. The boundary between the Academy and the Site is predominantly made up of well-established tree planting, with just one small c.5m opening in the planting. East of the Academy, housing backs, sides and fronts onto the Site. Cleadon Meadows runs between the Site boundary and residential dwellings fronting and/or

siding onto the Site. Grass verges containing well-established trees are positioned on the northern edge of this road, with a low red brick wall beyond forming the extents of the southern Site boundary.

The western boundary of the Site is formed by existing field boundaries, including scrub and hedgerow planting.

Within the Site itself there are existing field boundaries in the form of scrub planting and hedgerow running north-south and east-west within the eastern part of the Site.

The Site is located on a relatively open slope at 30m-45m AOD which then falls away to approximately 25m AOD at its lowest point in the south-west corner.

The immediate surrounding consist of residential development to the south and east, farm buildings and associate fields to the north, and agricultural fields to the west.



Figure 2: Birds Eye Aerial



Figure 3: Photo Location Plan



NEIGHBOURHOOD ASSESSMENT

Cleadon benefits from excellent connections and a good range of local facilities. The proposed development will provide a sustainable extension to Cleadon, which benefits from nearby services and facilities.

WALKING & CYCLING

A PRoW runs along the south-western edge of the Site, connecting west with paths through open countryside and south toward Cleadon village centre, less than c.200m south of the Site. The path network provides pedestrian/cycle links with the village centre, less than a 5 minute walk and East Boldon Railway and Metro Station, less than a 20 minute walk and 5 minute cycle from the Site.

PUBLIC TRANSPORT

The closest bus stops to the Site are on Shields Road, however, further bus services can be found on Boldon Lane less than c.200m south of the Site accessed via a PRoW. A cluster of bus stops are located at the crossroads within the village centre c.200m south of the Site. A summary of services is shown in the table below.

East Boldon Metro Station is located less than a 20 minute walk from the Site, and offers services every 10 minutes Monday to Saturday and every 20 minutes on Sundays. The metro line runs south through Sunderland, terminating at South Hylton, and north-west through Newcastle, terminating at Newcastle Airport.

East Boldon Train Station, located adjacent to the Metro Station, provides services to Newcastle Airport via Newcastle Central Metro and South Hylton via Sunderland.

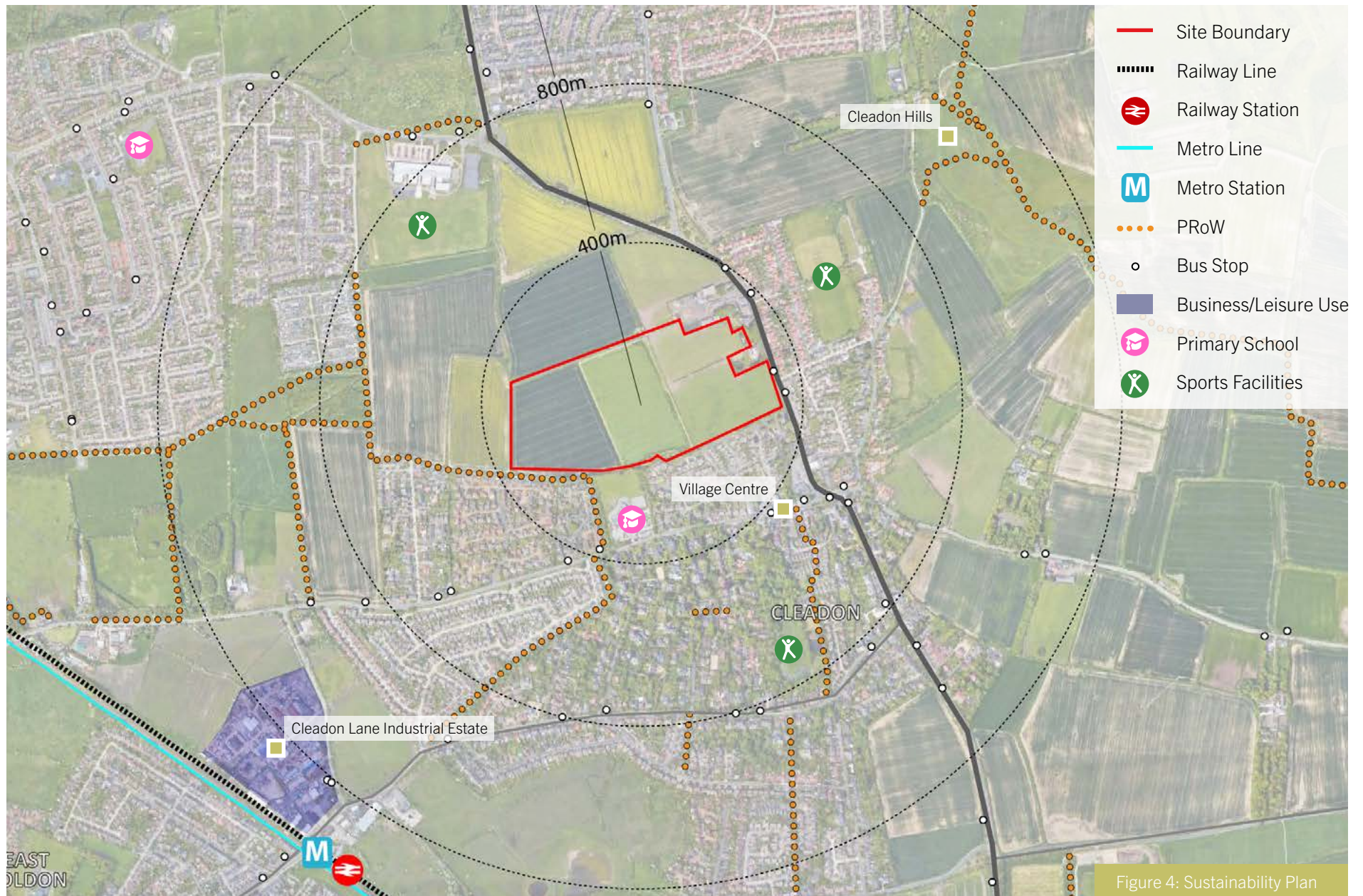
20-MINUTE NEIGHBOURHOOD

The village of Cleadon has a number of local facilities which are accessible within a 20-minute return journey on foot, these include:

- Village centre including shops, cafés, bars and restaurants;
- Cleadon CoE Academy;
- Sports and recreation at playing fields c.150m east of the Site and Cleadon Hills Nature Reserve c.600m east of the Site; and
- Places of Worship at Cleadon All Saints Parish Church and Cleadon Methodists Church.

East Boldon Metro Station is located approximately 1600m / 20-minute walking distance from the Site

SERVICE NO.	ROUTE	FREQUENCY
20 Prince Bishops	Durham – South Shields	Every 12 Minutes Monday - Saturday, Every 30 Minutes on Sundays
30	Boldon – South Shields	Hourly, Daily
S804	Whitburn CofE Academy – Boldon Colliery	School Service Monday - Friday
S812	Hedworth - St Wilfred’s College	School Service Monday - Friday



PLANNING CONTEXT

NATIONAL POLICY

National Planning Policy

The National Planning Policy Framework came into force on 27th March 2012 and was most recently updated in December 2023. Due to the transition arrangements the South Tyneside Local Plan is to be examined under the September 2023 version of the Framework, but any future planning application would be considered against the December 2023 version. For the purposes of this document there are no material changes between the two versions and the broad principles of developing the Site are unaffected.

The Framework sets out the Government's national planning policies and should be considered by a Local Planning Authority when preparing a Local Plan. The Framework reiterates the Government's objective to significantly boost the supply of homes and confirms that it is important that a sufficient amount and variety of land can come forward where it is needed, and land with permission should be developed without unnecessary delay. The Framework includes a presumption in favour of sustainable development, and for plan-making this means:

- Positively seeking opportunities to meet the development needs of an area;
- Be sufficiently flexible to adapt to rapid change.
- As a minimum, provide for objectively assessed needs for housing unless the policies within the Framework provide a strong reason for restricting the overall scale, type or distribution in the plan area; or any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies within the Framework.

In terms of Plan-making, the Framework specifies that a plan-led system should allow for addressing housing needs and should contribute to the achievement of sustainable development and be prepared in a positive, aspirational and deliverable manner. In relation to identifying land for homes, the Framework stipulates that planning policies should identify a sufficient supply and mix of sites, to take account of their availability, suitability and likely economic viability. This includes identifying

specific deliverable land over the first 1-5 years of a plan alongside specific developable sites for years 6-15 of the plan.

The Green Belt retains primary importance within the Framework, and boundaries should only be altered where exceptional circumstance are evidenced and justified. Strategic policies must consider the need for changes to Green Belt boundaries in view of the boundaries enduring beyond the plan period. When reviewing Green Belt boundaries local authorities should promote sustainable patterns of development and ensure that Green Belt boundaries do not need to be altered at the end of the plan period.

The Framework places a high importance on design quality and cross references the National Design Guide. The NDG sets out ten characteristics of a well-designed place which are intended to provide areas of focus which, when combined, work together to create more successful places, in terms of community, climate and character, among others. These also place an emphasis on building 'beautiful' and stress the importance of trees within developments, both within the urban realm and areas of open space.

LOCAL POLICY

South Tyneside Core Strategy

The South Tyneside Local Development Framework (LDF) is the current local development plan for South Tyneside, and is made up of the Core Strategy (2007), Development Management Policies DPD (2011), and the Site-Specific Allocations document (2012), as well as specific Area Action Plans for Hebburn, Jarrow and South Shields.

The Site is designated as Green Belt land in the current Development Plan and is covered by a Great North Forest recreational framework policy. A Wildlife Corridor runs along the north of the Site, but not within it.

The Council has reached the Pre-Submission (Regulation 19) stage of the plan-making process taking into account comments made to date and the most recent evidence base studies. The Council has made significant amendments to the Local Plan from the previous iteration, the Regulation 18b version (August 2022). Nevertheless, the need to meet housing need, delivery high-quality homes for local people and removing land from the Green Belt to facilitate sustainable development remain key pillars of the Local Plan strategy.

Despite this, the Local Plan does not propose to allocate the land for residential purpose and proposed to retain the land as Green Belt. The omission of the Site from the Local Plan strategy does not reflect the Cleadon housing needs over the Plan period and fails to recognise the sustainable nature of the Site in line with national planning policy requirements.

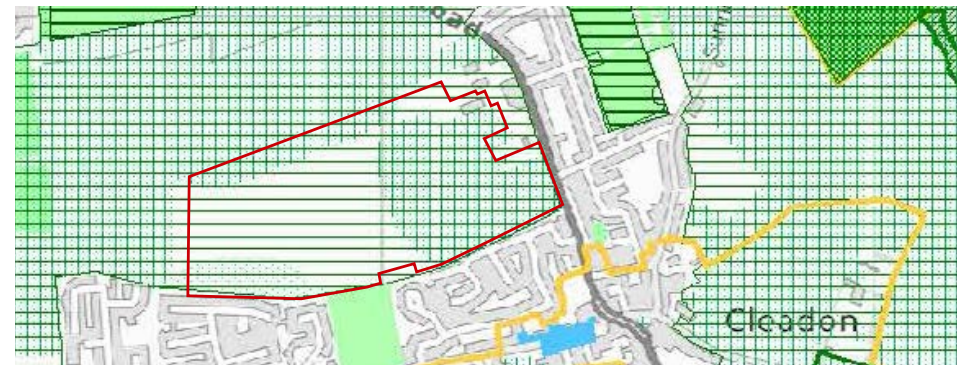


Figure 6: Extract of Pre-Submission Draft - Policies Map (February 2024)

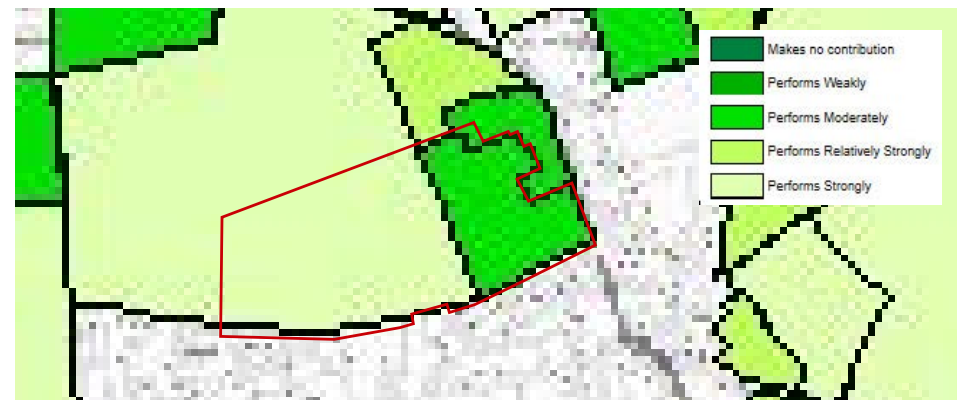


Figure 5: Extract of Stage Three Green Belt Review (August 2022)

LANDSCAPE CONTEXT

Sites A and B both lie within South Tyneside Landscape Character Area 34 'Boldon – Cleadon Fragmented Farmland' and are located north of Cleadon village on land to the west of Cleadon North Farm and to the north of the residential settlement edge as illustrated on the plan opposite. Although both Sites lie within Green Belt they are not subject to any national or local landscape designations. Topography rises to the east of the Sites towards Cleadon Hill. Site A is located on the lower part of a relatively open slope ranging in height from approximately 35m AOD at its easternmost side to 25m AOD at its lowest point in the south-west corner. It comprises two medium-to-large scale fields used for pasture and enclosed by hedgerow boundaries. To the south, the settlement edge of Cleadon bounds the Site; to the east at the top of the slope are two hedged fields lying adjacent to Cleadon North Farm and Shields Road which comprise Site B while to the west and north, the Site opens out to open countryside beyond.

Site B is located above and immediately to the east of Site A, at the top of a relatively open slope ranging in height from 35m-45m AOD. This Site comprises two medium scale fields used for pasture and enclosed by hedgerow boundaries. To the north and east is Cleadon North Farm, Hexham house and housing along Shields Road; to the south, the settlement edge of Cleadon contains the Site; while to the west the Site opens out to countryside beyond.

Although the area is mostly influenced by built development to the north, south and east of the Site, the surrounding built-up edge of South Tyneside also influences the character of both Sites to the west as they are intervisible with this due to their elevated locations. Road users and residents to the east would obtain mid-ground open elevated views of Site A from Shields Road, as would those in Cleadon North Farm and adjacent Hexham House. Residents along the south side of the Site, along Sandgrove, The Close, and Cleadon Lea and staff and pupils of the Cleadon Church of England Academy in Boldon Lane would all have close potential views albeit filtered / screened by foreground high, mature hedgerows.

In respect of Site B, road users and residents would have close, open elevated views along Shields Road, as well as from Cleadon North Farm and adjacent Hexham House. Receptors in residences along the south side of the Site along Cleadon Meadows would have close potential views albeit filtered by foreground mature trees. In addition, more distant oblique views may be obtained by receptors in residences in Cleadon Lea; and closer oblique views from houses in The Close and Sandgrove and by staff and pupils of the Cleadon Church of England Academy in Boldon Lane although there would be some foreground filtering / screening by trees and hedgerows.

In addition, distant views of both Sites may be obtained by receptors in residences on the south-eastern edge of Whiteleas although again there

would be some foreground filtering / screening by trees and hedgerows. Both Sites are sensitive in views from the wider area to the north and north-west.

In the case of Site A the built-up edge of the settlement provides a degree of containment and influences the character of the Site, which provides Some contribution to the function of the Green Belt as defined by the NPPF. Should this Site come forward for development, it should not extend north beyond existing field hedgerows which, suitably reinforced, would provide defensible boundaries.

In the case of Site B, existing development on three sides provides more containment and considerably influences the character of the Site which provides Limited to Some contribution to the function of the Green Belt as defined by the NPPF. Should this Site come forward for development, it should not extend beyond Cleadon Farm North which provides a defensible boundary.

In addition, the following mitigation and landscape enhancement features are proposed for the Sites;

- Existing peripheral hedgerows would be reinforced with hedgerow tree planting to provide a robust landscape buffer and defensible edge against further development; and,
- Screen tree planting would be provided along the southern and eastern boundaries.

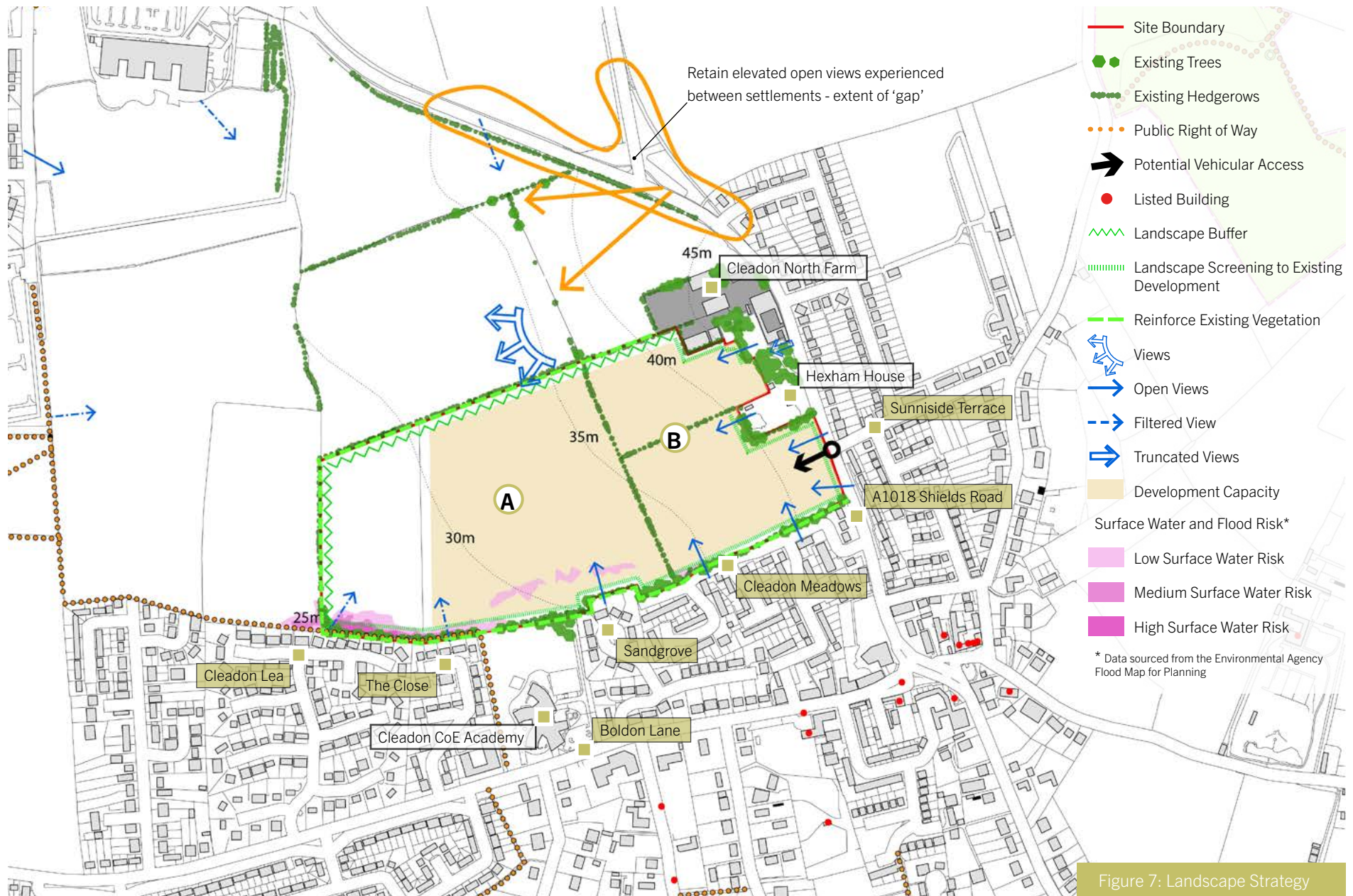


Figure 7: Landscape Strategy

SITE ASSESSMENT

LANDSCAPE FEATURES

A LVA has been undertaken, the findings of which are summarised below.

The northern and western boundaries of the Site are primarily made up of scrub planting with areas of hedgerow. There are areas of well-established tree planting along the southern boundary and around Cleadon North Farm and Hexham House to the north-east of the Site, however, these sit outwith the Site boundary.

Within the Site itself there are existing field boundaries comprising scrub/hedgerow planting which run north-south and east-west within the eastern part of the Site.

Where possible, all existing landscape features will be retained and enhanced as part of the proposed development, with appropriate stand-off zones established.

ACCESS

At present the Site is accessed off Shields Road via a gate. Indicative access arrangement plans have been produced which propose vehicular access to the Site be taken via a roundabout at the existing junction of Sunnyside Terrace and Shields Road.

FLOOD RISK

The Environment Agency Indicative Flood Map for Planning indicates levels of surface water flood risk within the south-west of the Site.

TOPOGRAPHY AND DRAINAGE

The Site overall is generally flat, sitting at c.40m AOD around the eastern edge and falling to c.25m AOD toward the south-west. Initial investigations have indicated that the Site drainage can be achieved via an appropriately designed Sustainable Urban Drainage System.

ARCHAEOLOGY & HERITAGE

There are no Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within the Site.

ECOLOGY

Ecology advice has been provided which identified features of nature conservation value to be those associated with the marginal habitats, such as hedgerows and tree belts, and opportunities should be taken to extend and enhance these features.

Opportunities have been identified for enhancement of the Site boundaries so that all support well-structured native species-rich hedgerows with regular field trees, as well as potential to provide SuDS in locations that provide good connectivity for wildlife.

Further surveys will be required to inform development proposals and the final biodiversity net gain approach is to be confirmed but initial surveys suggest that there are no significant

barriers to achieving the necessary requirements in this location.

UTILITIES & INFRASTRUCTURE

All supporting infrastructure such as gas, electricity, broadband and water are within the direct vicinity of the Site and are easily accessible. Overall, there are no utilities or infrastructure constraints that would prevent the development of the Site.

NEIGHBOURING DEVELOPMENT

Neighbouring dwellings to the south of the Site both back, front and side onto the Site boundary. Those which front and back onto the Site are generally set back c.20m from the edge, whilst those siding on vary between c.10m - 25m.

Residential dwellings located to the east of Shields Road all front onto the Site and are set back c.20m from the edge of the Site boundary. Hexham House backs and sides onto the Site, whilst Cleadon North Farmhouse backs on. Both properties have generous rear gardens measuring between c.30-60m deep.

North Cleadon Farm abuts the north-eastern boundary of the Site, with a livery yard and sheds forming the extents of the boundary to the north.



DEVELOPMENT PARAMETERS

The evaluation of Site opportunities and constraints has informed a set of development parameters through which a masterplan can be developed.

LAND USE

Residential development is the single use on Site but will be supported by extensive areas of accessible and high quality open space. The development area has been established in response to the existing PRow and plot extents of the school to the south, in order to lessen the visual impact of the proposed development.

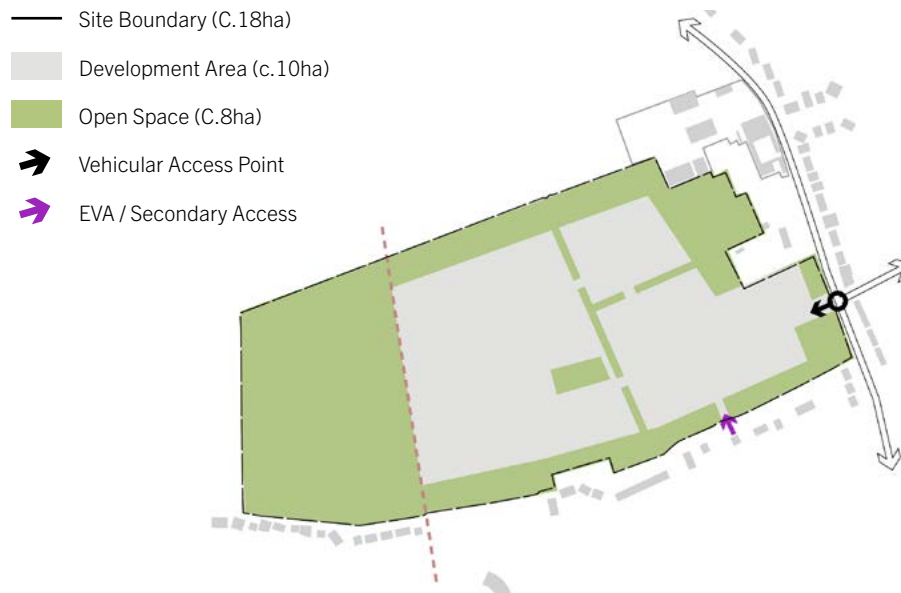


Figure 10: Land Use Diagram

LANDSCAPE

Open space within the proposed development will be focussed on the existing landscape features. Existing planting within the Site will be retained, enhanced and will form focal points within the proposed development.

All open space will be easily accessible from across the proposed development and new active travel connections and routes will be created to enhance access through the Site.



Figure 11: Landscape Diagram

ACCESS & MOVEMENT

A vehicular access point is proposed from Shields Road with an EVA/secondary access from Cleadon Meadows. A primary street extends into the Site providing access to a network of secondary streets, lanes and shared drives, creating a legible and permeable circulation structure. For pedestrians, all streets and paths will be linked and overlooked. Path connections will be provided across the full extent of the Site and integrated with the existing path network.

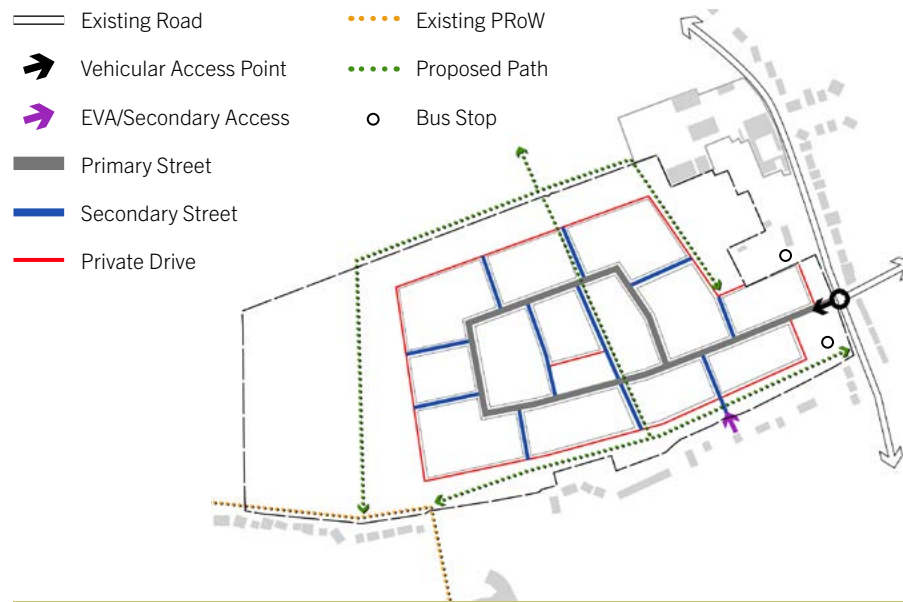


Figure 12: Movement Diagram

FORM

Perimeter residential blocks provide clear distinction between public and private space and create a legible and permeable environment. Feature buildings (defined by scale, detailing, materials) will emphasise spaces and routes to aid legibility. Frontages will be emphasised along principal routes and open spaces, with all streets, spaces and paths overlooked. A variety of densities across the Site will provide a range of house types and tenures, and create character areas.

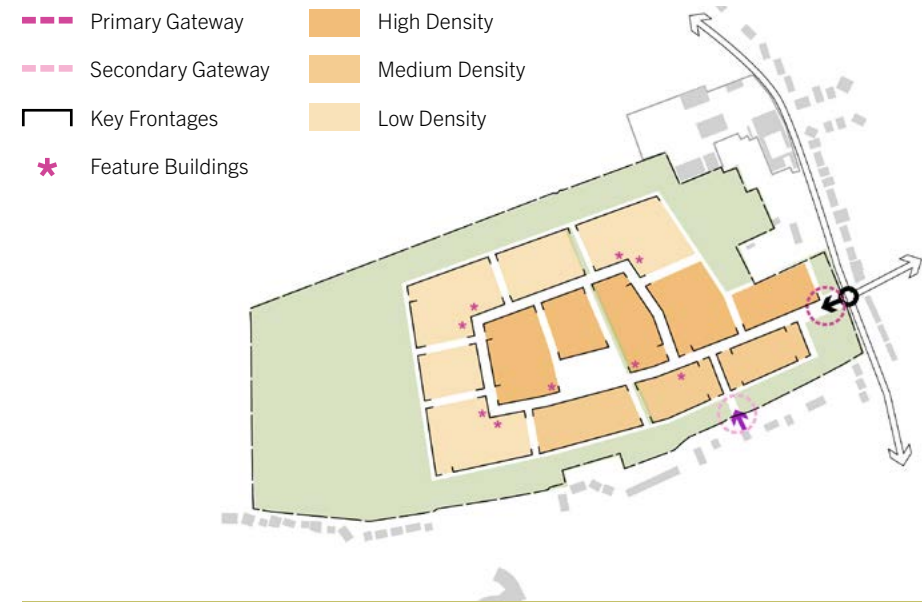


Figure 13: Urban Form Diagram

MASTERPLAN

DEVELOPMENT QUANTUM

The initial Site assessment indicates a developable area of c.9.6ha alongside c.8.7ha of open space. Providing approximately 360 homes delivered at an average density of 37.5dph which would offer a suitable mix of small and medium sized family homes.

This provides the potential to deliver high quality homes, including 18% affordable, and for the creation of a sustainable and balanced residential development, comprising a mix of housing types, sizes and tenures.

PLACEMAKING PRINCIPLES

The Concept Masterplan opposite demonstrates best practice placemaking principles aimed to create a legible development by providing outward facing housing which securely enclose rear garden spaces and achieve natural surveillance of streets and public green space.

Key features, buildings and spaces help with legibility and create high-quality and distinctive street scenes.

KEY FEATURES

- 01 Primary vehicular access to the Site is proposed via a new roundabout at the existing junction of Sunnyside Terrace and Shields Road. (Please see Appendix for the detailed access arrangement plan.)
- 02 Potential emergency vehicle access/secondary access from Cleadon Meadows.
- 03 A primary street extends into the Site from Shields Road, beyond which are a hierarchy of shared streets and private driveways.
- 04 New pedestrian/cycle paths are proposed that will integrate the Site with the surrounding path network.
- 05 The western edge of development has been kept in-line with Cleadon CoE Academy.
- 06 Density reduces toward the edges, with the highest density housing focused within the centre of the Site.
- 07 Use of best practice design principles will provide outward facing housing frontages which securely enclose rear garden spaces and achieve natural surveillance of streets and public space.
- 08 Existing planting to be retained and enhanced wherever possible.
- 09 Provision of a landscape buffer along the northern edge creates a clear and defensible boundary between the proposed development and the Green Belt.
- 10 Provision of a landscape buffer along the eastern and southern edges provides a suitable set-back from the existing trees/properties and scope for environmental improvements by positively managing the green space.
- 11 Provision of SuDS attenuation pond in response to Site levels/habitat improvements.
- 12 Opportunity for BNG and ecological enhancements.



INDICATIVE PHASING

It is likely that all phases of construction could be complete within five years.

These phases are indicative and subject to revision following discussions with South Tyneside Council.

DEVELOPMENT PHASE	UNITS	YEAR
1	80	2025-26
2	70	2026-27
3	70	2027-28
4	70	2028-29
5	70	2029-30
TOTAL	360	

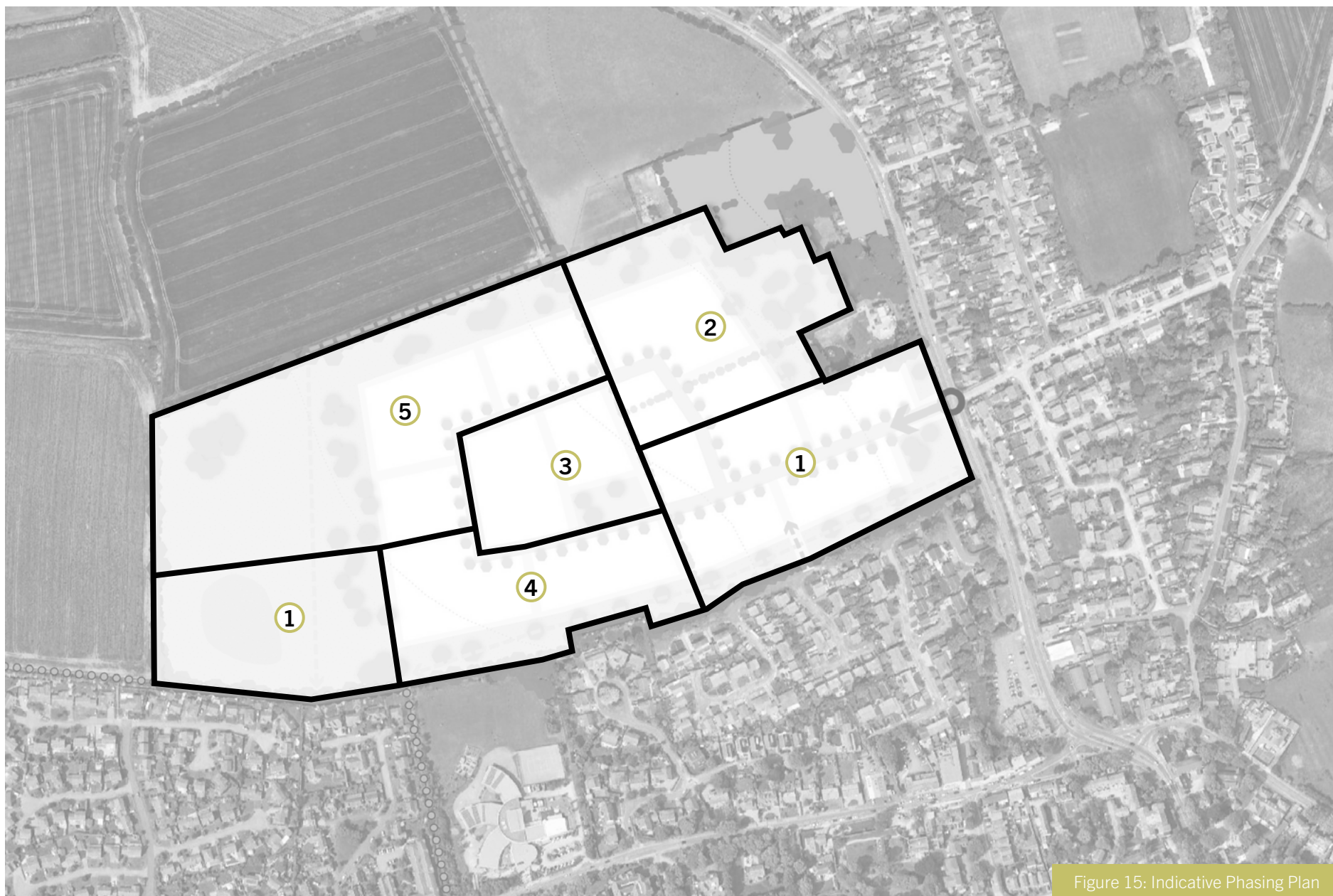


Figure 15: Indicative Phasing Plan

CONCLUSION

The proposed development at land west of Shields Road, Cleadon forms a logical settlement extension.

The retention and enhancement of existing planting, alongside additional landscape treatments will strengthen boundaries for screening and create a robust and defensible Green Belt boundary.

The Site can deliver housing in a sustainable location; in the immediate vicinity of pedestrian/ cycle routes, bus services and with easy access to local facilities, including employment, education, health and recreation.

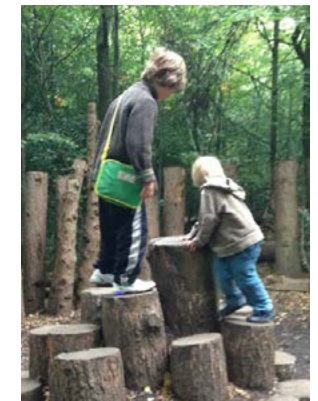
The Site benefits from being directly adjacent to existing PRow, as well as regular bus services which pass the eastern boundary of the Site daily. The A1018 Shields Road runs along the eastern boundary of the Site connecting it with the wider road network, and the rail and metro station lie less than a 20 minute walk, 5 minute cycle south of the Site.

Assessments have been undertaken which identify constraints and opportunities within and around the Site. These have been sensitively addressed and incorporated within the Concept Masterplan.

New and existing features will be enhanced to provide physical containment, and landscape features within the Site will be restored and improved.

The Concept Masterplan provided shows how access to the Site can be achieved via a new roundabout at the existing junction of Sunnyside Terrace and Shields Road.

The Masterplan can provide a sustainable mix of housing, of which 18% would be affordable, including detached, semi-detached and terraced properties. Perimeter blocks are used offering clear definition between public and private spaces. The proposed development is permeable and legible, with all streets, spaces and paths well overlooked. The proposed development at land west of Shields Road, Cleadon provides an appropriate contribution to South Tyneside's housing need by creating new homes for the benefit of existing and future communities.





APPENDIX



LAND SOUTH OF CLEADON PARK & WEST OF SUNNISIDE FARM, SOUTH TYNESIDE

Site Assessment & Deliverability Analysis (Updated, February 2024)
South Tyneside Local Plan Regulation 19

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EXECUTIVE SUMMARY

This document has been prepared by Stantec on behalf of Church Commissioners for England (the client), to inform their representation to the South Tyneside Pre-Submission Local Plan Regulation 19 (February 2024) and to demonstrate the suitability of land south of Cleadon Park & west of Sunnyside Farm, South Tyneside (the Site) for housing.

The Site is located to the south of Cleadon Park, immediately adjacent to residential development to the north. It benefits from excellent connections to the wider road network, with the A1018 Shields Road running along its western extents and Sunderland Road running north-south through the centre of the Site. It is also within close proximity to the existing rail and metro network.

The Site was previously draft allocated for housing under Policy SP5 as part of the Pre-Publication South Tyneside Local Plan Regulation 18b (August 2022); allocation GA1 and GA2 comprising land to accommodate 246 units in total.

While the Site has been omitted from the South Tyneside Pre-Submission Local Plan Regulation 19 (February 2024) the proposals within this document identify boundaries for both parcels of land which helps to establish a robust settlement edge and Green Belt boundary.

The site ownership, constraints and opportunities have not changed since November 2019.

This document demonstrates how the Site can deliver a sustainable extension to Cleadon Park, supporting housing delivery in response to local and wider needs. The proposals within this document confirm the Site can deliver an indicative capacity of 450 units based on a developable area of 12ha at a density of 37.5dph along with the open space and infrastructure requirements.

The Concept Masterplan presented within this document has been informed by site visits, desk-based assessments and technical assessments in the form of a Landscape and Visual Appraisal (LVA), ecology advice and indicative access arrangement plans which demonstrate the ability of the Site to accommodate residential development.

The site is deliverable and Exceptional Circumstances exist to remove the site from the Green Belt.





VISION

Our Vision for the Site is to deliver high-quality housing in a sustainable location, as part of a landscaped masterplan which sensitively addresses the existing landscape features on the Site and creates a new and robust settlement edge for Cleadon Park.

The proposed development would:

- Deliver housing in a highly sustainable location; in the immediate vicinity of pedestrian/cycle routes, bus services and in close proximity to rail and metro services. With easy access to local services and facilities, including employment, education, health and recreation.
- Sensitively respect and enhance existing landscape and ecology features in and around the Site, particularly Cleadon Hills.
- Respect the setting of heritage assets and views towards them, such as Cleadon Water Tower.
- Provide landscape buffers to the south of the Site to create and preserve, clear and defensible boundaries between the proposed development and the Green Belt.
- Maintain a strategic gap between Cleadon Park and Cleadon.
- Provide ecological enhancements such as positive management of the watercourse and associated green space.
- Create an integrated and accessible movement network which provides routes through the Site, connecting with the wider path network.
- Provide high quality market and affordable homes of varying types, sizes and densities to meet local needs.
- Comprise a variety of landscape treatments and building positioning that generates positive street scenes, and softening of the development edge.

SITE LOCATION & DESCRIPTION

SITE LOCATION

The Site is located to the south of Cleadon Park, a suburban area on the periphery of South Shields. The coastal town of South Shields is less than c.4km north of the Site, Jarrow is c.5km north-west of the Site, Newcastle c.13km west and Sunderland c.6km south.

The Site is positioned east of the A1018 Shields Road, a route which leads north into South Shields town centre through Harton and Cauldwell, and south to Sunderland city centre going through Cleadon and Monkwearmouth. The positioning of the Site in relation to this arterial route provides the Site with excellent connections to the wider road network. In addition to this, the Site also benefits from Sunderland Road running north-south through the centre of the Site, providing a direct route to the local high street/centre on Prince Edward Road within a 15 minute walk / 5 minute cycle north of the Site.

East Boldon Railway and Metro Station is located c.2km south-west of the Site, and can be accessed c.12 minutes by bus from the Sunderland Road bus stop adjacent to the Site. Dedicated walking and cycling routes are also accessible between the Station and Site.

As mentioned prior, a bus stop is located in the immediate vicinity of the Site, providing regular services to Durham, South Shields, Boldon Colliery, Whitburn and Whiteleas. Less than 200m north and west of the Site, further bus stops can be found located on King George Road and Nevinson Avenue, offering several other bus services.

The Site also benefits from links to the local path network. Public Rights of Way (PRoW) run along the northern edge of the Site providing connections to the wider path network and opportunities for commuting and recreational use. East Boldon Railway and Metro Station can be reached in less than 12 minutes by bike from the Site.

The location of the Site presents an opportunity to create a sustainable extension to the settlement of Cleadon Park, which integrates with the existing path and road networks and can provide a robust new settlement edge.



Figure 1: Site Location Plan



SITE DESCRIPTION

The Site comprises two agricultural fields bisected by Sunderland Road. Combined the parcels of land extend to c.18.35ha. Individually, parcel A extends to c.10.59ha and parcel B c.7.76ha.

For clarity these have been identified and described as follows:

Parcel A sits to the east of Sunderland Road. The western edge of parcel A where it abuts Sunderland Road comprises well-established hedgerow. A pub, The New Ship, is located adjacent to the north-west corner of parcel A, well-established tree planting enclose the pub plot to the south and east where it abuts the Site boundary. Residential properties form the remainder of the western edge and the entirety of the northern edge of parcel A. A PRoW runs east-west along the length of the northern boundary, with a grass verge between the Site edge and the footpath. There are no trees planted within the grass verge, however, north of the PRoW a substantial strip of scrub, hedgerow and well-established tree planting provide screening

between the Site and the properties backing on to it. The eastern edge of parcel A is made up of post and wire fencing, providing a boundary between the Site and Sunnyside Farm. The southern edge of parcel A comprises agricultural farmland and a strip of greenfield framed by clusters of well-established trees.

Parcel B is bounded to the north by a c.5m deep grass verge containing scrub and tree planting. Beyond this a PRoW runs east-west across the length of the northern boundary. Residential development and a petrol filling station sit to the northern side of the PRoW. The residential development fronts and/or sides onto the Site, albeit separated by the existing green space associated with the PRoW.

The southern edge of parcel B is partially formed by the A1018 Shields Road. The road comprises c.10m wide carriageway, including cycle lanes either side. Grass verges containing frequently planted street trees and c.2m wide footpaths run either side of the carriageway. To the north of this footpath, where the Site boundary abuts the path, clusters of well-established tree planting are

dotted along the Site boundary. The remainder of the southern Site boundary comprises agricultural farmland. To the east of the Site, the King George Road/Nevinson Avenue/ Shields Road roundabout. The western edge of parcel B is bounded by Sunderland Road, a c.8.5m wide carriageway with a c.2m footpath running along the western edge. A c.1m footpath is present on the eastern edge of the road, about halfway down the length of the field. A c.7m grass verge runs between the Site boundary and the road, with occasional tree planting dotted along its length.

The immediate surroundings of the Site consist of Sunnyside Farm to the east, residential development to the north and agricultural fields to the south. Cleadon Hills Local Nature Reserve (LNR), Conservation Area (CA), Area of High Landscape Value (AHLV) and Site of Special Scientific Interest (SSSI) are less than c.50m east of parcel A and due consideration will be given to this. Cleadon Water Tower, a Grade II listed building is located c.200m north-east of the Site, and can be viewed across the Site from Shields Road.



Figure 2: Birds Eye Aerial



Figure 3: Photo Location Plan



NEIGHBOURHOOD ASSESSMENT

Cleadon Park benefits from excellent connections and a good range of local facilities. The proposed development will provide a sustainable extension to Cleadon Park, which benefits from nearby services and facilities.

WALKING & CYCLING

The Site is well positioned within the local path network. A PRow runs along the northern boundary of the Site, connecting with the wider path network. Routes connect east over open countryside toward the coast and west through open countryside connecting nearby towns and villages.

The location of these routes alongside the Site provides recreation and commuting opportunities for pedestrians and cyclists.

PUBLIC TRANSPORT

A bus stop is located on Sunderland Road, between the two parcels comprising the Site. From here regular north bound journeys run on a daily basis. Further bus stops/services are located on King George Road and Nevinson Avenue, less than c.200m north and west of the Site. A summary of the services found on Sunderland Road are shown in the table below.

East Boldon Metro Station is located less than a 12 minute cycle 40 minute walk from the Site, and offers services every 10 minutes Monday to Saturday and every 20 minutes on Sundays.

SERVICE NO.	ROUTE	FREQUENCY
20 Prince Bishops	Durham – South Shields	Every 12 minutes Monday - Saturday & every 30 minutes on Sundays
30	Boldon – South Shields	Hourly Monday - Sunday
S525	Whitburn CofE Academy – South Shields Community School	School service Monday - Friday
3	South Shields – Biddick Hall Estate	Every 12 minutes Monday - Saturday & every 20 minutes on Sundays
S556	St Joseph’s Academy – South Shields	School service Monday - Friday
S812	Hedworth - St Wilfred’s College	School service Monday - Friday
X34	Newcastle – Horsley Hill	Every 30 minutes Monday - Saturday

The metro line runs south through Sunderland, terminating at South Hylton, and north-west through Newcastle, terminating at Newcastle Airport.

East Boldon Train Station, located adjacent to the Metro Station, provides services to Newcastle Airport via Newcastle Central Metro and South Hylton via Sunderland.

20-MINUTE NEIGHBOURHOOD

Cleadon Park has a number of local facilities within walking and/or cycling distance of the Site, these include:

- Cleadon CoE Academy;
- Local shops, cafés, bars and restaurants on Prince Edward Road within a 15 minute walk / 5 minute cycle north of the Site;
- Sports and recreation at Temple Park/Temple Park Centre, Cleadon Park, sports pitches c.200m south of the Site, Cleadon Hills and South Shields Golf Course/Club;
- South Tyneside District Hospital; and,
- Places of Worship at St Marks & St Cuthbert Church.

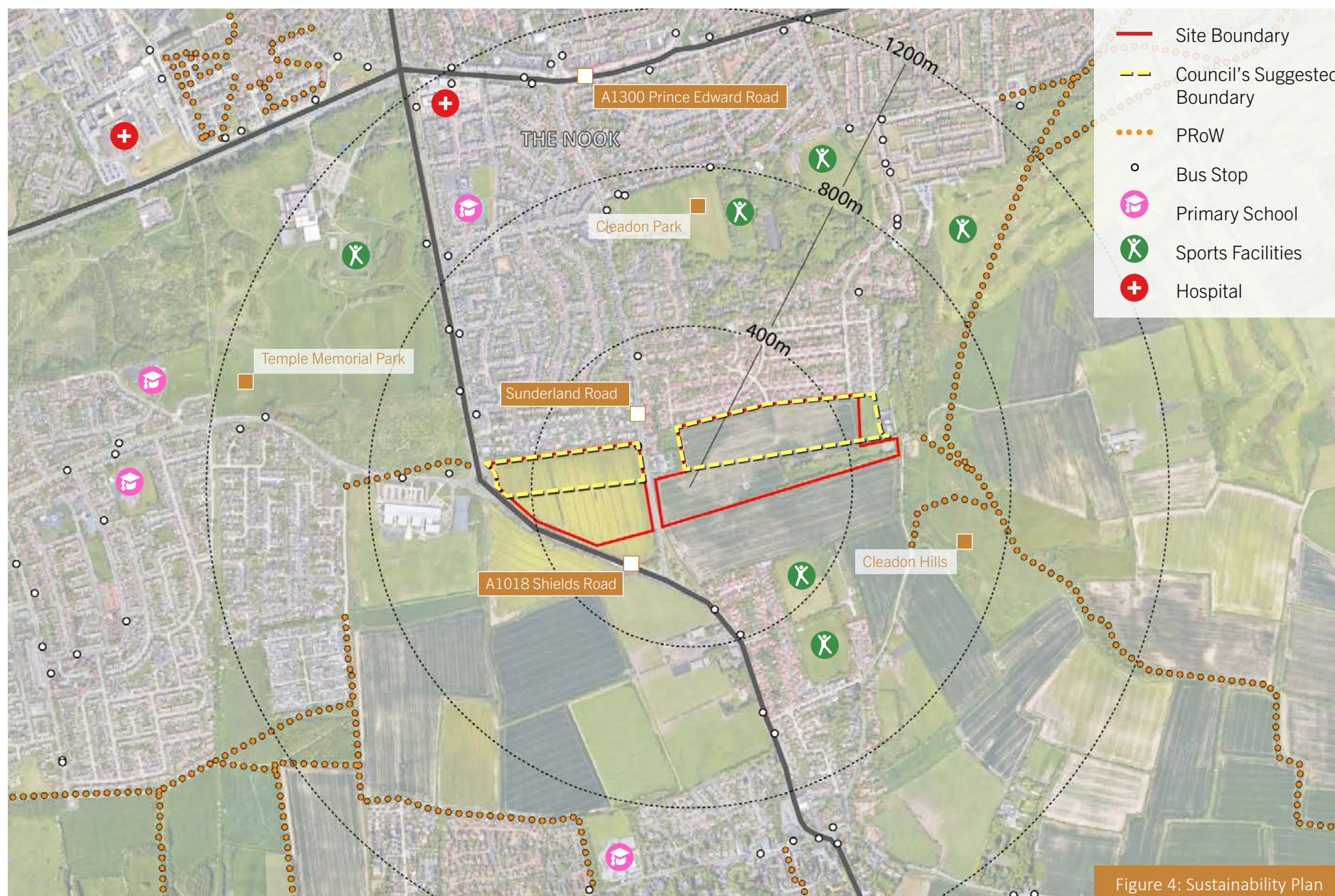


Figure 4: Sustainability Plan

PLANNING CONTEXT

NATIONAL POLICY

National Planning Policy

The National Planning Policy Framework came into force on 27th March 2012 and was most recently updated in December 2023. Due to the transition arrangements the South Tyneside Local Plan is to be examined under the September 2023 version of the Framework, but any future planning application would be considered against the December 2023 version. For the purposes of this document there are no material changes between the two versions and the broad principles of developing the Site are unaffected.

The Framework sets out the Government's national planning policies and should be considered by a Local Planning Authority when preparing a Local Plan. The Framework reiterates the Government's objective to significantly boost the supply of homes and confirms that it is important that a sufficient amount and variety of land can come forward where it is needed, and land with permission should be developed without unnecessary delay. The Framework includes a presumption in favour of sustainable development, and for plan-making this means:

- Positively seeking opportunities to meet the development needs of an area;
- Be sufficiently flexible to adapt to rapid change.
- As a minimum, provide for objectively assessed needs for housing unless the policies within the Framework provide a strong reason for restricting the overall scale, type or distribution in the plan area; or any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies within the Framework.

In terms of Plan-making, the Framework specifies that a plan-led system should allow for addressing housing needs and should contribute to the achievement of sustainable development and be prepared in a positive, aspirational and deliverable manner. In relation to identifying land for homes, the Framework stipulates that planning policies should identify a sufficient supply and mix of sites, to take account of their availability, suitability and likely economic viability. This includes identifying

specific deliverable land over the first 1-5 years of a plan alongside specific developable sites for years 6-15 of the plan.

The Green Belt retains primary importance within the Framework, and boundaries should only be altered where exceptional circumstance are evidenced and justified. Strategic policies must consider the need for changes to Green Belt boundaries in view of the boundaries enduring beyond the plan period. When reviewing Green Belt boundaries local authorities should promote sustainable patterns of development and ensure that Green Belt boundaries do not need to be altered at the end of the plan period.

The Framework places a high importance on design quality and cross references the National Design Guide. The NDG sets out ten characteristics of a well-designed place which are intended to provide areas of focus which, when combined, work together to create more successful places, in terms of community, climate and character, among others. These also place an emphasis on building 'beautiful' and stress the importance of trees within developments, both within the urban realm and areas of open space.

LOCAL POLICY

South Tyneside Core Strategy

The South Tyneside Local Development Framework (LDF) is the current local development plan for South Tyneside, and is made up of the Core Strategy (2007), Development Management Policies DPD (2011), and the Site-Specific Allocations document (2012), as well as specific Area Action Plans for Hebburn, Jarrow and South Shields.

The Site is designated as Green Belt land in the current Development Plan and is covered by a Great North Forest recreational framework policy. There is a linked open space corridor and designated foot/cycle way running along the Site's northern boundary, and the eastern parcel of land is adjacent to the Cleadon Pumping Station Local Wildlife Site, and Cleadon Hills Local Nature Reserve. The Cleadon Hills Conservation Area is also located to the Site's eastern boundary.

The Council has reached the Pre-Submission (Regulation 19) stage of the plan-making process taking into account comments made to date and the most recent evidence base studies. The Council has made significant amendments to the Local Plan from the previous iteration, the Regulation 18b version (August 2022). Nevertheless, the need to meet housing need, delivery high-quality homes for local people and removing land from the Green Belt to facilitate sustainable development remain key pillars of the Local Plan strategy.

Despite this, the Local Plan does not propose to allocate the land for residential purpose and proposed to retain the land as Green Belt. The omission of the Site from the Local Plan strategy does not reflect the Cleadon Park housing needs over the Plan period and fails to recognise the sustainable nature of the Site in line with national planning policy requirements.

The Site was previously draft allocated for housing under Policy SP5 as part of the Pre-Publication South Tyneside Local Plan Regulation 18b (August 2022); allocation GA1 and GA2 comprising land to accommodate 246 units in total.

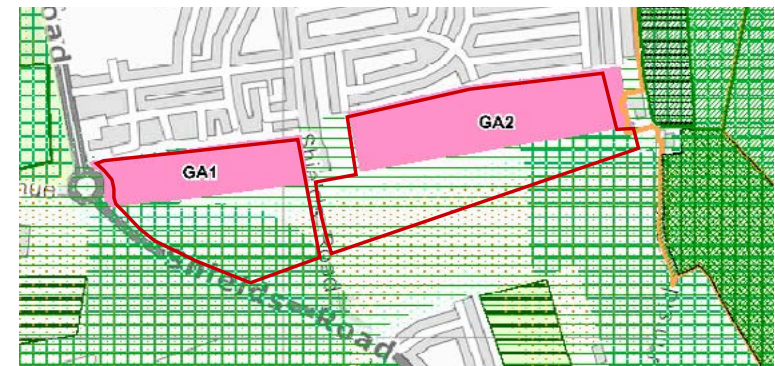


Figure 5: Extract of Pre-Publication Draft- Policies Map (August 2022)

LANDSCAPE CONTEXT

The Site lies within South Tyneside Landscape Character Area 34 'Boldon – Cleadon Fragmented Farmland' and is located immediately to the south of Cleadon Park on land to the west of Sunnyside Farm and is split into two discrete halves by Sunderland Road, as illustrated on the plan opposite. Although the Site lies within Green Belt it is not subject to any national or local landscape designations. However, the easternmost part of the Site abuts the Cleadon Hills CA and AHLV.

Topography rises steeply to the east of the Site towards Cleadon Hill at 70m AOD, whilst the Site itself is located on a relatively even, open slope at 55m AOD to the east falling to approximately 35m AOD at its lowest point in the south west corner. Two important local landscape features can be found on Cleadon Hill; the Water Tower and the disused windmill, both of which are listed. The eastern part of the Site is partly bounded by the imposing Sunnyside Farm which overlooks the Site at the east end and there is also a public house and surrounding trees in the north west corner on Sunderland Road.

The Site comprises two medium-to-large scale arable fields. To the north, the settlement edge of Cleadon Park bounds both halves of the Site. To the

east is Sunnyside Farm with its surrounding trees on the edge of Cleadon Hill. To the south-east is a large double belt of mature trees; to the south at approximately 250m distance is the northern residential edge of Cleadon; whilst to the south west and west, beyond the boundary of the A1018 Shields Road, are agricultural fields. Although the area's character is primarily influenced by built development to the north and south of the Site, the nearby built-up edge of South Tyneside also influences the character as it is intervisible due to the elevated location of the Site.

The elevated nature of the Site also results in distant westerly views out across Whiteleas and beyond this, more distant views towards Newcastle. Road users would have open views along Shields Road and filtered/screened views due to hedgerows along Sunderland Road, and pedestrians would have open or filtered views from the PRoW which runs the length of the northern boundary. Local residents obtain open elevated views of the Site from Sunnyside Farm and from residences along the north side of the Site along Luffness Drive, Marian Way, Ganton Drive, Carnoustie Drive, Sunnilaws, Clyvedon Rise, Cleadon Hill Drive, Cleadon Hill Road and Mill

Grove albeit screened or filtered by foreground mature hedgerows. In addition, open views may be obtained by residents on the northern edge of Cleadon in Thornleigh Gardens although these could be mitigated by substantial tree buffer planting. Views of the Site from Cleadon Hill, the Linnet Way Long Distance Footpath, and Cleadon Mill, are largely screened by foreground topography and the mature trees which enclose the Site to the east and south-east. Due to its elevation, the Site is sensitive in views from the wider area to the south and south-west. However, the built-up edge of Cleadon Park to the north, Shields Road to the west and south-west and Cleadon Hill to the east provides a degree of containment and combine to influence the landscape character.

The Site has some contribution to the purposes of the Green Belt function as defined by the National Planning Policy Framework definitions. It currently

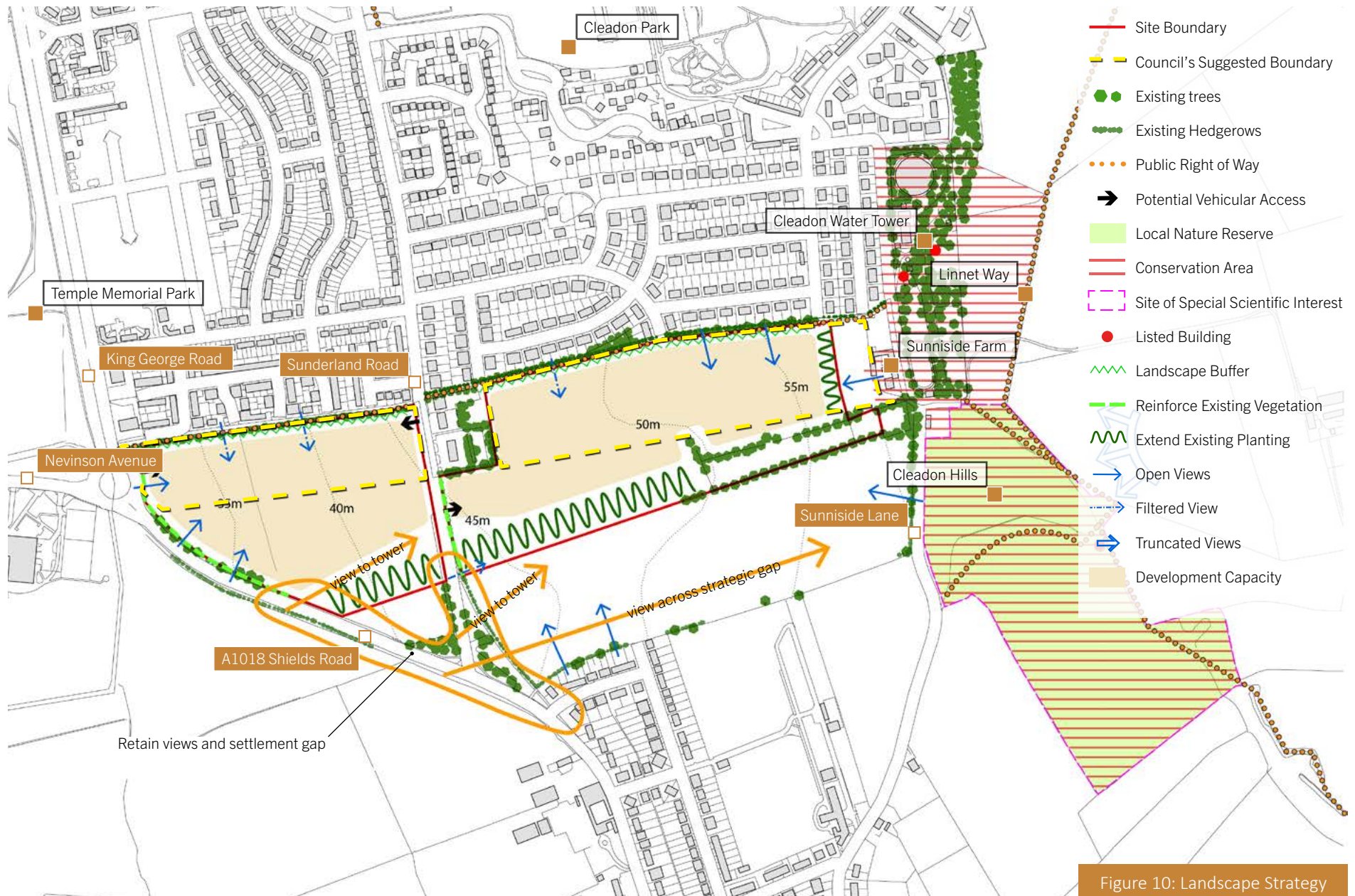


Figure 10: Landscape Strategy

contributes to the separation between Cleadon Park and Cleadon to the south. However, retention of the mature tree belt on the south-east Site edge and Shields Road along the south western Site edge in combination with a proposed substantial new tree belt along the southern section would create a new defensible edge to the Green Belt and maintain a strategic gap between the two settlements.

In line with the requirements of the emerging Local Plan, opportunities to enhance the local landscape and mitigate landscape and visual effects include the following additionally proposed features;

- Retention and reinforcement of existing hedgerows to further assist in mitigating any potentially adverse landscape and visual effects; and
- Lower housing densities will be considered, and additional semi-mature tree planting would be proposed towards the east end of the Site to mitigate effects upon the Cleadon Hills CA / AHLV and Sunniside Farm.



Figure 11: Photo Location Plan



SITE ASSESSMENT

This section provides a summary of the initial observations and the findings of preliminary assessment work.

LANDSCAPE FEATURES

A LVA has been undertaken, the findings of which are summarised below. A tree belt runs along the northern boundary of the Site. The density of scrub, hedgerow and trees within this varies throughout. Planting along the A1018 Shields Road edge of the Site consists of clusters of well-established tree planting. Planting along the Sunderland Road edges comprises occasional tree planting to the west of the road and well-established hedgerow to the east. A strip of greenfield framed by clusters of well-established trees is located in the south-east corner of the Site. Where possible, all existing landscape features will be retained and enhanced as part of the proposed development, with appropriate stand-off zones established.

ACCESS

At present the Sites are accessed off the A1018 Shields Road and Sunderland Road. Indicative access arrangement plans have been produced which propose vehicular access to the Site be taken via an additional arm off the King George Road/Nevinson Avenue roundabout, alongside two ghost islands on Sunderland Road.

FLOOD RISK

The Environment Agency Indicative Flood Map for Planning indicates no areas of flood risk within the Site.

TOPOGRAPHY AND DRAINAGE

The Site overall is generally flat, sitting at c.55m AOD toward the east and falling to c.35m AOD toward the west. Initial investigations have indicated that the Site drainage can be achieved via an appropriately designed Sustainable Urban Drainage System.

ARCHAEOLOGY & HERITAGE

There are no Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within the Site. However, Cleadon Hills LNR, CA, AHLV and SSSI are less than c.50m east of the Site and will need to be addressed sensitively. Sunnyside Farm which sits less than c.50m east of the Site is a locally listed heritage asset. Cleadon Water Tower, a Grade II Listed building lies less than c.200m north-east of the Site and Cleadon Hills Mill, a Grade II Listed building lies c.300m south-east of the Site.

ECOLOGY

Ecology advice has been provided which identified features of nature conservation value tend to be associated with the marginal habitats such as hedgerows and tree belts, and opportunities should be taken to extend and enhance these

features. It recommended that the strip of greenfield framed by well-established trees located to the south-east of the Site be void of built development. Other opportunities have been identified for enhancement of the Site boundaries so that all support well-structured native species-rich hedgerows with regular field trees, as well as potential to provide SuDS in corner locations that provide good connectivity for wildlife. Further surveys will be required to inform development proposals prior and the final biodiversity net gain approach is to be confirmed but initial surveys suggest that there are no significant barriers to achieving the necessary requirements in this location.

UTILITIES & INFRASTRUCTURE

All supporting infrastructure such as gas, electricity, broadband and water are within the direct vicinity of the Site and are easily accessible. Overall, there are no utilities or infrastructure constraints that would prevent the development of the Site.

NEIGHBOURING DEVELOPMENT

Neighbouring dwellings to the north of the Site vary in their outlook, fronting, siding and backing onto the Site. However, the existing tree belt provides a degree of screening between these dwellings and the Site. Sunnyside Farm sits to the east and to the south are agricultural fields, beyond which lies the village of Cleadon.



DEVELOPMENT PARAMETERS

The evaluation of Site opportunities and constraints has informed a set of development parameters through which a masterplan can be developed.

LAND USE

Residential development is the single use on Site but will be supported by extensive areas of accessible and high quality open space. The development areas have responded to landscape considerations (visual impact and Site features), topography and movement networks, with emphasis on retaining the settlement gap and views to Cleadon Water Tower.



Figure 13: Land Use Diagram

LANDSCAPE

Open space within the proposed development will be focussed on the existing landscape features. Tree planting within the Site will be retained, enhanced and will form focal points within the proposed development.

All open space will be easily accessible from across the proposed development and new active travel connections and routes will be created to enhance access through the Site.



Figure 14: Landscape Diagram

ACCESS & MOVEMENT

Three vehicular access points are proposed; one off the King George Road / Nevinston Avenue / Shields Road roundabout from the west, and two off Sunderland Road, with an EVA/Secondary access off Sunnyside Drive. A primary street extends into the Site providing access to a network of secondary streets and private drives, creating a legible circulation structure. For pedestrians, all streets and paths will be linked and overlooked. Path connections will be provided across the full extent of the Site and integrated with the existing path network.



Figure 15: Movement Diagram

URBAN FORM

Perimeter residential blocks provide clear distinction between public and private space and create a legible and permeable environment. Feature buildings (defined by scale, detailing, materials) will emphasise spaces and routes to aid legibility. Frontages will be emphasised along principal routes and open spaces, with all streets, spaces and paths overlooked. Lower density housing will be located along the southern and eastern edges.



Figure 16: Urban Form Diagram

MASTERPLAN

DEVELOPMENT QUANTUM

The initial Site assessment indicates a developable area of c.12ha alongside c.6ha of open space. Providing approximately 450 homes delivered at an average density of 37.5dph which would offer a suitable mix of small and medium sized family homes.

This provides the potential to deliver high quality homes, including 18% affordable, and for the creation of a sustainable and balanced residential development, comprising a mix of housing types, sizes and tenures.

PLACEMAKING PRINCIPLES

The Concept Masterplan opposite demonstrates best practice placemaking principles aimed to create a legible development by providing outward facing housing which securely enclose rear garden spaces and achieve natural surveillance of streets and public green space.

Key features, buildings and spaces help with legibility and create high-quality and distinctive street scenes.

KEY FEATURES

- 01 Primary vehicular access to the Site is proposed via an additional arm off the King George Road/Nevinson Avenue roundabout, alongside two ghost islands proposed on Sunderland Road. (Please see Appendix for detailed access arrangement plans.)
- 02 A secondary access in the form of an emergency vehicle access/pedestrian access is proposed off Sunnyside Drive, further integrating the Site with existing residential development to the north.
- 03 A primary street extends into the Site from the primary vehicular access points, beyond which are a hierarchy of shared streets and private driveways.
- 04 The existing tree belt to the north and PRoW are to be protected and enhanced with additional planting proposed along the northern boundary.
- 05 The creation of new pedestrian/cycle paths are proposed that will integrate the Site with the existing path network.
- 06 Use of best practice design principles will provide outward facing housing frontages which securely enclose rear garden spaces and achieve natural surveillance of streets and public space.
- 07 View corridors which respect heritage assets such as Cleadon Water Tower.
- 08 A strong landscape framework consisting of informal open space with clusters of tree planting, swathes of wildflower meadow and native tree belt planting is proposed with existing planting retained and enhanced, wherever possible.
- 09 Provision of a landscape buffer along the southern and eastern edge of the Site creates a clear and defensible boundary between the proposed development and the Green Belt.
- 10 Provision of SuDS attenuation pond in response to Site levels/habitat improvements.
- 11 Opportunity for BNG and ecological enhancements.



INDICATIVE PHASING

It is likely that all phases of construction could be complete within five years.

These phases are indicative and subject to revision following discussions with South Tyneside Council.

DEVELOPMENT PHASE	UNITS	YEAR
1	90	2025-26
2	90	2026-27
3	90	2027-28
4	90	2028-29
5	90	2029-30
TOTAL	450	



Figure 18: Indicative Phasing Plan

CONCLUSION

The proposed development at land south of Cleadon Park & west of Sunnyside Farm, South Tyneside forms a logical settlement extension.

The retention and enhancement of existing planting, alongside additional landscape treatments will strengthen boundaries for screening and create a robust and defensible Green Belt boundary.

The Site can deliver housing in a sustainable location; in the immediate vicinity of pedestrian/ cycle routes, bus services and in close proximity to rail and metro services. With easy access to local facilities, including employment, education, health and recreation.

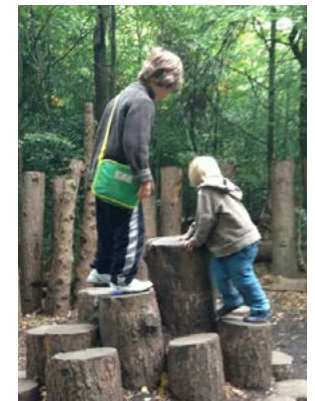
The Site benefits from established footpaths, cycle routes and bus services running around and through the Site, offering commuting and recreational opportunities. It is well integrated with the established road network, and offers access to the rail and metro station within a 12 minute cycle south-west of the Site.

Assessments have been undertaken which identify constraints and opportunities within and around the Site. These have been sensitively addressed and incorporated within the Concept Masterplan.

New and existing features will be enhanced to provide physical containment, and landscape features within the Site will be restored and improved.

The Concept Masterplan provided shows how access to the Site can be achieved via an additional arm off the King George Road/Nevison Avenue roundabout, alongside two ghost islands proposed on Sunderland Road.

The Masterplan can provide a sustainable mix of housing, of which 18% would be affordable, including detached, semi-detached and terraced properties. Perimeter blocks are used offering clear definition between public and private spaces. The proposed development is permeable and legible, with all streets, spaces and paths well overlooked. The proposed development at land south of Cleadon Park & west of Sunnyside Farm, South Tyneside provides an appropriate contribution to South Tyneside's housing need by creating new homes for the benefit of existing and future communities.





APPENDIX

