

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

Name	Reference Number	Page Number
Chris Davies	LP2065	2
Gina Potts	LP2066	33
Geraldine Kilgour	LP2067	34

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

Response ID BHLF-RUCU-JV19-9

Submitted to Sustainability Appraisal 2024

Submitted on 2024-04-16 13:43:58

Have your say

1 Which section(s) of the SA are you responding to?

Section of the SA:

See below

2 Please provide any comments you wish to be considered by the Planning Inspector.

Comments:

3. Objection made regarding Sustainability Appraisal Report 2024 –

Employment Land and policy SP14: Wardley Colliery

The Sustainability Appraisal Report 2024 notes that the Local Plan has increased the amount of land required for employment from the Draft Regulation 18 Local Plan. It notes that the level of employment growth underpinning this is high in the context of past trends.

This demonstrates that the Regulation 19 Draft Local Plan is not justified by the evidence base; the amount of land for employment allocated for employment is too high and more of this land needs to be utilised for housing development in existing urban areas. The removal from the Green Belt of the Wardley Colliery site in SP14 is not justified.

The Sustainability Appraisal Report states:

“Preferred Options

4.41 Within the Draft Local Plan 2019, the Council took forward the following preferred options for employment land: General Employment Land – Option 2: Policy-on Scenario Port and Marine Land – Option 3: Past Completions (net)

4.42 These options were selected because the Council considered them to have the most positive effects on SA objective 9 (encourage and support economic growth within South Tyneside) and SA objective 10 (increase opportunities for employment and education and improve living standards). The Council's reasons for this were set out in the 2019 SA Report.

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The SAR also notes the negative impact of this preferred option for employment land:

“4.26 However, negative effects were recorded against a number of environmental objectives, reflecting the impact that a high economic growth could have upon the environment due to proximity existing designations, and increased impacts on natural resources, potential impacts on biodiversity and wildlife corridors. This level of growth is also likely to require land from the Green Belt to facilitate the growth aspirations; this objective therefore scored negatively against objective 4 (Green Belt) and objective 5 (green infrastructure) due to the potential impacts on the Green Infrastructure corridor.”

The Sustainable Appraisal Non-Technical Summary states in the section assessing the Likely Effects of the Local Plan Options:

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3 What is your name?

Name:
Chris Davies

4 What is your email address?

Email:
[Redacted]

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Resident or Member of the General Public

Organisation:

6 What is your postal address?

Address:
[Redacted]

Response ID BHLF-RUCU-JV1V-6

Submitted to Sustainability Appraisal 2024

Submitted on 2024-04-23 13:34:08

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Christopher Davies

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Response ID BHLF-RUCU-JV23-4

Submitted to Sustainability Appraisal 2024

Submitted on 2024-04-23 14:58:16

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Address:

N/A

FW: Response from South Tyneside Green Party

Sun 3/3/2024 8:24 AM

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

📎 1 attachments (344 KB)

STGP Response to Local Plan 2024.pdf;

Good morning

Please could I add that the following person also wishes to submit this response and to participate at the oral part of the Examination in Public.

Chris Davies

Email: [REDACTED]

Kind regards

Cllr Shirley Ford

From: Cllr Shirley Ford

Sent: Friday, March 1, 2024 9:15 PM

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

Subject: Response from South Tyneside Green Party

Good evening

I am writing to submit this response to the South Tyneside Regulation 19 Local Plan 2024 on behalf of South Tyneside Green Party and also myself and Cllr David Herbert and the other seven Green Party Councillors.

South Tyneside Green Party's postal address is c/o [REDACTED]

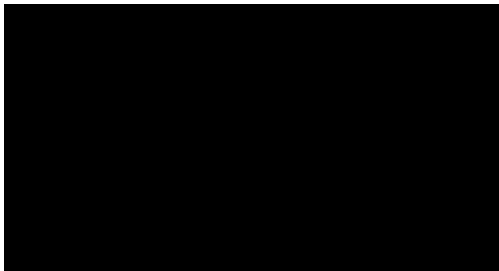
I attach the document with our representations and proposed modifications.

We wish to participate at the oral part of the Examination in Public because we are seeking a number of significant modifications to the Local Plan.

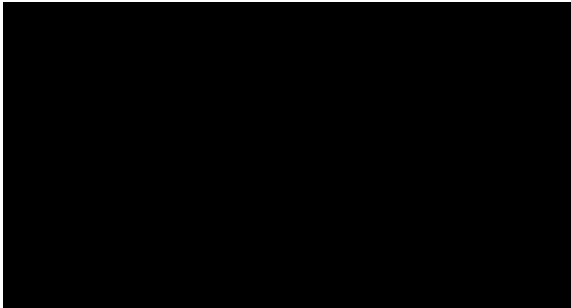
Kind regards

Shirley Ford

Green Party Councillor for Cleadon and East Boldon



David Herbert
Green Party Councillor for Cleadon and East Boldon



South Tyneside Green Party Response to South Tyneside Regulation 19 Local Plan 2024

1. Objection made specifically regarding Policy SP2: Strategy for Sustainable Development

This policy is not justified by the evidence because it proposes an unsustainable level of growth of housing development; and is not consistent with the NPPF or with other statements of government policy.

Proposed Modification:

This policy must be revised to decrease the number of homes being planned for, in order to meet the requirement to be sound on the basis of being positively prepared, so that it meets the area's objectively assessed needs and is consistent with achieving sustainable development. Notwithstanding the transitional arrangements being applied that this Local Plan should be examined under the September 2023 NPPF, STGP submits that there remains a clear case for a much lower housing requirement figure based on local circumstances and Green Belt constraint.

In SP2 paragraph 4.9 of the Local Plan it states:

"4.9 To determine the minimum number of homes needed, a local housing need assessment has been conducted using the standard method detailed in the national planning guidance. The standard method uses a formula to identify the minimum number of homes expected to be planned for in a way which addresses projected household growth and any historic under-supply. Using this approach the local housing needs assessment has concluded that for the plan period (1st April 2023 to 31st March 2040) 309 dwellings are required every year. This produces an overall minimum housing requirement of 5,253 new homes over the Plan period. The household projections that inform the housing baseline are the 2014-based household projections. This figure could change upwards or downwards based on new data. South Tyneside's housing requirement will not be 'locked in' until the Plan is submitted to the independent Planning Inspectorate."

The Local Plan is based on inaccurate population projections. Census data show a consistently falling population in South Tyneside, from 157,200 in 1991, to 152,785 in 2001, to 148,127 in 2011, to 147,800 in 2021. Yet the Local Plan assumes a population of 151,936 for 2021, an overestimate of 4,136, and that it would continue to increase over the next 20 years.

Using the Office for National Statistics (ONS) 2014 housing projections produces a housing requirement of 309 per year, a total of 5,253 houses by 2040. The Local Plan would require a total of 77,716 dwellings in South Tyneside by 2040 whereas the 2018 ONS projection is for 75,664. Therefore the Local Plan is for 2,052 more houses than are needed.

The ONS household projection is likely to be revised down given the population trends thus increasing the excess housing provision in the Local Plan.

The East Boldon Neighbourhood Forum received the following statement from the Department for Levelling Up, Housing & Communities, written by Alan C Scott, Planning policy adviser on behalf of the Secretary of State:

“In 2018 the Framework introduced a standard method for calculating local housing need to make the process simple, quick and transparent. “The standard method does not impose a target; it is still up to the local authority to determine its housing requirement, and this includes taking local circumstances and restraints such as Green Belt into account”.

The NPPF paragraph 5 and 6 states:

“5. National policy statements form part of the overall framework of national planning policy, and may be a material consideration in preparing plans and making decisions on planning applications.

6. Other statements of government policy may be material when preparing plans or deciding applications, such as relevant Written Ministerial Statements and endorsed recommendations of the National Infrastructure Commission.”

Michael Jenrick, then Secretary of State for Housing, Communities and Local Government, made a Written Statement 16th December 2020:

“There were many consultation responses which did not fully recognise that the standard method for assessing Local Housing Need does not present a ‘target’ in plan-making, but instead provides a starting point for determining the level of need for housing in an area. It is only after consideration of this, alongside what constraints areas face, such as the Green Belt, and the land that is actually available for development, that the decision on how many homes should be planned for is made.”

Michael Gove, Secretary of State for Levelling Up, Housing and Communities and Minister for Intergovernmental Relations, made a Commons Statement on 19th December 2023:

“Today’s update to the National Planning Policy Framework (NPPF)

It provides clearer protection for the Green Belt, clarity on how future housing supply should be assessed in plans and on the responsibility of urban authorities to play their full part in protecting the character of precious neighbourhoods.

The new NPPF will: facilitate flexibility for local authorities in relation to local housing need; clarify a local lock on any changes to Green Belt boundaries;

The new NPPF makes clear that the outcome of the standard method is an advisory starting point in plan making for establishing the housing requirements for an area.”

The above is supported by guidance in The House of Commons Library published on 27 August 2021 “Calculating housing need in the planning system (England)” which states in 2.4:

“A starting point, not a target? Land constraints and the standard method. The standard method is intended to be the starting point in determining how many homes an LPA can and should deliver, but is not a target. LPAs must also take account (for example) of land constraints, such as the Green Belt.”

<https://commonslibrary.parliament.uk/research-briefings/cbp-9268/>

This means that South Tyneside Council is able to determine its housing requirement and can take into account the restraint of the Green Belt.

2. Objection to development on the Green Belt, made specifically regarding Policies SP3: Spatial Strategy for Sustainable Development and SP7: Urban and Village Sustainable Growth Areas

These policies are not justified by the evidence and the case for exceptional circumstances to amend the Green Belt boundary has not been made.

Proposed Modification:

The Local Plan must be revised to remove the proposed amendment to the Green Belt boundary to allocate additional land for housing and to withdraw all of the sites proposed for removal from the Green Belt: GA1-6 and SP8.

The Green Belt land allocation in the Local Plan is for 2,308 new homes but there is no justification for building on this precious resource. The Green Belt does not need to be built on and therefore the least harm to this resource is no further development at all on the Green Belt and exceptional circumstances have not been established. The Local Plan must be revised in order to meet the requirement to be sound on the basis of being justified, as an appropriate strategy, taking into account the reasonable alternatives and based on proportionate evidence; and on the basis of being consistent with national policy.

In the Local Plan, Policy SP3: Spatial Strategy for Sustainable Development proposes amending the Green Belt boundary to allocate additional land for housing and Policy SP7 Urban and Village Sustainable Growth Areas proposes the removal of sites from the Green Belt and allocation for housing development.

The Local Plan states in Policy SP3: Spatial Strategy for sustainable development:

“To meet the identified needs in Policy SP2 and to facilitate sustainable growth, the Plan will:

- 1. Support the sustainability of existing communities by focusing growth within the Main Urban Area including South Shields, Hebburn and Jarrow*
- 2. Secure the sustainability and vitality of the villages of Cleadon, Whitburn and the Boldons by supporting growth which respects the distinctive character of each village*
- 3. Encourage the re-use of suitable and viable brownfield land and, where appropriate, encourage higher development densities.*
- 4. Ensure the delivery of housing in sustainable locations through the allocation of sites in the Main Urban Area and by amending the Green Belt boundary to allocate Urban and Village sustainable growth areas*

- 5. Create a new sustainable, community within the Fellgate Sustainable Growth Area (Policy SP8) by providing homes and community facilities.*
- 6. Prioritise the regeneration of South Shields Riverside, South Shields Town Centre, Fowler Street Improvement Area, and the Foreshore Improvement Area*
- 7. Prioritise economic development in designated Employment Areas, including the Port of Tyne, that are accessible by a range of transport modes and allocate additional land at Wardley Colliery*
- 8. Enhance and strengthen green infrastructure, ecological networks and Green Belt throughout South Tyneside and between neighbouring authorities.*

The National Planning Policy Framework (NPPF) states:

“140. Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period”

As demonstrated in Objection 1 above, there is no evidence that the housing requirement for the Plan period is at a level requiring development on the Green Belt. The strategic need has not been proven, for example there has been no cooperation with neighbouring local authorities which have Local Plans that intend to cumulatively build in excess of 19,000 houses above their respective ONS 2018 housing projections.

Sunderland Local Plan –	10,755 excess houses by 2033
Gateshead Local Plan –	6,337 excess houses by 2030
North Tyneside Local Plan -	2,238 excess houses by 2032

A planning appeal decision has confirmed the protected status of the Green Belt. This decision reiterates and reinforces the protection from inappropriate development given to the Green Belt in national planning policy.

Broke Hill golf course

In the Broke Hill case in Sevenoaks, Kent, the Inspector confirmed that, where planning policies protect areas of particular importance and provide a clear reason for refusing the development, the so-called “tilted balance” presumption in favour of granting planning permission does not apply.

For Broke Hill, the planning policies in this case related to protection of the Green Belt. This is especially important as Sevenoaks does not have the required five-year supply of housing land nor has it met the government’s housing delivery test for 2021. The inspector noted a number of benefits of the proposed development including provision of affordable housing. However, he concluded that

notwithstanding the lack of five-year housing supply, the housing delivery test, and the benefits, this did not outweigh the harm that would be caused to the Green Belt, and were not sufficient to override national and local planning policies protecting the Green Belt. "The tilted balance is not invoked, however, because the Framework at Paragraph 11d(i) and footnote 7 protects both areas and assets of particular importance, which include the Green Belt, and provides a clear reason to dismiss the appeal." Stephen Wilkinson, Inspector Planning Inspectorate decision Broke Hill golf course 31 January 2022

This case along with ministerial statements demonstrates that the Local Plan fails to be consistent with national planning policy to protect the Green Belt, as specified in paragraph 11 of the National Planning Policy Framework.

The Local Plan must be revised to remove the proposed amendment to the Green Belt boundary to allocate additional land for housing and to withdraw all of the sites proposed for removal from the Green Belt.

Furthermore, the Local Plan is not justified because the NPPF states:

"141. Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of its strategic policies, which will take into account the preceding paragraph, and whether the strategy:

a) makes as much use as possible of suitable brownfield sites and underutilised land;

b) optimises the density of development in line with the policies in chapter 11 of this Framework, including whether policies promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport; and

c) has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground."

Regarding paragraph "a", it has not been proven that all brownfield sites have been considered.

There are underutilised sites such as areas in South Shields town centre where previously developed land is used for car parking rather than housing like the area at the Mill Dam in South Shields, the former Staithes House and surrounding land near the town centre has been cleared for development for decades. The large office building at Harton Quay was leased by BT Group until last year but BT Group then closed its office and redeployed its 500 staff to other parts of the North East.

These are areas close to South Shields transport interchange and so would satisfy paragraph “b” the need to promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport.

The failure to rent out office space also drawn into question the planned 200,000 sq ft of office space in the adjacent Holborn development especially as the Utilitywise office building just down river had to be converted to flats after lying empty for a long period.

Planners overlooked possible brownfield sites across South Tyneside. Questions raised over validity of the reasons for rejection have not been answered. Some examples are the health clinic site near the ambulance station on Boldon Lane, the Pickwick pub in Biddick Hall, the former Methodist church on Bede Burn Road, the former Park Hotel on Lawe Road have not been included in the Local Plan.

Immediately after the Regulation 18 consultation in 2022, planning permission was given for 446 houses on the former Hawthorn Leslie shipyard that had lain redundant for several years. This was not included in the Regulation 18 Draft Plan. A similar situation exists at the former Rohm and Hass brownfield site near Jarrow town centre that would comply with 141 a) and b). This land if designated for industry could be released for housing as the land designated for employment in the Regulation 19 Local Plan is not justified by the evidence.

A further statement which is insufficient is paragraph 4.31, Sustainable Urban and Village Extensions:

“The Council has undertaken an extensive Green Belt review to identify land which would cause the least harm to the purposes of the Green Belt, that is considered suitable for development, and that could create a new defensible Green Belt boundary. Through this work, the Council has also established the exceptional circumstances to justify amending the Green Belt boundary at each location. Following consultation on the Plan, the Council will undertake a Green Belt boundary review which will review the entire Green Belt boundary to ensure that it has a strong and defensible boundary as required by the NPPF.”

It has been shown that the Green Belt does not need to be built on and therefore the least harm to this resource is no further development at all on the Green Belt and exceptional circumstances have not been established.

Regarding paragraph “c”, there is no evidence that the aggregated housing assessments of the neighbouring authorities has been compared with the projected population levels of these authorities to show that there will be no overall supply. The simple statement in 4.28 in the Local Plan is insufficient:

“28. Prior to identifying land in the Green Belt the Council has, as part of Duty to Cooperate, discussed whether neighbouring authorities could accommodate additional housing. As set out in the Duty to Cooperate Statement, neighbouring

authorities have confirmed that they would be unable to provide land to meet South Tyneside's needs."

The duty to cooperate has not been evidenced as required by guidance such as PAS – Doing your duty practice update [doing-your-duty-practice--1a3.pdf \(local.gov.uk\)](#)

The recommendations in this have not been followed including number 10:

"10. Plans should reflect joint working and cooperation to address larger than local issues. In many cases, joint studies with other local planning authorities formed part of the evidence used to demonstrate compliance with the duty. Past cooperation put many local planning authorities in a strong position, particularly where this has resulted in the preparation of sub-regional strategies, joint studies or common methodologies on SHMA, Strategic Flood Risk Assessment, economic assessments, Green Infrastructure studies, landscape and renewables assessments, and transport studies."

This failure is evident in the vast over provision of housing as previously shown and shared infrastructure for example the health and sewage systems between South Tyneside and Sunderland as well as employment at IAMP. This shows that the Plan is not sound.

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Proposed Modification:

The Local Plan must be revised to take forward preferred options for employment land which result in a much lower amount of land allocated for employment. The policy SP14 to remove the site at Wardley Colliery from the Green Belt must be withdrawn from the Plan. More of the land in the existing urban areas allocated in the Local Plan for employment must be allocated for housing development instead.

The Sustainability Appraisal Report states:

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The SAR also notes the negative impact of this preferred option for employment land:

“4.26 However, negative effects were recorded against a number of environmental objectives, reflecting the impact that a high economic growth could have upon the environment due to proximity existing designations, and increased impacts on natural resources, potential impacts on biodiversity and wildlife corridors. This level of growth is also likely to require land from the Green Belt to facilitate the growth aspirations; this objective therefore scored negatively against objective 4 (Green Belt) and objective 5 (green infrastructure) due to the potential impacts on the Green Infrastructure corridor.”

The Sustainable Appraisal Non-Technical Summary states in the section assessing the Likely Effects of the Local Plan Options:

“Preferred Options

34. In the Draft Regulation 18 Local Plan (June 2022) the Council’s preferred scenario for employment land requirements over the Plan period was the Baseline Labour Demand Scenario. In choosing this scenario the Council had been cognisant of the constraints imposed by the Green Belt and the very high value placed on this resource by local communities. In the Regulation 19 Draft Publication Plan, the Council’s preferred scenario for employment land requirements over the Plan period is the Policy-on Labour Demand Scenario. As explained in the 2023 Employment Land Technical Paper, the level of employment growth underpinning this scenario, which seeks to capture the impacts of IAMP on the general employment land market, is high in the context of past trends. The 2023 ELR advises that the IAMP proposals are expected to create significant employment opportunities in the wider supply chain. However, the ELR does caution that the ability to fully take advantage of these opportunities will depend on the ‘ability to offer good quality employment sites, with good access to the strategic road network and in close proximity to the IAMP’.”

4. Objection made regarding Density Report 2024 and paragraph 8.24 of the Local Plan

The Local Plan is not justified by the evidence as set out in the Density Report 2024 of housing density achieved since the last housing density report in 2018. The Local Plan in paragraph 8.24 sets a lower average housing density than has been achieved which means it is not consistent with the NPPF.

Proposed Modification:

The Local Plan must be revised to increase the housing density standards.

The Density Report 2024 states:

“2.3 Paragraph 125 of the NPPF highlights the importance of avoiding homes being built at low densities, where there is an anticipated shortage of land for meeting identified housing needs. Planning policies should avoid homes being built at low densities and ensure optimal use of land by using minimum density standards. These standards aim to uplift the average density of residential development and the use of these standards should be used in other parts of the plan area. Minimum density standards should also be used in a way which ensures that applications which fail to make efficient use of land be refused.”

It states in the Summary

“4.1 Following the four assessments several conclusions can be drawn with regards to density patterns throughout South Tyneside. Since the previous Density study in 2018:

- The average density of sites assessed was 66 dwellings per hectare based on net site area. This is an increase of 16 dwellings per hectare since the previous study.*
- The assessments showed that density declined as site area increased and that sites less than 1 hectare had a density significantly higher than those over 1 hectare. Sites less than 1 hectare had an average density of 82 dwellings per hectare. Sites over 1 hectare had a density of 40 dwellings per hectare.*
- In general sites with a higher yield had typically lower densities. Sites with less than 50 dwellings had an average density of 50 dwellings per hectare whereas sites with more than 250 dwellings had an average density of 28 dwellings per hectare.*
- Sites in the urban area of South Shields had the highest densities with an average of 72 dwellings per hectare. This is likely due to the nature of the area and the large proportion of smaller sites.*
- Compared to the standard density buffers in Policy SC3 of the adopted LDF and the Strategic Housing Land Availability Assessment higher densities were achieved across all three categories. “*

However, the Recommendations for Housing Density which have been utilised by the Regulation 19 Draft Local Plan are lower than the densities which have been achieved. The Density Report states:

“6.1 Housing yield must ultimately be determined by design. However, for the purposes of estimating housing yield as part of the Strategic Housing Land Availability Assessment and Local Plan site selection process the following density calculations are recommended:

- Average 60 dwellings per hectare on sites within 400m in the Jarrow and Inner South Shields character areas (higher densities may also be appropriate on a site by site basis e.g. by the riverside on sites such as Holborn and Hawthorn Leslie);*
- Average 55 dwellings per hectare on sites within 400m in the rest of the borough;*
- Average 45 dwellings per hectare on sites between 400m – 800m in the rest of the borough; and*
- Average 35 dwellings per hectare on sites beyond 800m in the rest of the borough.*

6.2 These densities will be used to estimate site capacities in the Strategic Housing Land Availability Assessment where other information (e.g. planning applications, information from developers etc.) is not available. Should this information be available it will be used.”

The Density Report 2024 also underestimates the housing densities which have been achieved because two very large urban brownfield sites have been excluded from the assessment:

“3.2 Whilst permission was given to 26 sites during this period only 24 sites will be used in this study. The sites at Leslie Hawthorn and Holborn have been omitted from this study as due to the nature of those sites they present an anomaly in the densities. These sites have a much higher density as to be viable sites for the developers more dwellings on site were required. These sites have a much higher proportion of flats and apartments than others of this size and location. Therefore, to be able to analyse patterns and trends in the data these 2 sites have been treated as anomalies.”

If these two sites were included in the assessment, the average density achieved would be higher and the discrepancy between this and the recommendations for average density for the Local Plan would be even greater.

5. Objection made specifically regarding Policy 18: Affordable Housing, Policy 19: Housing Mix and Policy 20: Technical Design Standards for New Homes

The Local Plan is not justified and is not consistent with the NPPF in terms of meeting the housing needs identified in the Strategic Housing Market Assessment (SHMA) 2023.

The Local Plan does not meet the need for increased proportion of affordable housing; nor does it meet the need for increased housing for older people and people with disabilities.

Policy 18: Affordable Housing sets minimum percentages for affordable housing on new developments which are too low.

Policy 20 introduces a condition that this target for wheelchair user dwellings (ie *Building Regulations Requirement M4(3)*) will only apply in housing developments of 50 homes or more. This means that the Local Plan is not justified by the evidence of the need for these type of homes.

Proposed Modification:

Policy 18 must be revised to increase the minimum percentages for affordable housing to an overall higher percentage than the current target of 25%.

Policy 20 must be revised to remove the condition that the target for wheelchair user dwellings (ie *Building Regulations Requirement M4(3)*) will only apply in housing developments of 50 homes or more.

In the section on Housing Allocations the Local Plan states:

“5.4 When allocating sites to meet the housing requirement, the Plan has looked to ensure the right homes are delivered in the right places, taking into account need, demand, deliverability, sustainability and improving choice.”

The SHMA 2023 has identified an annual need for 361 affordable homes each year across the borough which justifies the need for a robust affordable housing policy which will provide mechanisms to help meet this affordable need. Yet the same document states in the Executive Summary:

“It is recommended that the current target for 75% market and 25% affordable is maintained.” And in Paragraph 7.10 states: *“The SHMA would suggest that an overall target of 25% affordable housing should continue to be applied. This will be subject to viability testing before a target can be established for affordable housing in the emerging Local Plan.”*

The Local Plan states: *“8.53 The typology testing results for the ‘Local Plan Viability Testing’ report (2023) shows that different locations in the borough can sustain*

different levels of affordable housing. The report concludes that the following levels of affordable housing provision are reasonable: • Cleadon – 30% • East Boldon and Whitburn Village – 25% • West Boldon, Boldon Colliery – 20% • Hebburn – 15% • South Shields, Jarrow – 10%”

The proposed proportion of affordable homes in Cleadon and East Boldon is 30%, but as median house prices in this area are £225,000 the accepted definition of affordable being 80% of market value means they will still be unaffordable to the very people requiring this provision.

The percentage of affordable housing to be built on new developments in East Boldon has been reduced from 30% in the Regulation 18 Draft Local Plan to 25%.

The NPPF states “62. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes).”

Particular needs identified in the SHMA 2023 are:

- *“Increasing and diversifying the supply of specialist housing for older people. There is a need for 3,060 more units of accommodation for older people by 2040 comprising 1,803 C3 units, 885 C2 Extra Care units and 372 C2 Residential care units*
- *Based on an assessment of additional needs and longer-term demographics, a minimum of 5% of new dwellings should be built to M4(3) wheelchair accessible standard; and all other new dwellings should be built to M4(2) accessible and adaptable standard.”*

However the Local Plan fails to implement these recommendations in full as Policy 20: Technical Design Standards for New Homes states:

*“1. To meet the needs of older people and people with disabilities, a minimum of 5% of new build housing in developments of 50 homes or more shall be built to Building Regulations Requirement M4(3) (wheelchair user dwellings).
2. All residential dwellings shall be designed to be built to meet Building Regulations Requirement M4(2): (Accessible and adaptable dwellings) except where it can be demonstrated that this is impractical or unviable due to site specific constraints.”*

Policy 20 introduces a condition that this target for wheelchair user dwellings (ie *Building Regulations Requirement M4(3)*) will only apply in housing developments of 50 homes or more. This means that the Local Plan is not justified by the evidence of the need for these type of homes.

6. Support for Policy 16: Houses in Multiple Occupation

We welcome Policy 16 Houses in Multiple Occupation (HMO) as this is justified by the evidence of clustering of HMOs in particular areas of the borough and the need for further measures in paragraph 2 of the policy for the Lawe Top Article 4 Direction area.

Proposed Modification:

However we would want to see this policy strengthened by limiting concentration to no more than 5% within 100 metres, especially in the Lawe Top area.

The Local Plan states in Policy 16 paragraph 2: Where an application for a new House in Multiple Occupation falls within the Lawe Top Article 4 Direction area, permission will only be granted where the number of HMO dwellings does not exceed 10% of the total number of properties, within 100 metres from the application site.

This needs to be amended to state that “the number of HMO dwellings does not exceed 5% of the total number of properties, within 100 metres from the application site.” This is because of the significant number of HMO dwellings in this area which have already had a cumulative effect on the area.

7. Objection made specifically regarding Policy 1 Promoting Healthy Communities and Policy 2 Air Quality; and SP5: Former Brinkburn Comprehensive School and SP6: Former Chuter Ede Education Centre

The Local Plan is not justified because these policies will not ensure the Strategic Objectives for Promoting Healthy Communities will be achieved; and these policies are not consistent with national policy.

Proposed Modification:

The sites under policies SP5 and SP6 must be amended to exclude the current playing fields and retain those areas as public open space. The sites under policies SP7 and SP8 in the Green Belt must be withdrawn from the Local Plan to prevent detrimental impact on air quality.

The Local Plan proposes the development of several vital community open spaces, for example the playing field land at Chuter Ede and Brinkburn School, despite stating in Policy 1:

*“The Council and its partners, including the NHS, will seek to improve the health, wellbeing and quality of life of South Tyneside residents, reduce health inequalities, and to help people live longer and healthier lives. This will be achieved by:
1. Supporting new development which: i. Increases opportunities for physical activity and active travel through the provision of good quality sport and recreation facilities and safe and accessible walking, cycling and public transport networks.”*

and

“iii. Enhances the green and blue infrastructure network and supports climate change mitigation and adaptation.”

These community open spaces must be protected and removed from the Local Plan as sites for development. The importance of these community open spaces is recognised in NPPF paragraph 98, 20-23, 26 and 92.

Building on playing fields for example at Chuter Ede has the exact opposite effect to the objective, increasing the local population while removing green space playing fields that are used for exercise.

There is little in the Local Plan that would fulfil the Strategic Objectives for Promoting Healthy Communities. In fact, some parts of the plan make the situation worse including the proposed development in areas that will promote car use such as in Cleadon, East Boldon and Whitburn. These developments will typically have two cars per household, adding potentially thousands of car journeys on an already congested road system. This will have a detrimental effect road safety and on the local environment due to noise and exhaust emissions. Some areas have air pollution levels already in excess of the World Health Organisation recommended

maximums. These vehicle journeys will only make this more dangerous as there are no safe levels for these pollutants.

The Local Plan states in paragraph 6.14: *“The importance of good air quality is recognised by the World Health Organisation which produced a series of standards that have been adopted by the European Commission and subsequently the UK”.*

A Local Authority recognising this will be aware that the World Health Organisation (WHO) air quality standards were revised in 2021 and the recommended pollutant levels, to be achieved, were revised down by a considerable amount. NOTE: These are not safe levels as scientists do not consider any amount to be safe. It is inconceivable that the UK national standards will not be reduced to reflect these changes.

In the Local Plan, Policy 2: Air Quality states *“2. Where significant air quality impacts are likely to be generated by the development, an appropriate air quality assessment will be required”.* Due to the changes in WHO levels it is reasonable to predict large areas of the Borough will exceed these and the proposed developments in Policy SP7: Urban and Village Sustainable Growth Areas in particular will result in unsafe air pollution.

The council has a duty as far as reasonably practicable to ensure the health and safety of its residents. Given the above, the Local Plan must be revised to take into consideration the results of the proposed developments on air quality and specified measures that would reduce pollution levels to the minimum possible.

NPPF states in 186: *“Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications.”*

The Local Plan has failed to identify these opportunities adequately and therefore is not consistent with the NPPF and this demonstrates that the Local Plan is not sound.

NPPF states: *“31. The preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned...”*

The revised WHO air pollution levels are relevant and up-to-date and should be a material consideration.

8. Objection made specifically regarding Section 7: Meeting the Challenge of Climate Change, Flooding and Coastal Change

The Local Plan is not sound because it is not compliant with the Climate Change Act 2008 and Planning and Compulsory Purchase Act 2004 (as amended) duties or consistent with NPPF guidance – carbon accounting and climate mitigation.

Proposed Modification:

The Local Plan must be revised in order to bring it into compliance with legislative and policy requirements around climate change and the council's stated ambitions. The plan must include sustainable building standards requiring new developments to meet much more stringent building standards in terms of energy demand and generation.

The increased carbon emissions from the development proposed in the Local Plan will add to South Tyneside's carbon footprint and add to the climate change emergency.

National legislation and guidance strongly stress the central role of the planning system in securing radical reductions in greenhouse gas emissions and require Local Plans to:

The policies should aim to secure radical carbon reductions in line with a trajectory for the authority area that is consistent with the UK achieving full carbon neutrality by 2050, and in the short term should test the policy options available to achieve the highest level of ambition possible to meet this goal.

As far as possible, all new development should be zero carbon given that the country's net zero target must be met in the next 30 years. A good example from another area is Reading Council: *"The council's 2019 Local Plan requires that all new residential developments of ten or more homes are built to zero carbon standards if possible."* Zero carbon is an achievable standard.

Adoption of this strategy aligns with the councils own stated aims of the Economic Recovery Plan 2020 to *Catalyse green and sustainable growth by maximising the potential of our low-carbon and digital assets and expertise.*

With regards to Policy 15 much is to be welcomed. 15.1 states *"Improve the condition of existing homes by enhancing energy efficiency and reducing carbon emissions in existing buildings* And 15.4 *Facilitate improvements to properties that have traditionally suffered from poor management and under-investment."*

However, currently demolition is placed far too highly as an option for the current housing stock. Refitting and retrofitting is by far the less carbon intensive approach so demolition must be de-prioritised.

The Local Plan must be revised in order to bring it into compliance with legislative and policy requirements around climate change and the council's stated ambitions.

NPPF 8: *"Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

NPPF 11: *"Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:*

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;"

NPPF 20: *"Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for:*

d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation."

The plan is not sound as it does not address the above NPPF requirements regarding climate change and carbon emissions.

The Plan does not have sufficiently robust policies requiring low-carbon building standards for new buildings. Each year it is proposed that 309 homes are built, along with commercial developments. This means every new house and building is adding to the district's carbon emissions.

Domestic buildings can account for around 22% of its carbon emissions in South Tyneside. Commercial or industrial buildings account for a further 20%. If 309 new homes are built each year to existing building regulations, this alone is expected to add around 4 tonnes of CO₂ per year, per house.

The plan should include sustainable building standards requiring new developments to meet much more stringent building standards in terms of energy demand and generation.

This could be incorporated into a development plan document (DPD) as Warwick District Council did in their "NET ZERO CARBON - DEVELOPMENT PLAN DOCUMENT":

“The DPD would ensure that new development does not add to the District’s carbon deficit and will therefore ensure that the significant cost of retrofitting buildings to achieve net zero carbon does not increase.

The Objectives would be to:

1: To provide a clear policy framework to enable developers to understand the requirements for planning proposals to ensure new buildings are planned and constructed to be net zero carbon in operation.

2: To ensure practical and viable low carbon building standards that can be applied to new buildings.

3: To support the consideration of low carbon energy sources as part of development proposals.

4: As a last resort, to provide the policy framework for addressing residual carbon from new buildings through a robust carbon offsetting policy.”

See for the full DPD [SUB1 - Net Zero Carbon DPD Submission Version - Download - Warwick District Council \(warwickdc.gov.uk\)](https://warwickdc.gov.uk/submissions/sub1-net-zero-carbon-dpd-submission-version-download)

9. Objection made specifically regarding Policy 6: Renewables and Low Carbon Energy Generation

The Local Plan is not sound because this policy is not consistent with national policy.

Proposed Modification:

The Local Plan must be revised to ensure the policy complies with national policy. The Plan must have a requirement to include and maximise on-site renewable energy generation and a stronger policy to require development to connect to district heating networks.

NPPF 156 states: *“Local planning authorities should support community-led initiatives for renewable and low carbon energy, including developments outside areas identified in local plans or other strategic policies that are being taken forward through neighbourhood planning.”*

We welcome Policy 6 paragraph 2 supporting the inclusion of renewable energy into developments, but the text is not strong enough, and once again, will not change business as usual development approaches. A requirement to include and maximise on-site renewable energy generation needs to be folded into an overall greenhouse gas emissions policy, as seen in the London Plan, policy S12¹.

We welcome Policy 6 paragraph 4, the inclusion of policies requiring development to connect to district heating networks, however this policy needs to be made significantly stronger. The best example of which we are aware is draft policy SI13 of the draft London Plan. As the whole of South Tyneside is located over disused mine-workings more heating schemes like the “Hebburn Minewater Project” should be invested in for housing schemes.

¹ London Plan – policy S12 - www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/draft-new-london-plan/chapter-9-sustainable-infrastructure/policy-si2-minimising#r-SI2

10. Objection made specifically regarding Policy 10 Disposal of Foul Water and Policy 11 Protecting Water Quality

The Local Plan is not justified because these policies are not able to ensure the Objectives for Protecting Water Quality will be achieved; and is not consistent with national policy.

Proposed Modification:

The sites under Policies SP7 and SP8 must be withdrawn to prevent detrimental impact on water quality.

The Local Plan does not refer to the current significant level of sewage pollution in South Tyneside. Population levels have increased considerably in the UK since Victorian times yet we are still using combined sewers that were constructed in the 19th century. If more housing development is permitted, especially on green spaces, more pressure will be exerted on an already failing sewage system. However, in the consultation on the Draft Local Plan, South Tyneside Council confirmed that no extra sewage will be added to the existing infrastructure on the recommendations of Northumbrian Water who have assured them the existing system will cope.

NPPF states “*20.Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for: ...
b) infrastructure for ...wastewater*”

NPPF states: “*185. Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.*”

The Environmental Permitting Regulations 2016 Permits to discharge untreated sewage from Combined Sewer Overflows into watercourses during heavy rainfall are issued to water companies and regulated by the Environment Agency. There is growing evidence to show that these permits are being abused. Sewage is regularly discharged into South Tyneside watercourses in moderate rainfall. This is due to a lack of capacity at the sewage treatment works caused by a lack of investment and contravenes environmental law.

The Environment Agency (EA) has been required to install Event Duration Monitors (EDMs) in all Combined Sewer Overflows (CSOs). These record the number of discharges and the duration of the discharges. The Whitburn system remains in breach of environmental law as of March 2021, but the EA want to wait 10 years to ‘assess’ the system.

The data supplied by the authorities needs to be treated with caution. In March 2020 the EA issued an apology after their published sewage discharge records for Whitburn for 2019 were challenged. They were forced to increase the volume of

CSO discharges for Whitburn by 10% from 683,676 cubic metres to 760,993.5 cubic metres. In March 2021 Northumbrian Water issued an apology after their published untreated sewage discharge records for Hendon Sewage treatment works for 2019 were challenged. They were forced to increase their published hours of untreated discharges in 2019 from Hendon Sewage Treatment works by 4,000% from 15 hours 52 mins to 646 hours.

Sewage pollution is a contributor to climate change. Seagrasses can absorb more carbon up to 40 times faster than terrestrial forests and these ecosystems become sources of CO2 emissions when they are degraded or destroyed. A major driver of seagrass decline is nutrient pollution from sewage. A study has shown that 90% of the seagrass meadows in the UK have been lost to pollution. Locally, the seagrass meadows in the River Tyne estuary have been devastated by sewage flowing from nearby Combined Sewer Overflows.

Sewage pollution causes harm to public health. Recent epidemiological studies show a close relationship between contact with polluted waters and the incidence of gastro-intestinal, eye, ear, nose and throat infections or irritations and respiratory symptoms. This is a recognised problem for surfers, kite surfers, windsurfers, sailors, kayakers and wild swimmers. Even the dog walkers, joggers and walkers who all enjoy the access to South Tyneside's riverside and beaches throughout the year are at risk from sewage pollution.

Public Health is a material planning consideration. Local authorities have important and wide-ranging public health functions, for example under the Public Health (Control of Disease) Act 1984. This legislation adopts an 'all-hazards' approach and provides South Tyneside Council with the necessary powers to control human health risks arising from infection or contamination of any form including chemicals and radiation. Statutory duties for public health were conferred on local authorities by the Health and Social Care Act 2012. Local authorities (and directors of public health acting on their behalf) now have a critical role in protecting the health of their population, both in terms of helping to prevent threats arising and in ensuring appropriate responses when things do go wrong.

Health considerations are capable of being material planning considerations. This is recognised in the NPPF which includes the following statement at paragraph 92: *"Planning policies and decisions should aim to achieve healthy, inclusive and safe places."*

The health implications of exposure to the levels of sewage pollution regularly discharged into the River Tyne and on to the beaches of South Tyneside must be a material planning consideration with respect to future developments as, without an improvement in sewage treatment capacity, more development will bring about an inevitable increase in sewage pollution.

Response compiled by South Tyneside Green Party February 2024

West hall farm development



Sun 3/3/2024 7:32 PM

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

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My main concern is flood risk as we already have a road full of water every time it rains. So who do I sue when my house floods.

Gina Potts

Sent from my Galaxy

OBJECTION TO THE PROPOSED REMOVAL OF GREENBELT AT FELLGATE AND SPD8

Geraldine Kilgour [REDACTED]

Fri 3/1/2024 10:34 PM

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

📎 1 attachments (17 MB)

archive (16).zip;

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Dear Local Plan Team,

I would like this submission considered prior to the finalisation of the Draft Local Plan to the Inspectorate and by the Inspectorate.

The community have made extensive submissions over a period of many years, as have I and recently regarding the strongest opposition to the removal of any part of the Fellgate greenbelt. I do not intend to detail in this statement a reiteration of that as the attachments speak for themselves.

I have **tonight** located the highways agency assessments carried out on your behalf and the Infrastructure report of 2024.

I am deeply concerned by my findings and somewhat dismayed.

Attached is the 2016 iteration of the Local Plan which clearly sets out by way of a specialist analysis in ruling out development on Fellgate greenbelt due to the seriously harmful effects posed to many aspects of our surroundings. I am not persuaded that these findings can simply be set aside in favour of a new iteration recommending development. It really does not make sense and for this reason and many others I do not consider the current assessment to be sound.

I have been advised that the SPD5 2008 will remain until after the Local Plan is adopted. This is completely unacceptable. Having read further with regards to such 106 agreements and those set out in Section 278 agreements the risks this poses to Fellgate greenbelt and indeed our community is significantly unacceptable. When would a proposed school be built? How much return on the investment be needed to build a school? Who would staff it? A GP Practise sounds great. How will a GP or medical staff be resourced? Will 106 agreements be funding private practices? Shopping access/ Will this impact upon our town centres and already struggling local independent providers?

Ultimately the matters in dispute are:

What has changed from 2016? This is set against the context of falling population numbers, the BNG which came into force February 2024, traffic infrastructure which is not fit for purpose, failed levelling up bids, public transport not being in public ownership with no local authority jurisdiction and flood defence risk borne out by increasingly seasonal climate changes.

The land proposed to be removed from Fellgate greenbelt includes working farmland, farmed by the 5th generation of the family in situ.

A vast area of our greenbelt has been removed to facilitate the IAMP, this further proposal to increase the urban sprawl is completely unacceptable.

Farmland Birds and other wildlife species thrive on Fellgate greenbelt. The birds have been displaced by IAMP and their feeding area is Fellgate greenbelt. No degree of mitigation can possibly replace this and certainly not in this area.

The proposed breach or breaches on to Durham Drive are not tenable. This road is highly trafficked serving around 1300 homes already. The infrastructure simply does not exist.

The highway infrastructure cannot meet the needs of any additional traffic. It is already oversubscribed and flow is poor. 1200 homes realistically will not have minimal car ownership. The pressure on Fellgate Metro, the only metro with a direct airport service, is unsustainable. The investment simply isn't there. Studies of metro traffic have found that local users are those who park at the metro. This can be for any number of reasons such as personal safety.

The development of any permanent structure on this greenbelt will cause irretrievable harmful impact. I am advised that around forty homes are built annually and each property takes three months to build. How can this be sustainable in this wildlife rich location?

Additionally I am extremely disappointed that our community have been refused an extension to the Reg 19 consultation. I have personally asked for this several times due to varying issues. The latest consultation has vastly changed for Fellgate and in no small way by the SPD8. To also add highest density homes abutting Durham Drive in the plan is noted with extreme concern.

The first consultation was at Fellgate but residents had barely realised the content of the final iteration at this time. It was emerging. The fact that it was published around a week earlier is irrelevant as they were not signposted to it unless watching for changes on the STC website etc. The servers in the hubs where residents have attempted access were loaded with an incorrect code and therefore inaccessible. A second consultation was provided but during normal office hours and two days after the first. Residents usually only attend in their close proximity. Please be assured that the opposition is from a vast range of age groups and this impacts our working age and vulnerable community members most. We could not secure the instruction of counsel in time for the deadline of 3.3.24. This will be secured should this iteration be put to the Inspectorate. Therefore I don't believe that the process is legally compliant.

Finally the severity of the detrimentally harmful impact of any development on Fellgate greenbelt is not mitigated by the proposed development. This area is sacrosanct and should be preserved for all of the sustainable reasons set out.

I fully appreciate the need for officers to carry out their duties but I must strongly oppose this. I believe that such should be resisted and a message sent to Government that this is wholly unacceptable.

I reiterate my request to speak to the Inspector at the Public Hearing for the above reasons.

I look forward to receiving an acknowledgement to this submission.

Yours sincerely,

Geraldine Kilgour



A194/A184 White Mare Pool – Emerging

Pressures

Reference number GB01T21D46 / GB01T21B22 (AC.21.03)

22/12/2021

WHITE MARE POOL JUNCTION STUDY



SYSTRA

A194/A184 WHITE MARE POOL – EMERGING PRESSURES

WHITE MARE POOL JUNCTION STUDY

IDENTIFICATION TABLE

Client/Project owner	South Tyneside Council / National Highways
Project	A194/A184 White Mare Pool – Emerging Pressures
Study	White Mare Pool Junction Study
Type of document	Model Testing Report
Date	22/12/2021
File name	A194/A184 White Mare Pool, Emerging pressures.docx
Reference number	GB01T21D46 / GB01T21B22 (AC.21.03)
Number of pages	36

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Noema Azcona	Senior Consultant	16/12/2021	
	Checked by	Sandra Hill-Smith	Associate	20/12/2021	
	Approved by	Paul Gray	Associate Director	22/12/2021	
2	Author	Noema Azcona	Senior Consultant	08/02/2022	Addressed South Tyneside Council and National Highways comments
	Checked by	Sandra Hill-Smith	Associate	24/02/2022	
	Approved by	Paul Gray	Associate Director	24/02/2022	

EXECUTIVE SUMMARY

The South Tyneside Infrastructure impact study, undertaken by SYSTRA on behalf of National Highways in 2019, tested the impact of South Tyneside's Local Plan (2019 draft allocations) on the Strategic Road Network [SRN]. The study identified schemes to mitigate the impact of the plan in 2023 and 2028. However, 2033 scenarios included significant delay on the SRN and local roads, illustrating a severe impact. The main delays originated at the A185/Priory Road (Jarrow) junction, and the A194/A184 White Mare Pool.

A potential scheme was found for Jarrow area in a further study undertaken by SYSTRA on behalf of National Highways: "A19/A185 Jarrow Junction Study". The current study aimed to identify a scheme which addresses the future congestion issues at White Mare Pool.

National Highways' Aimsun Next model was used to test the impacts of the 2019 draft Local Plan allocations on the strategic road network in South Tyneside. Future traffic flows for 2033 were forecast and a number of schemes were tested at White Mare Pool area. The majority of the schemes and combination of schemes were discarded because they did not operate effectively.

A194/A184 Half throughabout (Option 9) shows significant improvements in the operation of the White Mare Pool junction. The results show that the network will be operating within capacity when the full Local Plan traffic is included for 2033, based on the 2019 draft allocations.

An additional test has also been undertaken of the release of 1000 to 1500 houses at the Land south of Fellgate on top of the 2019 draft allocations. This set of traffic flows was tested with the Option 9 half throughabout at White Mare Pool, and an enlarged signalised roundabout layout at the A194 Leam Lane/Mill Lane roundabout to provide access to the Land south of Fellgate site. The outputs show that there is little impact along the A194, although there is a small increase in delay at the A19 northbound merge at Jarrow.

Additionally, a stress test was undertaken to identify the consider the extra trips that can be accommodated on the SRN in the White Mare Pool area for new development before any scheme is delivered. The outputs present safety concern on the A184 east and A184 south when 100 additional trips per hour are included.

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1. INTRODUCTION

1.1 Background

- 1.1.1 The South Tyneside Infrastructure Study, undertaken by SYSTRA on behalf of National Highways in 2019, tested the impact of South Tyneside's 2019 draft Local Plan on the Strategic Road Network [SRN].
- 1.1.2 The study identified schemes to mitigate the impact of the 2019 draft Local Plan in 2023 and 2028. However, the results for 2033 presented significant delays at the A19/A185/Priory Road (Jarrow) junction, and the A194/A184 White Mare Pool. Therefore, as part of a later study named A19/A185 Jarrow Junction Study, potential schemes at Jarrow were developed, concluding that solutions were available to address these delays.
- 1.1.3 The A194/A184 White Mare Pool – Emerging Pressures study aims to identify solutions to existing and future congestion at White Mare Pool junction. The first phase of work (Task B) was completed in June 2021. This task identified that a potential Land south of Fellgate site can accommodate between 1000 and 1500 houses before the impact on the SRN becomes unacceptable. Detailed information is included in the “Large Greenbelt Release - Aimsun testing” document issued on 15/07/2021.
- 1.1.4 The purpose of this current study is to identify a scheme which addresses the future congestion issues at White Mare Pool. While the project was in progress, an extra task was added to confirm that, as well as growth associated with the 2019 draft Local Plan allocations, the new scheme can also accommodate any impacts on the on the SRN associated with the Land south of Fellgate site. This tasks was intended to support the inclusion of the Land south of Fellgate site in the 2021/22 allocations.
- 1.1.5 Additionally, a stress test is undertaken to consider the quantum of new development trips that can be accommodated on the SRN in the White Mare Pool area before the junction is upgraded.
- 1.1.6 This study used the South Tyneside Infrastructure Study model and includes one of the proposed schemes at Jarrow tested in the A19/A185 Jarrow Junction Study. This model is referred to as STsHy18 and its development is set out in the Reference Case Technical Note issued on 01/10/2021.

1.2 Model area

- 1.2.1 The study area covers from north of the Tyne Tunnel to south of the Downhill Lane junction along the A19, and south of the Follingsby junction along the A194. It also includes the Arches (A185 and Newcastle Road) and the A184 from east of Testos to west of White Mare Pool. The model area is shown on Figure 1.1 below.

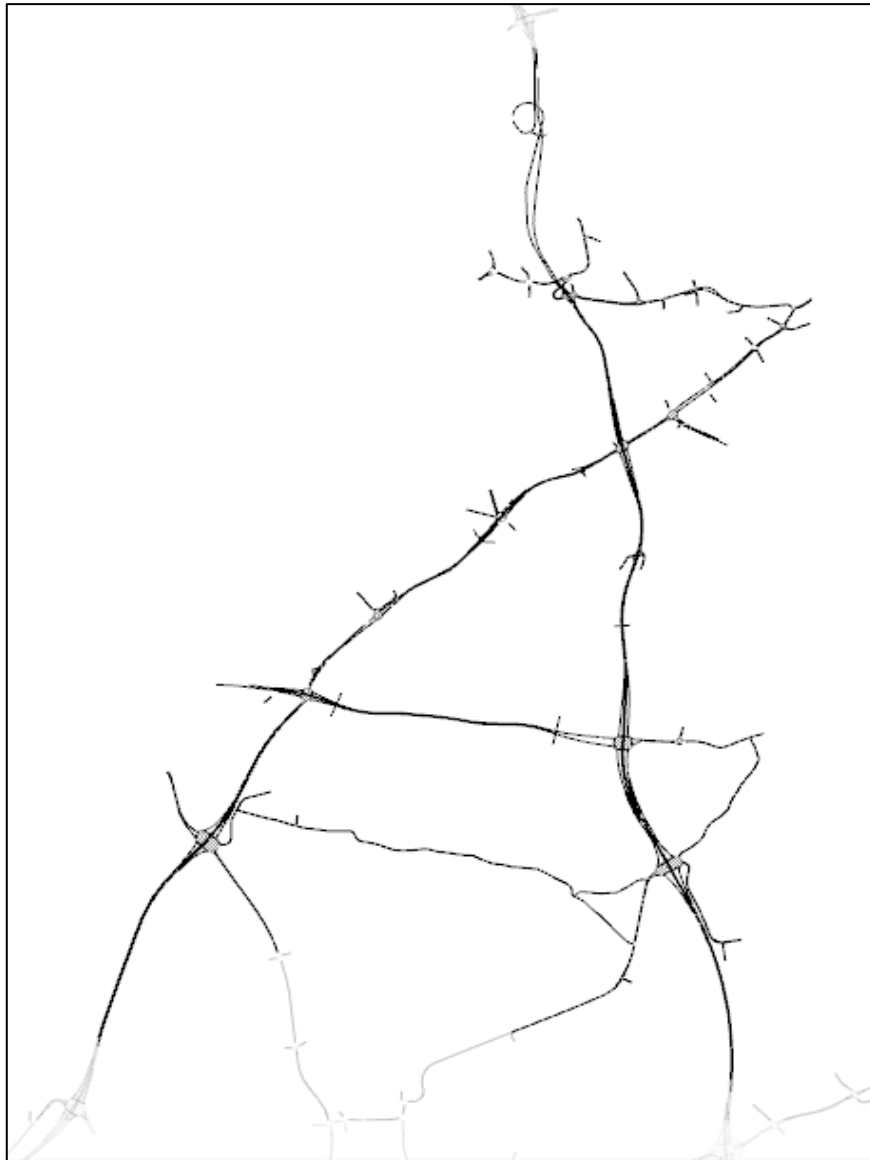
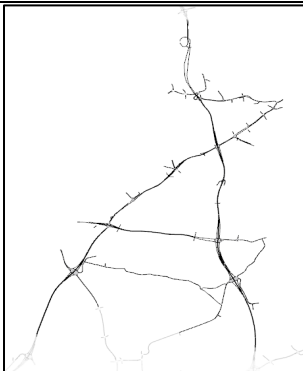


Figure 1.1 South Tyneside Infrastructure Study model network.

1.3 Model summary

- 1.3.1 STsHy18 was developed using the Aimsun Next software package, version 8.3.1. The model was built as a hybrid subnetwork of the Tyne and Wear A19 model built in 2018. Most of the model is at mesoscopic level, with a microscopic area at Jarrow and White Mare Pool/ Mill Lane.
- 1.3.2 Key details of the model are set out in Table 1.1 below.

Table 1.1 Model summary table.

ELEMENT	SPECIFICATION
Model time periods	Average weekday AM (06:00-10:00) Average weekday PM (15:00-19:00)
Warm up / cool down	Warm up 30 minutes AM, 30 minutes PM 30 minutes cooldown
Simulation area	
Public transport	Bus services and stops from base model
Assignment	Dynamic User Equilibrium [DUE] Max iterations 100 – converged
Model calibration	None undertaken within this project
Model validation	None undertaken within this project
Software version	Aimsun 8.3.1
Model level	Hybrid (meso/micro) (Micro at White Mare Pool and Mill Lane Roundabout)
Model name & parent	South Tyneside subnetwork (STsHy18) Parents A19 Tyne & Wear model/2019 South Tyneside Infrastructure Study
Future year demand	Base demand / 2019 draft Local Plan Allocations / Land south of Fellgate 1500 houses

2. MODELLING METHODOLOGY

2.1 Testing scenarios

- 2.1.1 A number of scenarios have been tested as part of this study, to eliminate schemes and combinations of schemes which did not operate effectively. These included the original north-south throughabout design which was shown in the A194(M)/A184 White Mare Pool – Emerging Pressures Evidence Base report, produced for National Highways and dated 31st March 2021.
- 2.1.2 Results are provided only for scenarios which operate satisfactorily. The reported model scenarios are as follows:

Task A

Task A was project inception and is not documented in this report

Task B

Task B comprised initial testing of the potential Large Greenbelt Release at Land South of Fellgate and was documented in the “Large Greenbelt Release - Aimsun testing” document issued on 15th July 2021

Task C

- 2033 Do Minimum with 2019 draft Local Plan demand;
- 2033 Do Something Option 0 (East & South arm widening at White Mare Pool) with 2019 draft Local Plan demand;
- 2033 Do Something Option 6 (Spiral marked circulatory carriageway) with 2019 draft Local Plan demand; and
- 2033 Do Something Option 9 (A194/A184 Half throughabout) with 2019 draft Local Plan demand.

Further infrastructure options were also tested as part of Task C but are not reported since they did not operate satisfactorily.

Task D

Task D was adjustments to scheme designs, and is documented in section 2.2 Infrastructure schemes.

Task E

- 2021 Do Minimum with Amazon committed and indicative development trips at White Mare Pool existing layout.

Extra task

- 2033 Do Something Option 9 & Mill Lane roundabout (2019 draft Local Plan demand and Land south of Fellgate).

This task followed on from Task C, to check whether the scheme identified for White Mare Pool would continue to operate effectively if development at Land South of Fellgate comes forward. Task B had identified that 1000-1500 homes could be delivered at this site (compared to an initial proposal of 3000 homes), dependent on the level of provision by sustainable modes and consequent mode share by car. This

test therefore included 50% of the initial “worst case” traffic demand – this could represent 1500 homes with strong provision for sustainable modes and a low car mode share, or 1000 homes with a higher car mode share.

- 2.1.3 Only limited results are presented for Option 6, since the delays in this scenario were similar to the existing layout. Option 9 has significantly less delay and full results are provided here.
- 2.1.4 2033 has been adopted for testing the full 2019 draft Local Plan allocations which was established through the 2019 study. Results for the interim years of 2023 and 2028 are presented in the “South Tyneside Infrastructure Study Report” undertaken by SYSTRA on behalf of National Highways in 2019 . Results are not presented for the interim years in this report, since the traffic flows are unchanged. It is unlikely that any major schemes in congested areas such as Jarrow and White Mare Pool could be identified, designed, funded and delivered before 2028, so additional tests were not considered necessary.

2.2 Infrastructure schemes

- 2.2.1 A number of schemes have been included to test the scenarios above. A summary table of schemes by scenario is included at the end of this section.
- 2.2.2 Several schemes have been already included in previous studies which formed part of the 2019 draft Local Plan testing, see below:
 - Free flow toll payment at the Tyne Tunnel northbound;
 - Tyne Tunnel (Epinay loop) ramp metering;
 - A19 northbound lane gain from Lindisfarne;
 - Testos / Downhill Lane;
 - North arm widening at White Mare Pool;
 - East arm widening at White Mare Pool;
 - South arm widening at White Mare Pool;
 - Jarrow and Port of Tyne Dualling; and
 - Mill Lane signalisation.
- 2.2.3 The first five of these are either already complete, or under construction as of December 2021. The Jarrow junction upgrade scheme is not committed since no funding has been identified, however it has been included to ensure that traffic is not held up at Jarrow, changing network operation and flow patterns at White Mare Pool.

Additionally, three more infrastructure scheme options have been tested in STsHy18:

1. Option 6 – Spiral marked circulatory carriageway

- 2.2.4 A spiral marked roundabout at White Mare Pool was included as one of the Do Something scenarios. The scheme is shown in Figure 2.1 below.

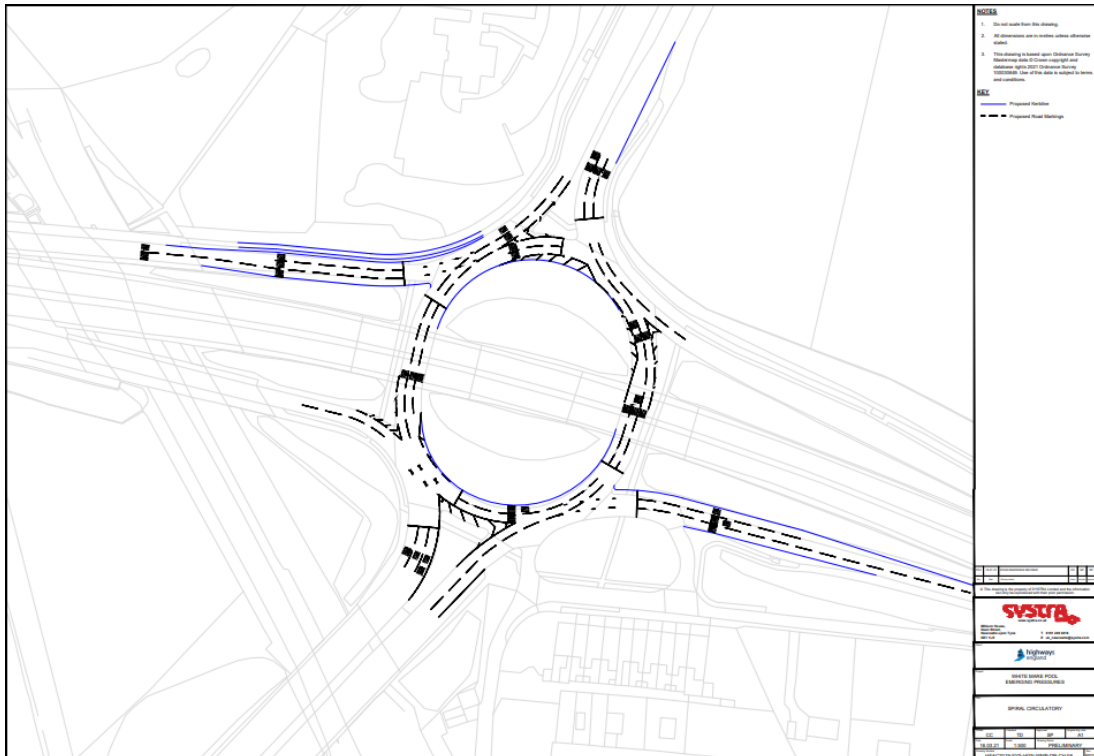


Figure 2.1 Spiral marked circulatory carriageway at White Mare Pool.

2. Option 9 - A194/A184 half throughabout

- 2.2.5 The previous Emerging Pressures study identified two throughabout options at White Mare Pool. The first provided through movements from north to south and south to north. This has been tested in the Aimsun model, and does not operate effectively.
- 2.2.6 The second option provided through movements for both right turns, as shown in Figure 2.2 below. Further assessment of the forecast traffic flows at the junction demonstrated that the south to east right turn does not require a dedicated through movement, and would not result in enough benefit to counterbalance the additional conflict created by the through movement at the northeast corner of the junction. A modified “half throughabout” (excluding the south to east route as identified by the red cross on Figure 2.2) was therefore tested as one of the Do Something scenarios.

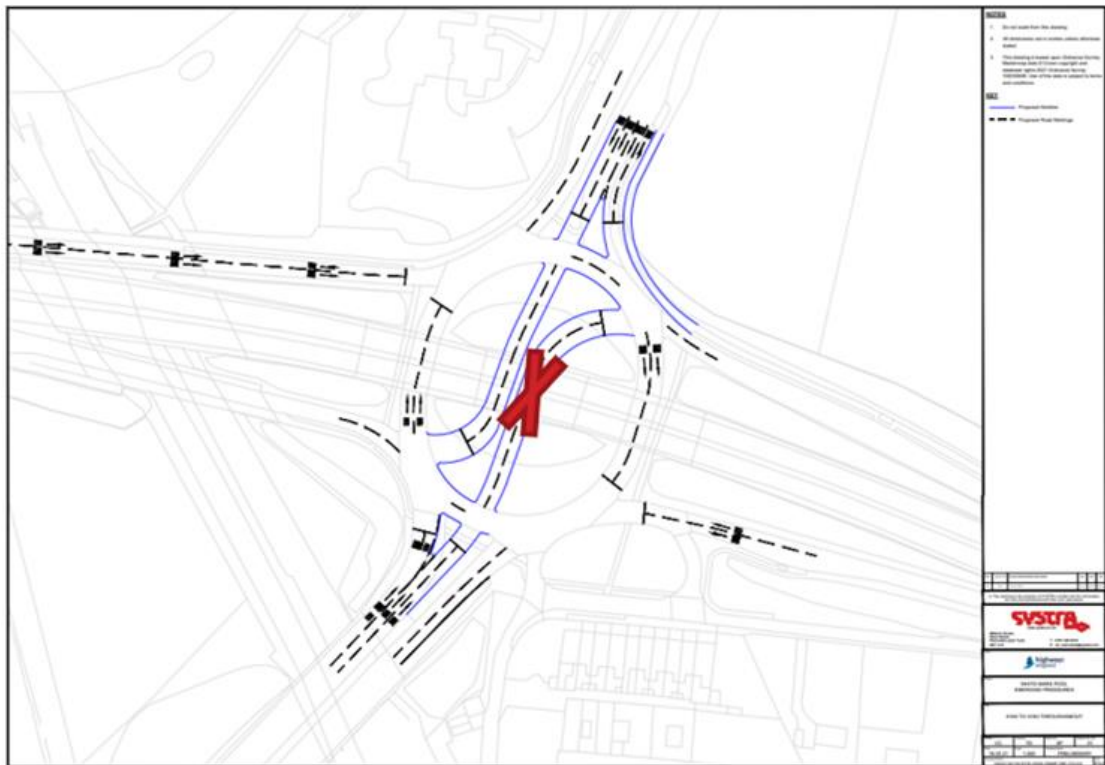


Figure 2.2 A194/A184 Half throughabout at White Mare Pool.

3. Mill Lane roundabout

- 2.2.7 A design for a three lane wide signalised roundabout at the A194 / Mill Lane junction with two new accesses to the Land south of Fellgate site scheme was provided by iTransport on 22nd September 2021. This scheme was included in the final Do Something scenario. The scheme is shown in Figure 2.3 below.

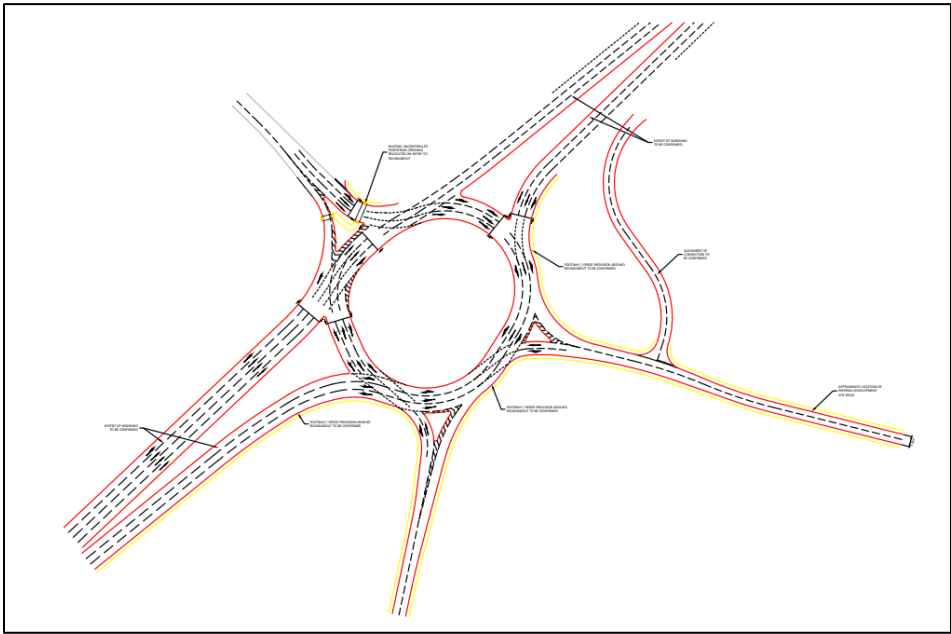


Figure 2.3 Three lane and signalised roundabout at Mill Lane.

2.2.8 The following Table 2.1 summarises the schemes used for each scenario.

A194/A184 White Mare Pool – Emerging Pressures	
White Mare Pool Junction Study	GB01T21D46 / GB01T21B22 (AC.21.03)
Model Testing Report	22/12/2021

Table 2.1 Infrastructure schemes.

SCENARIO ID	TASK C	TASK C	TASK C	TASK C	TASK C	TASK E	EXTRA TASK
Schemes	2018 reference	2033 Do minimum	2033 Do Something Option 0	2033 Do Something Option 6	2033 do something option 9	2021 do minimum	2033 Do Something Option 9 (Fellgate)
Lindisfarne lane gain							
Testos / Downhill Lane							
Tyne Tunnel free flow tolls							
Tyne Tunnel ramp metering							
Jarrow & Port of Tyne dualling							
North arm widening at WMP							
Mill Lane signalisation							
East arm widening at WMP							
South arm widening at WMP							
Spiral marked circulatory							
A194-A184 half throughabout							
Mill Lane enlarged Roundabout							

2.3 Future demand

2033 Local Plan demand

- 2.3.1 The future Local Plan traffic demand was calculated for the 2019 South Tyneside Infrastructure Study as described in previous reporting. The demand includes full Local Plan traffic, based on the 2019 allocations, and was applied for all 2033 scenarios, both Do Minimum and Do Something.
- 2.3.2 The modelled time periods are:
- Morning period: 06:00 to 10:00; and
 - Evening period: 15:00 to 19:00.

Land south of Fellgate development demand

- 2.3.3 For the Land south of Fellgate site, development traffic was ascertained from the South Tyneside Greenbelt Release – Sustainable Access Review dated 16th July 2021, produced by SYSTRA on behalf of South Tyneside Council. This allowed for the development of a separate matrix to be built manually.
- 2.3.4 The development matrix was built as follows:
1. Trip generation was taken from previous reports as described above.
 2. Trip distribution for the development was obtained from National Highways' GraHAM tool.
 3. Four access points to the modelled network were used (two new accesses at the new A194 Leam Lane / Mill Lane roundabout, the left in / left out junction of Durham Drive with the A194 Leam Lane, and Abingdon Way via Hedworth Lane).
 4. Where necessary trips were distributed to the wider modelled area proportionally as for the 2033 Local Plan demand.
 5. This provided traffic flows for the peak hours only (08:00-09:00 and 17:00-18:00). Shoulder peak hours were calculated by applying factors obtained from adjacent ATC counters. This was checked against TRICS residential profiles and was similar, but included factors for 06:00-07:00 which were not available from TRICS.
- 2.3.5 The previous Task B model test included the full development content of the Land south of Fellgate, with a mode share identified as typical for this area: this was considered to be 3000 houses, with a car driver mode share of 61%.
- 2.3.6 This test resulted in significant delays on the Strategic Road Network [SRN] and suggested that the full build out with typical mode share would be unacceptable to National Highways.
- 2.3.7 This demand was included in scenario 2033 X9. For the scenario reported here, 50% of the Land south of Fellgate demand was used. This could represent 1500 houses with the "typical" mode share, or a higher number of dwellings but a lower proportion of car trips.

Total demand

- 2.3.8 A summary of the total traffic demands is provided in Table 2.2 below.

Table 2.2 Matrix totals (vehicles)

SCENARIOS	MORNING PERIOD (06:00-10:00)	EVENING PERIOD (15:00-19:00)
2018 Reference	70,447	78,035
2033 Do Minimum	79,510	87,820
2033 Do Something	79,510	87,820
Fellgate at 50%	1,628	2,570

3. OUTPUTS – WHITE MARE POOL SCHEME TESTING

- 3.1.1 As discussed earlier, various iterations of schemes at White Mare Pool have been tested, most notably committed widening on the south and east arms (Option 0), the spiral marked roundabout (Option 6), the straight north-south throughabout and the half throughabout (Option 9). Option 6 and Option 9 were the most promising schemes, therefore those have been reported.
- 3.1.2 No results are presented for the throughabout since the model did not converge so no valid results were available. Option 6 is sufficient to accommodate the 2019 draft Local Plan allocations but is close to capacity by the end of the plan. Visual results are presented for Option 0 (widening on east and south arms at White Mare Pool) and Option 6 as well as Option 9. Option 9 provides additional capacity and for clarity numerical results are presented only for Option 9.
- 3.1.3 The model was set up to 100 iterations and 0.05% Rgap with Dynamic User Equilibrium approach and all the scenarios converged. Results from each scenario have been compiled from the model and presented here. Results collected include:
- Overall network performance statistics;
 - Journey time; and
 - Queue length – visual results.

3.2 Overall network performance statistics

- 3.2.1 This section gives information on the overall operation of each of the scenarios. To measure the performance of the scenarios the following key performance indicators (KPIs) were assessed in this study:
- Average speed;
 - Average journey time;
 - Average delay time; and
 - Throughput.
- 3.2.2 Table 3.1 and Table 3.2 below shows the KPIs for all scenarios.

Table 3.1 Overall network performance statistics, morning period

SCENARIO	Average Speed (kph)	Average Travel Time (mm:ss)	Average Delay Time (mm:ss)	Throughput (vehicles)
2018 Reference	52	06:38	00:32	70327
2033 Do Minimum	53	05:54	00:26	79672
2033 Do Something	54	05:40	00:24	79622

Table 3.2 Overall network performance statistics, evening period

SCENARIO	Average Speed (kph)	Average Travel Time (mm:ss)	Average Delay Time (mm:ss)	Throughput (vehicles)
2018 Reference	53	05:36	00:23	77941
2033 Do Minimum	51	06:07	00:30	88710
2033 Do Something	52	05:49	00:28	88752

3.2.3 There are some discrepancies between the demand and throughput; in particular for all 2033 scenarios the throughput is slightly higher than the total demand from Table 2.2 above. This is due to two factors. Firstly, the output (throughput) is collected for the modelled period, with each vehicle counted as it completes its trip – so some of the demand from the warmup period will be included in the throughput, although it is not included in the matrix total. Also, the model runs with an element of random variability called “exponential release”. This means that for instance if the demand is 3600 vehicles per hour, the vehicles will not be released in exactly one second intervals. This variability can mean that the actual number of vehicles release in the modelled period may vary slightly.

3.2.4 The 2033 Do Minimum for the purpose of this study includes a significant scheme at Jarrow. This is enough to accommodate demands in the morning period with no increase in delay from the 2018 base. In the evening the overall network delays are increased in the Do Minimum, with average speed across the network dropping from 54km/h in the base to 51km/h in the 2033 Do Minimum. The White Mare Pool scheme in 2033 Option 9 brings the average speed back up to 52 km/h with average journey times similar to the base (5 minutes and 49 seconds, compared to 5 minutes and 36 seconds).

3.2.5 The traffic passing through the model in 2033 is around 14% higher than in the 2018 base.

3.3 Journey times

3.3.1 This section provides a summary of the journey times along the key A19, A194 and A184 routes for the 2018 Reference, 2033 Do Minimum and 2033 Do Something Option 9 scenarios in both morning and evening periods. The journey times routes are:

- The A19, measured between the A19 mainline north of Jarrow and A19 mainline south of Downhill Lane;
- The A194, measured between John Reid Road and the A194(M) mainline south of Follingsby; and
- The A184, measured between Testos and the A184 mainline west of White Mare Pool.

3.3.2 The journey times and how they change through the peak periods can be seen in Figure 3.1 to Figure 3.6 below.

A19 Journey times

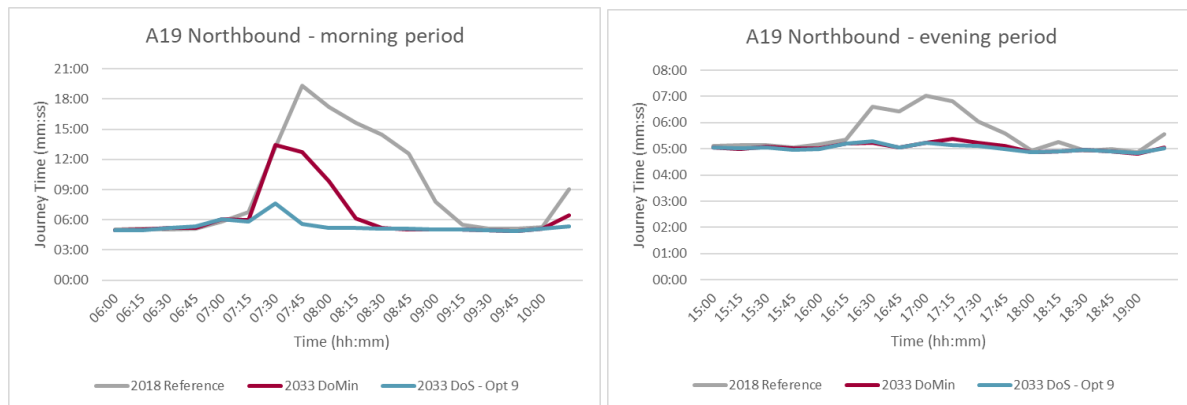


Figure 3.1 A19 northbound journey times

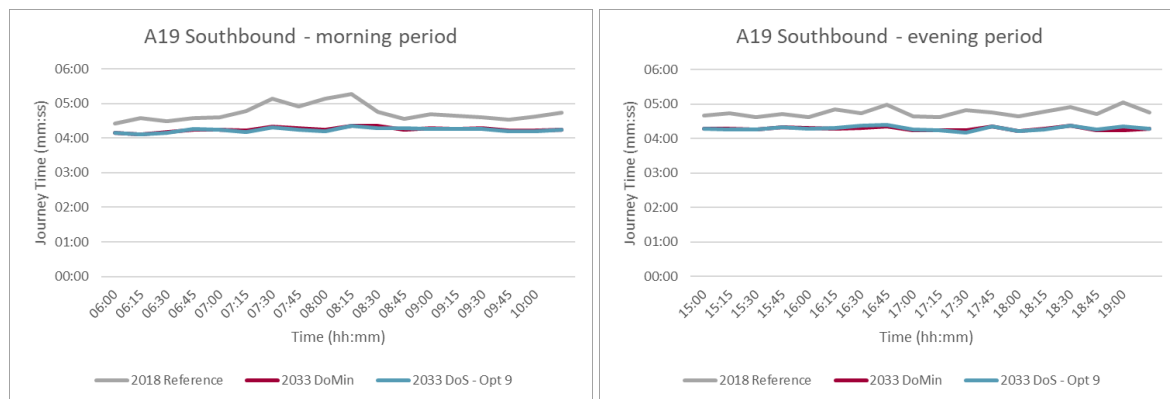


Figure 3.2 A19 southbound journey times

- 3.3.3 In the 2018 base there are delays on the A19 northbound, primarily due to delays at Lindisfarne and Jarrow. In the 2033 Do Minimum the lane gain is included, and the indicative scheme at Jarrow junction. These eliminate delays in the evening peak, and significantly reduce the delays in the morning peak. Some delay remains, primarily due to weaving between Lindisfarne and Jarrow. When the White Mare Pool scheme is included, vehicles are able to choose the best routes, reducing weaving. This reduces the delays further in the morning period.
- 3.3.4 A19 southbound journey times drop in all 2033 scenarios due to implementation of the grade separation scheme at Testos.

A194 Journey times

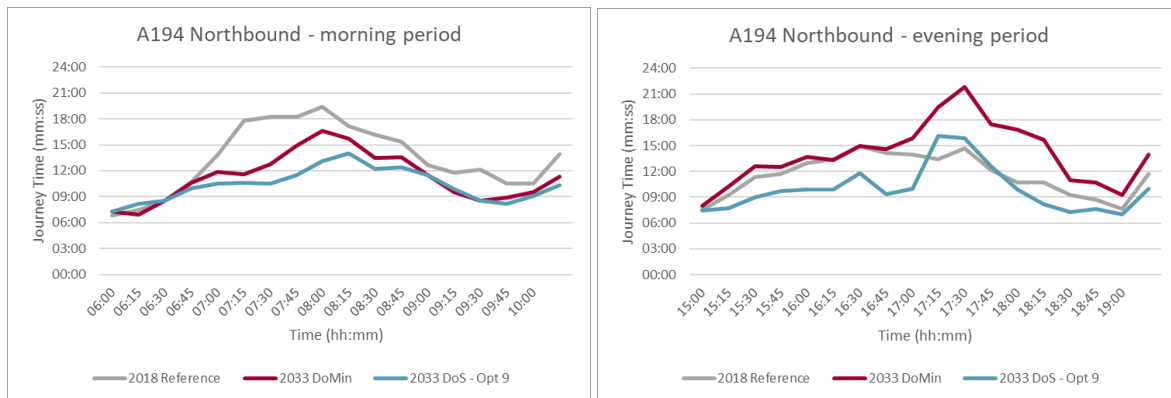


Figure 3.3 A194 northbound journey times

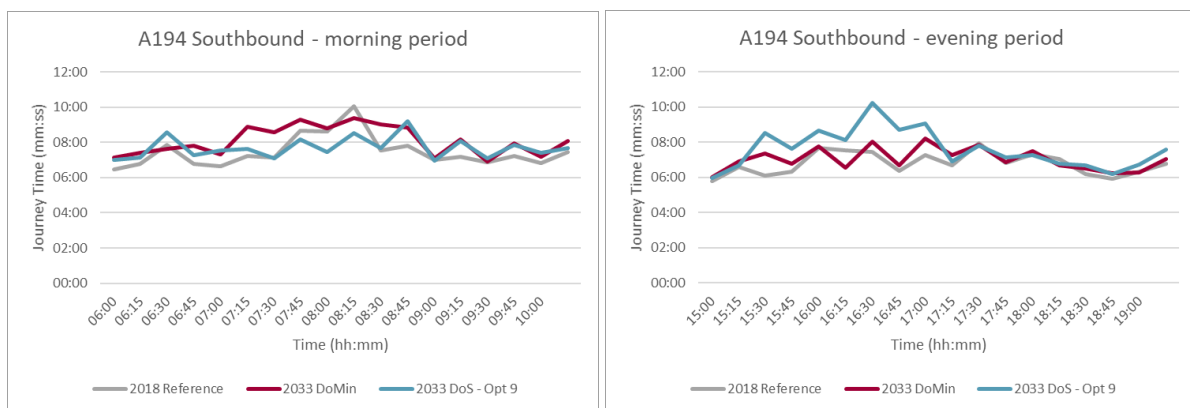


Figure 3.4 A194 southbound journey times

- 3.3.5 In the morning period the A194 experiences northbound delays at both White Mare Pool and Lindisfarne. Lindisfarne delays are reduced by the lane gain in the 2033 Do Minimum, and White Mare Pool delays are reduced by the Option 9 throughout scheme in the 2033 Do Something.
- 3.3.6 In the evening period existing delays on the A194 northbound worsen in the 2033 Do Minimum, but journey times in the 2033 Do Something are faster than the base for most of the peak period, due to the scheme at White Mare Pool. The improvement is partially counter-balanced by a slight increase in southbound journey time.

A184 Journey times

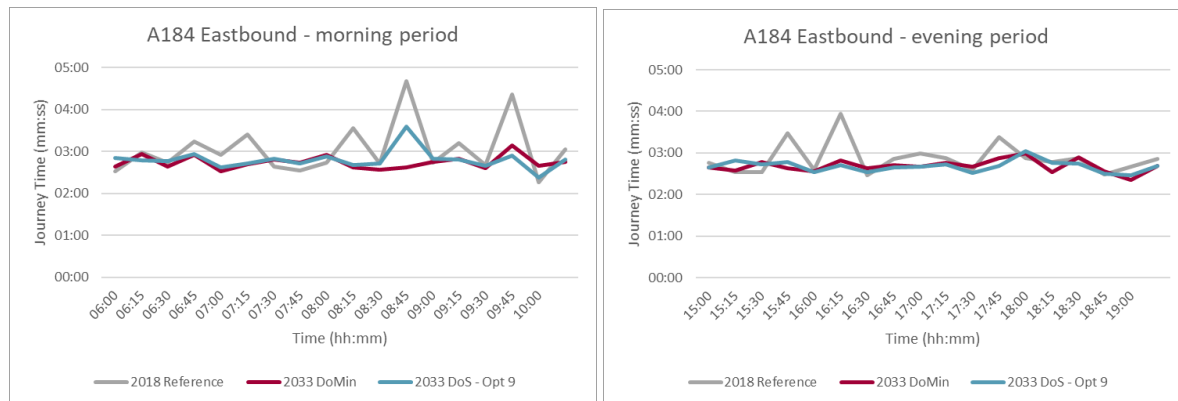


Figure 3.5 A184 eastbound journey times

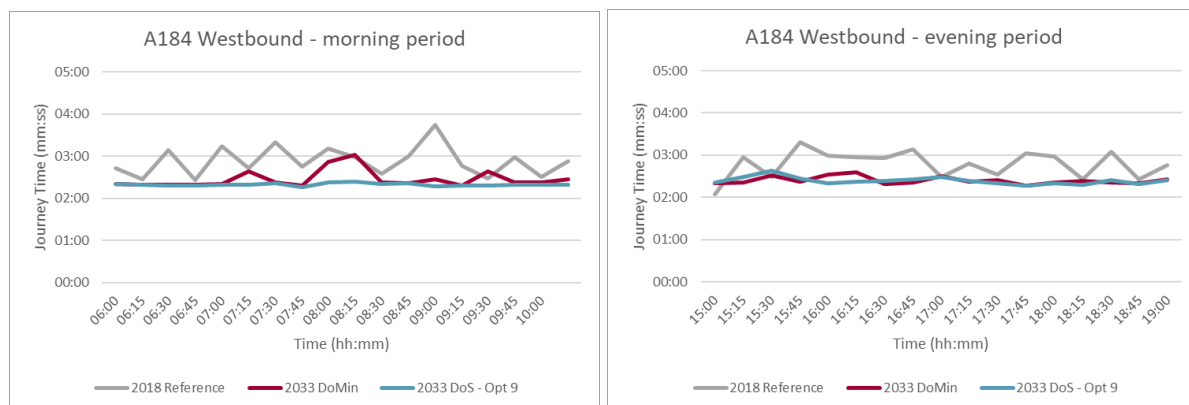


Figure 3.6 A184 westbound journey times

- 3.3.7 Journey times on the A184 in both directions are improved in 2033, primarily due to the scheme which has now been implemented at Testos. Some improvement is also seen at White Mare Pool with rebalancing of signal timings.
- 3.3.8 Overall, the 2033 Do Something Option 9 journey times are lower than 2018 reference and 2033 Do Minimum along the A19, A194 and A184.

3.4 Queue length - visual results

- 3.4.1 Screenshot results showing operation of the network are shown below. Each modelled road link is colour coded according to the delay ratio, with the actual travel time on that section divided by the free flow travel time to provide a measure of delay. Green shows free flowing traffic with very limited delays, and increasing levels of delay through yellow, orange and red to black showing the worst delays.
- 3.4.2 It should be noted that the delay ratio will always show some delays at junctions where vehicles give way or are controlled by traffic lights.
- 3.4.3 The legend is shown in Figure 3.7 below.

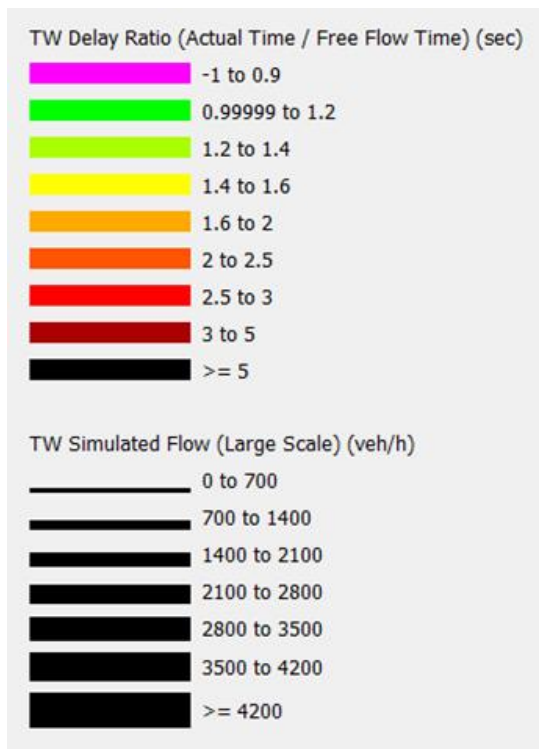


Figure 3.7 Simulated delay ratio with flow width legend.

3.4.4 The outputs are presented for both morning and evening peaks in the following scenarios:

- 2033 Do Minimum;
- 2033 Do Something – Option 0 (east and south arm widening at White Mare Pool);
- 2033 Do Something – Option 6 (spiral marked roundabout at White Mare Pool); and
- 2033 Do Something – Option 9 (half throughabout at White Mare Pool).

3.4.5 Figure 3.8 to Figure 3.15 show the worst 15min time period within the relevant scenario.

07:45:00

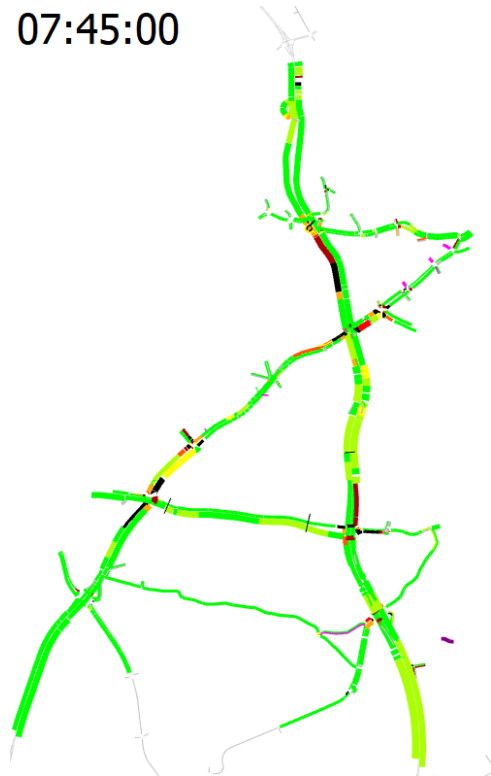


Figure 3.8 2033 Do Minimum, morning peak (07:45)

18:00:00



Figure 3.9 2033 Do Minimum, evening peak (18:00)

07:45:00

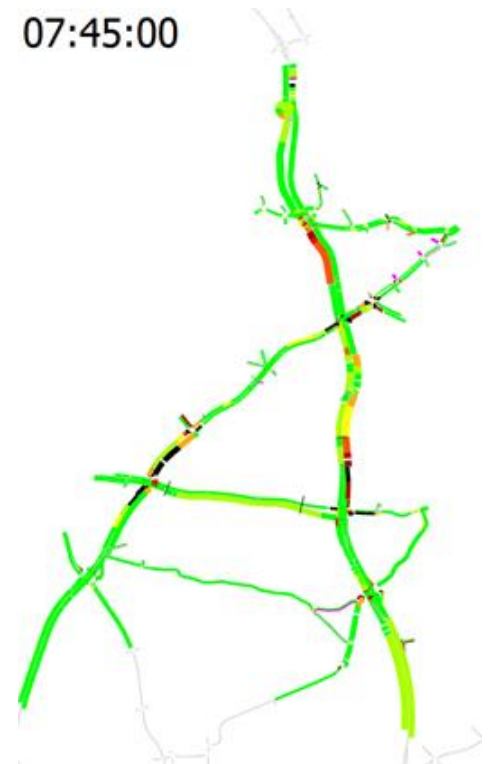


Figure 3.10 2033 Do Something Opt 0, morning peak (07:45)

18:00:00



Figure 3.11 2033 Do Something Opt 0, evening peak (18:00)

07:45:00

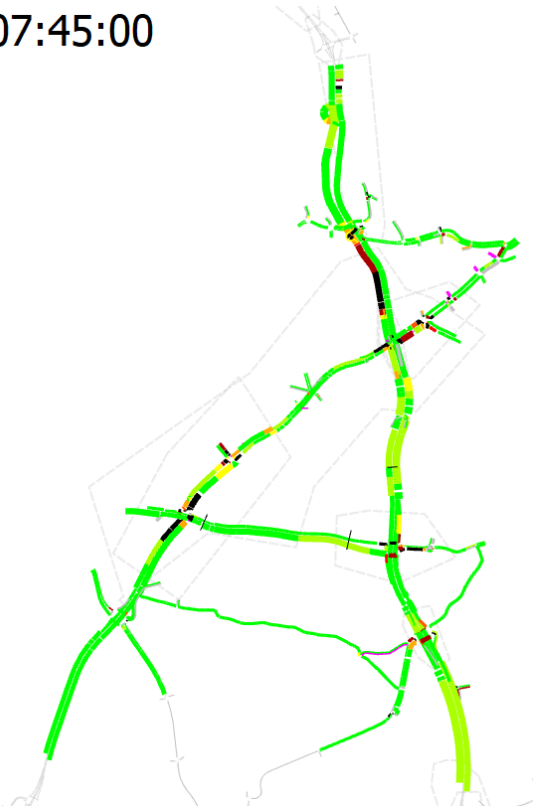


Figure 3.12 2033 Do Something Opt 6, morning peak (07:45)

18:00:00

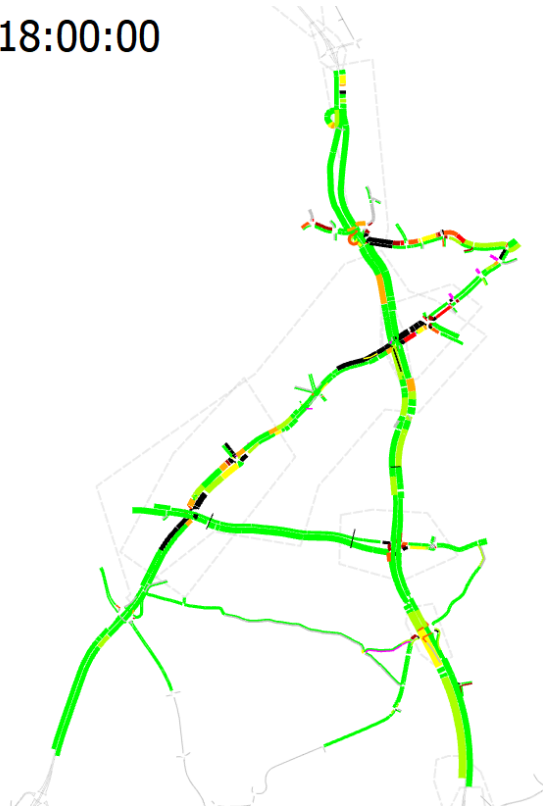


Figure 3.13 2033 Do Something Opt 6, evening peak (18:00)

07:45:00



Figure 3.14 2033 Do Something Opt 9, morning peak (07:45)

18:00:00



Figure 3.15 2033 Do Something Opt 9, evening peak (18:00)

- 3.4.6 The A194/A184 half throughabout (Option 9) scheme presents congestion improvements along the A194 at White Mare Pool for both morning and evening periods.
- 3.4.7 The visual outputs also present other schemes tested, however no significant improvements are observed at White Mare Pool.

4. LAND SOUTH OF FELLGATE SENSITIVITY TEST - OUTPUTS

- 4.1.1 The previous chapter demonstrates that the Option 9 half throughabout provides additional capacity at White Mare Pool and is expected to provide benefits beyond the end of the Plan period, based on 2019 draft Local Plan allocations.
- 4.1.2 Since the 2019 draft Local Plan allocations were published, a proposal has come forward for a large greenbelt release at Land south of Fellgate. Further model tests have been undertaken to identify whether the scheme at White Mare Pool continues to provide benefits when Land south of Fellgate is included. As set out in previous reports, the maximum number of dwellings acceptable to National Highways is 1000 with the existing 61% car driver mode share, or up to 1500 if enough sustainable measures are included to bring down the car driver mode share to 41%. These trips have been tested on top of the demand projected in 2033 inclusive of the 2019 draft Local Plan allocations, and with Option 9 included.
- 4.1.3 The additional 2033 Option 9 scenario was set up to 100 iterations and 0.05% Rgap with Dynamic User Equilibrium approach and it was converged. Results have been compiled from the model and presented here. As for the previous section, results collected include:
- Overall network performance statistics;
 - Journey time; and
 - Queue length – visual results.

4.2 Overall network performance statistics

- 4.2.1 This section gives information on the detailed operation of each of the scenarios. To measure the performance of the scenarios the following key performance indicators (KPIs) were assessed in this study.
- Average speed;
 - Average journey time;
 - Average delay time; and
 - Throughput.
- 4.2.2 The Table 4.1 and Table 4.2 below shows the KPIs for all scenarios.

Table 4.1 Overall network performance statistics, morning period

SCENARIO	Average Speed (kph)	Average Travel Time (mm:ss)	Average Delay Time (mm:ss)	Throughput (vehicles)
2033 Do Minimum	53	05:54	00:26	79672
2033 Do Something	54	05:40	00:24	79622
2033 Do Something (Fellgate)	54	05:41	00:24	80485

Table 4.2 Overall network performance statistics, evening period

SCENARIO	Average Speed (kph)	Average Travel Time (mm:ss)	Average Delay Time (mm:ss)	Throughput (vehicles)
----------	---------------------	-----------------------------	----------------------------	-----------------------

2033 Do Minimum	51	06:07	00:30	88710
2033 Do Something	52	05:49	00:28	88752
2033 Do Something (Fellgate)	52	05:50	00:28	90352

- 4.2.3 The network statistics demonstrate that at the network level, the Land South of Fellgate site (with 1000-1500 homes) has no impact on operation.

4.3 Journey time

- 4.3.1 This section provides a summary of the journey times along the A19, A194 and A184 for the, 2033 Do Minimum, 2033 Do Something and 2033 Do Something (including Land south of Fellgate) scenarios in both morning and evening periods, see Figure 4.1 to Figure 4.6 below.

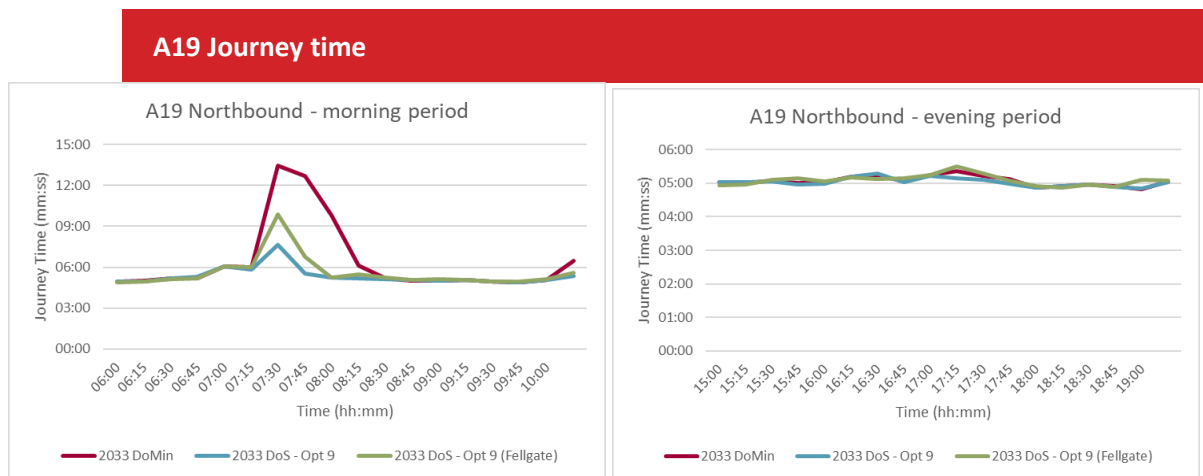


Figure 4.1 A19 northbound journey times

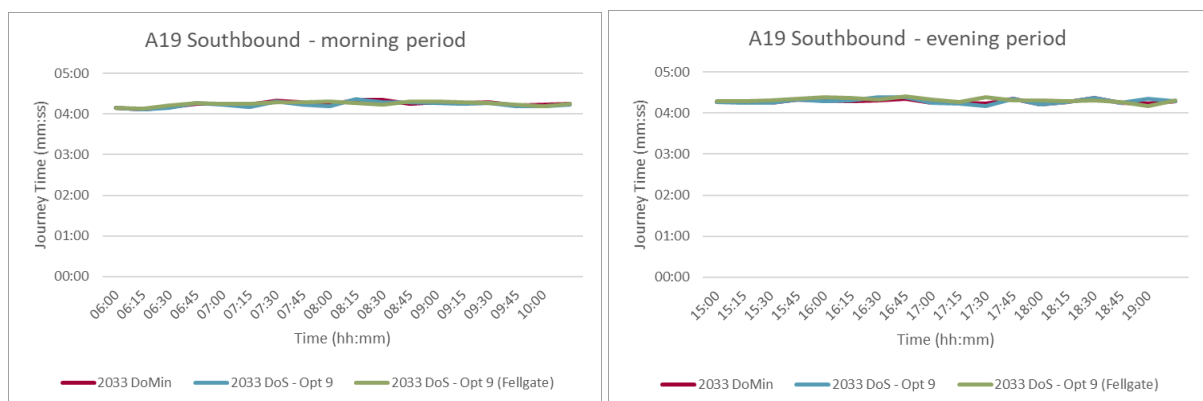


Figure 4.2 A19 southbound journey times

- 4.3.2 As in chapter 3, there are delays on the A19 northbound in the 2033 Do Minimum due to weaving between Lindisfarne and Jarrow. These delays are reduced by the White Mare Pool scheme due to more efficient routing. There is a small increase in delay when the Land south of Fellgate traffic is included, due to the general increase in traffic. Other directions and periods are unaffected.

A194 Journey time

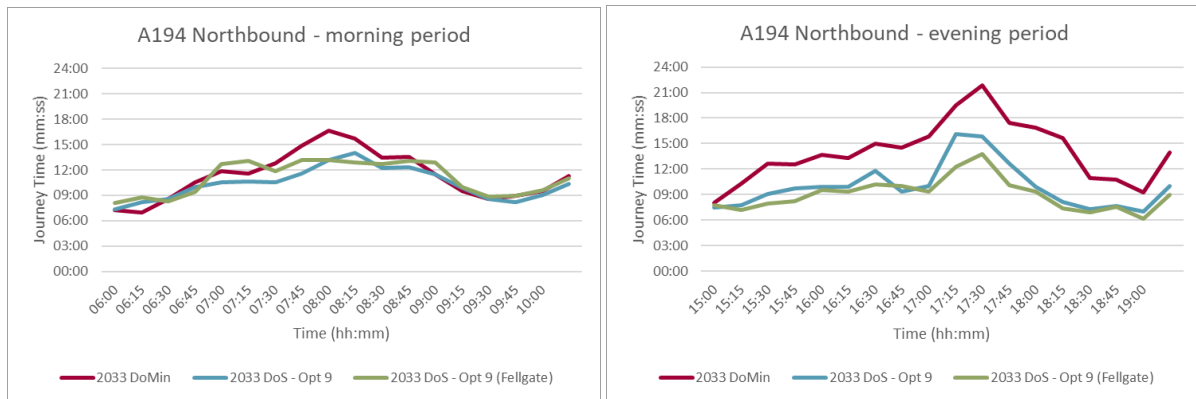


Figure 4.3 A194 northbound journey times

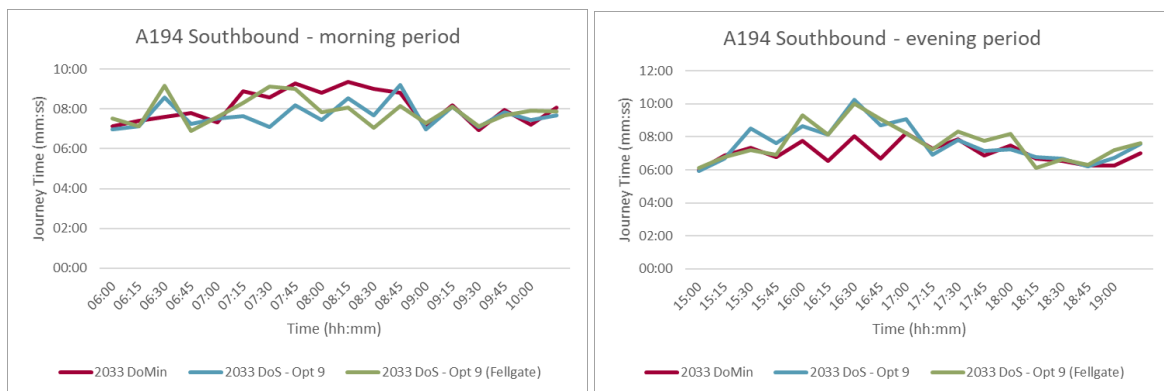


Figure 4.4 A194 southbound journey times

- 4.3.3 A194 journey times are largely unaffected by the Land south of Fellgate traffic, except for a small increase in southbound journey time in the morning period.

A184 Journey time

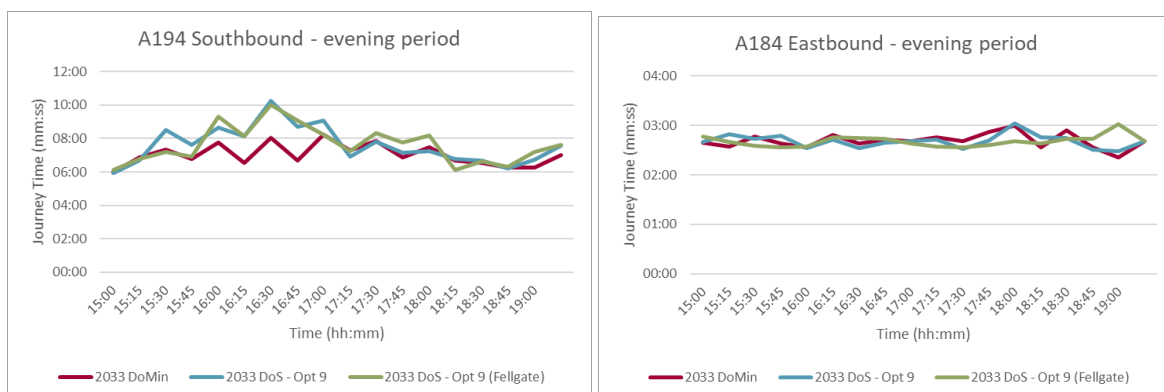


Figure 4.5 A184 eastbound journey times

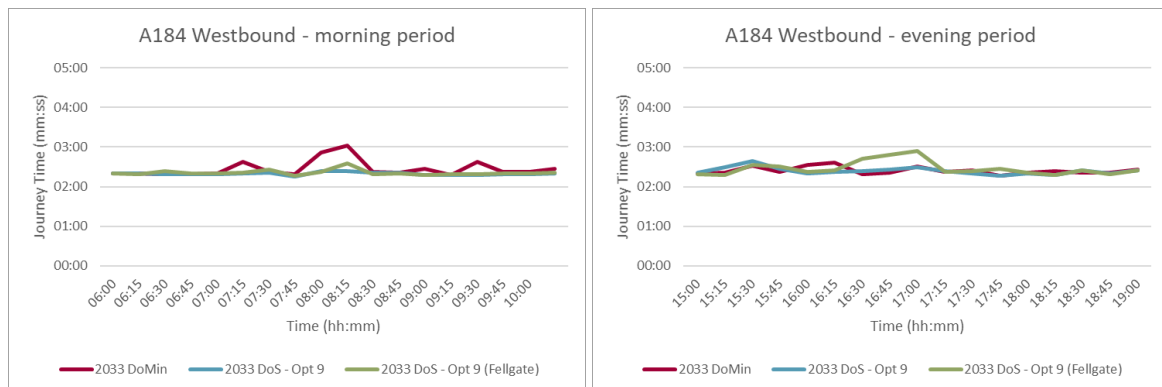


Figure 4.6 A184 westbound journey times

- 4.3.4 A184 journey times are largely unaffected by the Land south of Fellgate traffic.
- 4.3.5 Overall, the 2033 Do Something Option 9 with Land south of Fellgate does not present a significant increase in journey times along the A19, A194 and A184 compared to the 2033 Do Something Option 9 without Fellgate scenario. The small increase in A19 northbound journey time in the morning period is caused by traffic rerouting to find the quickest route, but the journey time remains well below the 2033 Do Minimum.

4.4 Queue length - visual results

- 4.4.1 Screenshot results showing operation of the network are shown below. Each modelled road link is colour coded according to the delay ratio, with the actual travel time on that section divided by the free flow travel time to provide a measure of delay. Green shows free flowing traffic with very limited delays, and increasing levels of delay through yellow, orange and red to black showing the worst delays.
- 4.4.2 It should be noted that the delay ratio will always show some delays at junctions where vehicles give way or are controlled by traffic lights.
- 4.4.3 The legend is shown in Figure 3.7 above.
- 4.4.4 Figure 4.7 and Figure 4.8 show the worst 15min time period within the 2033 Do Something Option 9 with Fellgate scenario.

07:45:00



Figure 4.7 2033 Do Something Opt 9 (Fellgate included), morning peak (07:45)

18:00:00



Figure 4.8 2033 Do Something Opt 9 (Fellgate included), evening peak (18:00)

- 4.4.5 The figures show that the A194/A184 half throughabout (Option 9) still works successfully when including the Land south of Fellgate site demand for 1000 to 1500 homes.

5. WHITE MARE POOL – EXISTING CAPACITY TESTING

- 5.1.1 The existing layout at White Mare Pool is already congested, and a number of planning applications have been received which will add further traffic to the junction. Although many of the applications only add a small number of trips, there are concerns about the cumulative impact at this critical location.
- 5.1.2 Tests have been undertaken to identify when the impact of traffic increases at White Mare Pool becomes unacceptable. For the purpose of this task, it is assumed that an unacceptable impact would be either:
- the queue on one of the A184 approaches extending beyond the end of the slip road (leading to safety concerns as a slow-moving queue extends onto a free flowing mainline)
 - or
 - the queue on the A194(M) south arm extending back to interact with the Follingsby Lane merge (again leading to safety concerns).
- 5.1.3 SYSTRA tested the junction with an additional 100 trips per hour (25 per arm) including the north arm widening at White Mare Pool which is currently being built.
- 5.1.4 The Figure 5.1 and Figure 5.2 show the delay ratio, with the actual travel time on that section divided by the free flow travel time to provide a measure of delay for the worst 15min time period. The legend for these outputs is shown in Figure 3.7 above.

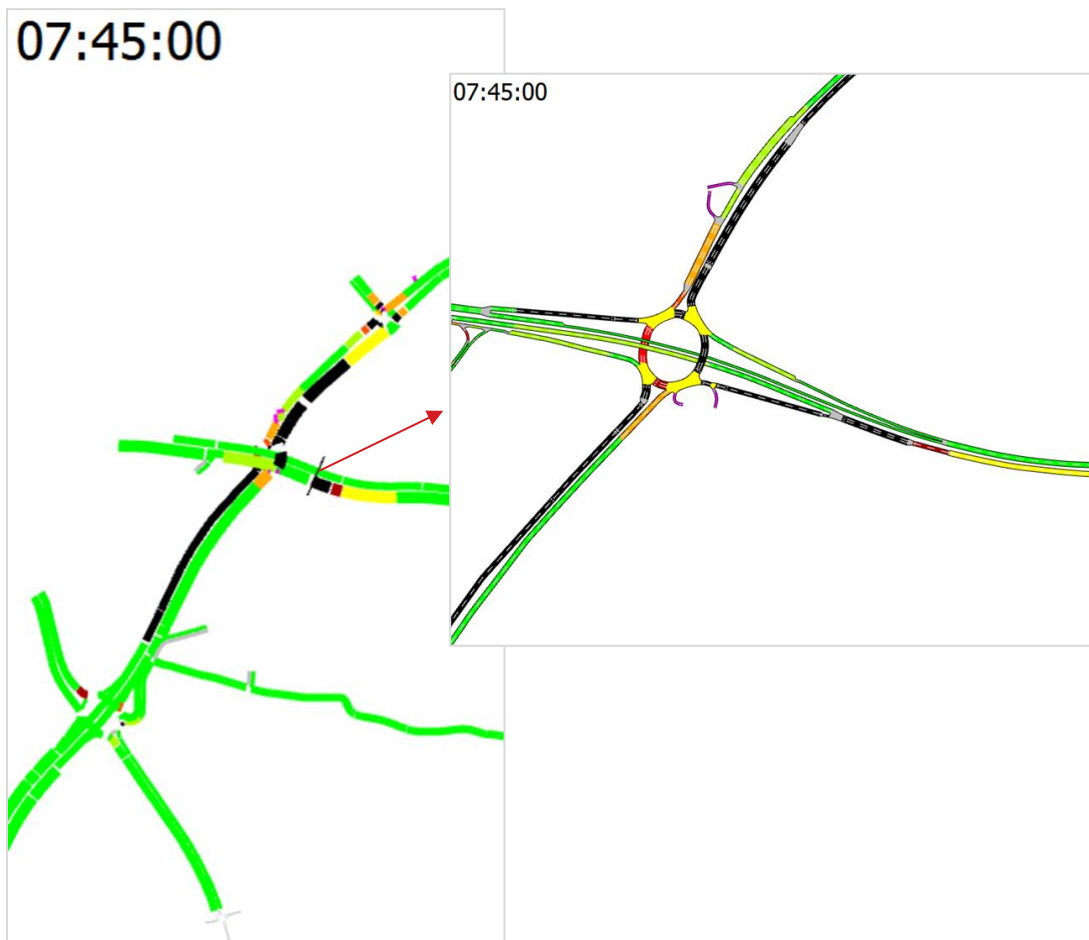


Figure 5.1 2021 Do Minimum, 100 vehicles extra, morning peak (07:45)

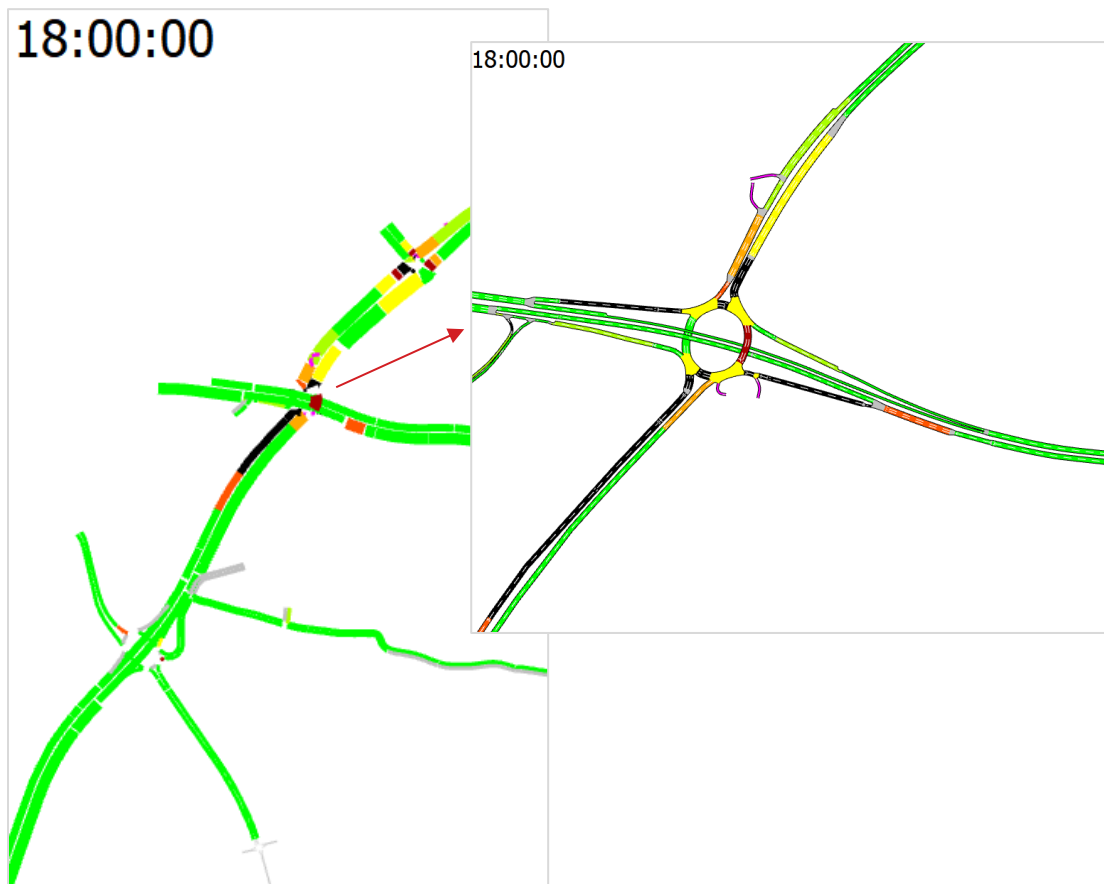


Figure 5.2 2021 Do Minimum, 100 vehicles extra, evening peak (18:00)

- 5.1.5 While the north widening arm scheme is expected to reduce queuing, the junction remains congested. The results show that when including 100 trips per hour (25 per arm) the queues on the A184 east and A194(M) south extend to points which are considered a safety concern.

6. SUMMARY

- 6.1.1 Potential infrastructure schemes at White Mare Pool have been tested for whether they could accommodate the impacts of the South Tyneside 2019 draft Local Plan (2019 allocations) up to 2033.
- 6.1.2 The most promising option is the A194/A184 half throughabout, which provides an additional route through the roundabout for traffic from A194 north to A184 west. This scheme (Option 9) shows significant improvements in the operation of the White Mare Pool junction, as well as positive impacts beyond White Mare Pool.
- 6.1.3 The release of 1000 to 1500 houses from the Land of south Fellgate scenario has been tested, combined with the Option 9 half throughabout, and an enlarged signalised roundabout layout at the A194 Leam Lane / Mill Lane roundabout. On most routes the additional traffic has little impact, although there is a small increase in delay at the A19 northbound merge at Jarrow before the Tyne Tunnel and its layout constraints.
- 6.1.4 Finally, a stress test (Task E) is undertaken to consider the quantum of new development trips that can be accommodated on the SRN in the White Mare Pool area before the junction is upgraded. This concludes that 100 additional trips per hour caused queues on the A194 south and A184 east which are considered a safety concern.

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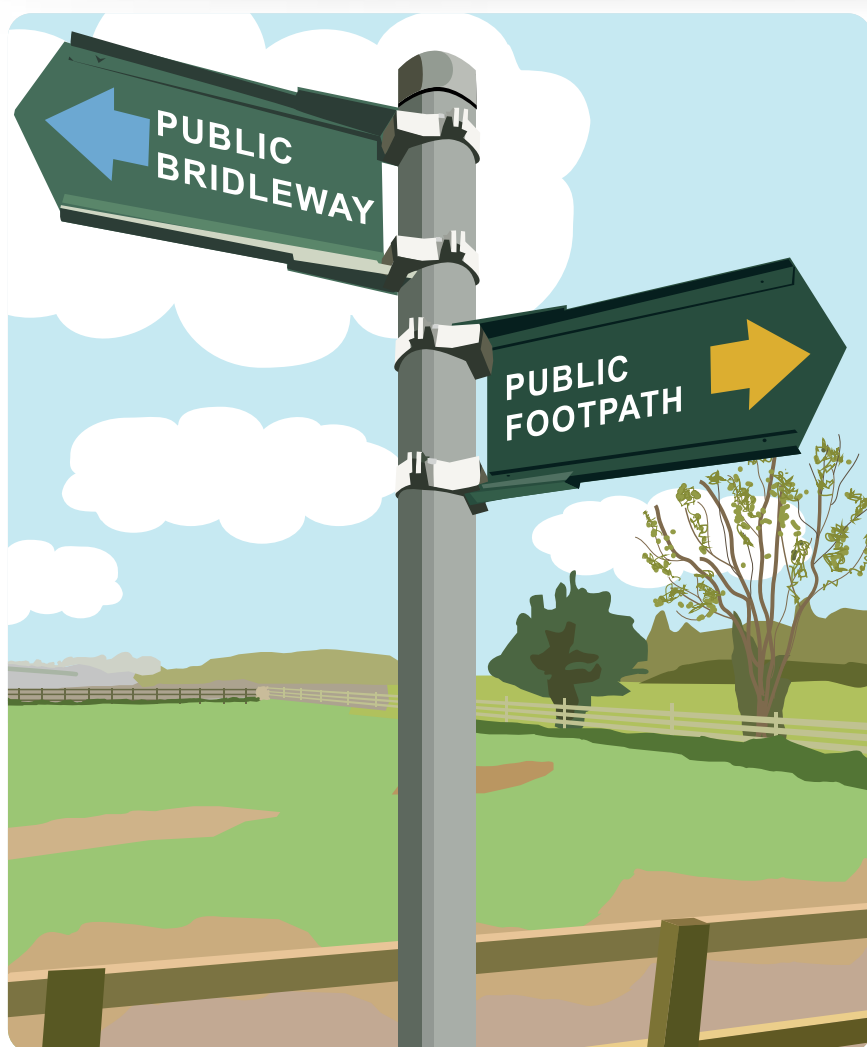
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Infrastructure Delivery Plan (2024)



South Tyneside Council

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1. Executive Summary

- 1.1 The purpose of the Infrastructure Delivery Plan (IDP) is to assess what current infrastructure there is in the borough, what is being planned with committed investment and what will be needed in the future.
- 1.2 The draft Local Plan 2023-2040 sets out the policies and allocations to meet the borough's development needs to 2040. The IDP identifies the infrastructure required to support the delivery of the Local Plan.
- 1.3 The IDP benefits from the contributions made by a wide range of key stakeholders. In addition to supporting the Local Plan it also meets the South Tyneside Vision 2023-2043 and the South Tyneside Council Strategy 2023 -2026.
- 1.4 The IDP will be updated as appropriate to take account of changes to and progress with specific development schemes or projects. It deals primarily with public sector-related infrastructure and / or land under public ownership. All sites, including references, correspond to the emerging Local Plan's site allocations.

2. Introduction

- 2.1 Creating prosperous and sustainable communities can only be done if the necessary physical, social and green infrastructure is in place. Infrastructure delivery planning is fundamentally about identifying the future infrastructure investment needs of the borough to support the delivery of development within the emerging Local Plan. It involves partners working collaboratively so that the planning and delivery of infrastructure is joined-up.
- 2.2 The IDP is a crucial tool for helping to identify funding priorities and gaps by making the best use of what we already have and using available funding for investment within local communities in the most effective way.
- 2.3 The IDP is divided into two broad sections:
- Overview - This section presents a descriptive overview organised thematically. Each thematic areas sets out existing provision and capacity pressures likely to result or be exacerbated by delivery of the Local Plan and priorities for investment.
 - Infrastructure Delivery Schedule - Appendix 2 provides a detailed breakdown of the items of infrastructure needed to deliver the Local Plan including the estimated timeframe for delivery, possible funding sources and whether the item is essential or desirable in the context of the policies and allocations in the Local Plan. The IDP is a 'living' document and will be kept under review and updated when appropriate.
- 2.4 The Local Plan sets out the development strategy for the borough up to 2040 including the scale and distribution of growth proposed for housing and economic development. The IDP shows how the Council is working with stakeholders to ensure that the projected levels of growth can be accommodated. This is particularly relevant in the context of transport planning and planning for school places. The majority of economic development allocations are already in employment use and should not result in significant new traffic generation.

NATIONAL POLICY CONTEXT

- 2.5 The National Planning Policy Framework (NPPF) states that achieving sustainable development means that the planning system has three overarching objectives - economic, social and environmental. 'Identifying and coordinating the provision of infrastructure' is identified as pursuant to the economic objective (NPPF Paragraph 8). The NPPF make clear that infrastructure provision is also essential to the delivery of the social and environmental objectives, for example the provision of community facilities and green infrastructure. The NPPF also states that that 'strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make provision for:

- Housing (including affordable housing), employment, retail, leisure and other commercial development;
- Infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- Community facilities (such as health, education and cultural infrastructure); and
- Conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaption' (NPPF Paragraph 20).

REGIONAL CONTEXT

NORTH EAST COMBINED AUTHORITY

- 2.6 The North East Combined Authority (NECA) was created in 2014 and consisted of Durham; Gateshead; Newcastle; North Tyneside; Northumberland; South Tyneside and Sunderland.
- 2.7 On the 2nd of November 2018, the Newcastle upon Tyne, North Tyneside, and Northumberland Combined Authority (Establishment and Functions) Order 2018 changed the boundaries of NECA. As a result of these governance changes the boundaries of NECA now cover the Local Authorities of Durham, Gateshead, South Tyneside, and Sunderland.
- 2.8 There is also now a North of Tyne Combined Authority which comprises the local authorities of Newcastle, North Tyneside, and Northumberland.
- 2.9 NECA is not a statutory planning body. It is a legal body that provides a strategic co-ordinating framework to assist local authorities with common objectives such achieving the delivery of transport infrastructure and attracting inward investment. To deliver this NECA has the following three portfolios:
- Transport
 - Employability and Inclusion
 - Economic Development and Regeneration

NORTH EAST MAYORAL COMBINED AUTHORITY

- 2.10 The North East Mayoral Combined Authority (NEMCA) is a planned mayoral combined authority area in the North East of England. It will cover the administrative boundaries of Northumberland, County Durham and the Tyne and Wear authorities. It will consist of eight members: the directly elected Mayor for the North East and an appointed representative from the seven constituent councils of the combined authority area.

NORTH EAST LOCAL ENTERPRISE PARTNERSHIP

- 2.11 The North East Local Enterprise Partnership (NELEP) is a public, private, and education sector partnership that covers the same geographical area as the North East Combined Authority and the North of Tyne Combined Authority. The NECA provides the formal accountability arrangements for the NELEP. The NELEP has an important role in promoting local economic development and a strong environment for business growth.

NORTH EAST STRATEGIC ECONOMIC PLAN

- 2.12 The LEP has worked with its partners to produce the North East Strategic Economic Plan (SEP) (2019). The SEP is the principle strategic economic policy document for the North East. It sets out an industrial strategy for the region; a blueprint for intervention and investment to ensure the North East delivers more for the UK economy and for all who live, learn and do business here. South Tyneside Council is a key partner in the delivery of the SEP and we will continue to work with our partners across the north east, pan-regionally and nationally. The SEP has identified four business opportunity areas that provide huge potential to generate jobs within the North East economy. These are:

- Digital
- Advanced manufacturing
- Health and life sciences
- Subsea, offshore and energy technologies

NORTH EAST TRANSPORT PLAN 2021-2035

- 2.13 This is the first region-wide Transport Plan for the seven local authority areas in the North East and sets out the transport priorities up to 2035. The North East Transport Plan vision is: 'Moving to a green, healthy, dynamic and thriving North East'. The objectives of the Transport Plan are:

- Carbon-neutral transport
- Overcome inequality and grow our economy
- Healthier North East
- Appealing sustainable transport choices
- Safe, secure network.

It sets out a delivery plan to achieve the vision and objectives, which ranges from shovel-ready schemes to those beyond 10 years.

THE SOUTH TYNESIDE VISION 2023 - 2043 AND COUNCIL STRATEGY 2023 - 2026

- 2.14 The South Tyneside 20-year vision (2023-2043) is 'Our South Tyneside – A place where people live healthy, happy, and fulfilled lives'. The Vision is based on five core 'Ambitions.' These are for residents in South Tyneside to be:
- financially secure;
 - healthy and well throughout their lives;
 - connected to jobs, skills, and learning;
 - part of strong communities;
 - targeted support to make things fairer.
- 2.15 For each of the five ambitions, the council have identified clear priorities and detailed action plans to guide delivery over the next three years (The Council Strategy 2023- 2026), working with residents and partners.

DUTY TO CO-OPERATE

- 2.16 Integral to the process of producing the Local Plan has been regular engagement with neighbouring local authorities and other key partners to ensure a collaborative approach to key strategic planning matters. Two key regional groups are:
- The North East Heads of Planning Group – this consists of Heads of Planning from the LA7 group of north east local authorities. It meets quarterly to discuss high-level cross-boundary issues and share strategic and procedural best practice.
 - Heads of Planning Policy Group – the heads of planning policy across the north east region meet quarterly to focus on and consider cross-boundary strategic issues associated with plan preparation and implementation, including infrastructure requirements.
- 2.17 A separate paper 'The Duty to Co-operate Statement' details the governance arrangements and how we will continue to work with key partners to address strategic infrastructure delivery issues.

COLLABORATIVE WORKING

- 2.18 The preparation of the IDP has involved extensive collaborative working, both within South Tyneside Council (STC) and with external stakeholders.
- 2.19 STC internal partners have included:

- Highways and Transport
- Strategic Projects
- School Places
- Environmental Protection
- Public Health
- Greenspace and Countryside
- Community and Leisure

2.20 External stakeholders have included:

- National Highways
- NHS North East and North Cumbria Integrated Care Board
- Northumbrian Water
- Northern Powergrid
- Northern Gas Networks
- Virgin Media
- City Fibre
- BT Open Reach

FUNDING AND DELIVERY

2.21 Identifying how infrastructure can be funded and delivered when required is a key part of planning for infrastructure. The collaborative working referred to above, with infrastructure and service providers, has assisted in determining funding available through their investment plans and also understanding the inter-relationship of different projects.

2.22 The IDP is an iterative and ‘live’ document and this is particularly relevant in the context of infrastructure funding as different sources and amounts of funding can become available over the plan period and some projects may require a complex mix of funding streams. Some funding streams will only be confirmed at a later date and some are subject to funding bids. It is important to explore the range of funding opportunities and this section sets out some of the sources of available funding.

South Tyneside Council’s Capital Programme

2.23 The Council’s Medium Term Financial Plan 2023-2028 outlines our approach to setting our financial future. It also sets out the Council’s budget for 2023/24.

Developer Contributions

2.24 A planning obligation made under Section 106 of the Town and Country Planning Act 1990 may require the developer to contribute to infrastructure to mitigate the impacts of a development proposal. This is an existing mechanism to secure contributions towards infrastructure delivery.

2.25 A Section 106 agreement is negotiated at the point of the planning application and becomes a legal agreement between the Council and the developer. Contributions are subject to the conditions set out in the legal agreement. Any contribution must meet all of the following statutory tests:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

Section 278 Agreement

2.26 A Section 278 agreement is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the council to make alterations or improvements to a public highway, as part of a planning application. The use of Section 278 agreements will continue to be an important mechanism for the delivery of local highway infrastructure.

The Infrastructure Funding Levy

2.27 The Levelling Up and Regeneration Bill intends to replace the current system of securing developer contributions (through section 106 agreements and the Community Infrastructure Levy) with a new Infrastructure Levy. The rates and thresholds will be set contained in 'charging schedules' and set and raised by local planning authorities (rather than nationally), meaning that rates are tailored to local circumstances and deliver at least as much onsite affordable housing. Charging schedules must have regard to previous levels of affordable housing funded by developer contributions such that they are kept at a level that will exceed or maintain previous levels. All schedules will be subject to public examination. There will also be a process to require developers to deliver some forms of infrastructure that are integral to the design and delivery of a site.

2.28 Although this system is not in place at the time of writing, should it be introduced over the plan period, the council and the IDP will be responsive to the requirements of the new system.

Potential sources of external capital funding

2.29 Potential sources of capital funding are not static and will vary over time. Listed below are sources during the 2023/24 financial year:

- LEP – Enterprise Zone Business Rate Growth Income
- Levelling Up Fund
- BEIS – Heat Network Development Fund
- Department for Transport
- Transforming Cities Fund
- Centaurea Homes
- Disabled Facilities Grant
- Active Travel Funding

- DfE School Condition Grant
- DLUHC Future High Streets Fund
- Devolved Formula Capital
- DfE High Needs Provision
- National Highways
- St Aloysius School

MONITORING AND REVIEW

- 2.30 There are a wide range of factors which influence infrastructure projects and priorities. Monitoring and updating will therefore be necessary. The IDP reflects the plans and programmes of work of stakeholders and infrastructure providers which will be reviewed and may change over time. New plans and projects are also likely to emerge, which will be relevant for inclusion. In this regard it is considered appropriate to review the IDP routinely to ensure it is up to date.

3. Transport

OVERVIEW

- 3.1 Transport is an important part of everyday life that ensures people or goods are moved safely and efficiently. South Tyneside has adequate transport links to the rest of the North East with the A19 Trunk Road passing through the borough, the Metro, Shields Ferry and buses servicing most of Sunderland.
- 3.2 South Tyneside has good transport links to the rest of the North East region, as well as further afield, with access to the strategic road network (A19 and A194M) Strategic Road Network, along with an accessible public transport network through the Metro network (light rail system), Shields Ferry and local buses servicing most of the borough. Further to this, South Tyneside has the appropriate sustainable transport links and has access to the National Cycling Network.
- 3.3 The road network within South Tyneside is made up of a hierarchy of routes, with the strategic highway network being maintained by National Highways, and the local highway network being maintained by South Tyneside. In South Tyneside, National Highways is responsible for the A19, A184 and A194(M).
- 3.4 Nexus is the Passenger Transport Executive for Tyne and Wear, which is responsible for coordinating public transport in South Tyneside and the rest of Tyne and Wear region including:
- Operating the Tyne and Wear Metro.
 - Coordinating local bus services.
 - Operating the Shields Ferry.
 - Maintaining bus stops and most bus stations.
 - Providing public transport information; and
 - Administrating the English National Concessionary Travel Scheme (ECNTS).
- 3.5 Regionally, the policy direction for transport is outlined by the North East Joint Transport Committee (NEJTC). The committee brings together the region's two Combined Authorities (North of Tyne Combined Authority covering Newcastle, North Tyneside and Northumberland), and the (North East Combined Authority covering Durham, Gateshead, Sunderland and South Tyneside) which have transport powers for the region.
- 3.6 The committee took over the functions of the previous Tyne and Wear Integrated Transport Authority, including the promotion of sustainable transport. Transport is hugely important to the North East and the collaborative working of both Combined Authorities through the Transport North East regional team allows swift decision making, ensuring our local needs and transport priorities are delivered.

- 3.7 The North East Transport Plan sets out the transport priorities up to 2035 in the region. The Plan provides the strategic framework to enable an improved, more seamless, coordinated, and integrated transport system across the region. The Transport Plan vision is 'Moving to a green, healthy, dynamic and thriving North East' and is supported by the following objectives: -
- Carbon Neutral North East.
 - Overcome inequality and grow the Economy.
 - Healthier North East.
 - Appealing Sustainable Transport Choices.
 - Safe and Secure Network.
- 3.8 This IDP and the accompanying schedule is a working document that will be reviewed during the lifetime of the plan and therefore additional schemes may be added/removed. The defined scheme costs are for indicative purposes and a comprehensive cost estimate will be required during the detailed design process.
- 3.9 Also, the indicative phasing for scheme delivery is dependent on the quantum of development within the borough and therefore future applicants will be required to test the development impact on the junctions to identify when the defined infrastructure schemes are required.

STRATEGIC ROAD NETWORK

CURRENT PROVISION

- 3.10 The strategic road network within South Tyneside consists of the A19 which connects South and North Tyneside (via the Tyne Tunnel) and with Sunderland. This road is managed by National Highways and is defined as a key strategic economic corridor connecting people to employment including the Port of Tyne and International Advanced Manufacturing Park. The corridor has a number of connections at several key junctions and interchanges which are:
- A19 / A184 Testos Roundabout
 - A19 / A185 - Southern Portal of Tyne Tunnel
 - A19 / A194 – Lindisfarne Junction
 - A19 / A1290 Downhill Lane
- 3.11 The A184 from the White Mare Pool (A184 / A194 / A194M) junction through to the Testo's roundabout is also part of the strategic road network and managed by National Highways. This important link connects the A194 and the A19 and ultimately South Tyneside with Gateshead and Sunderland.
- 3.12 The Council holds regular meetings with National Highways in terms of managing and mitigating the potential impacts of proposed developments and allocations on the strategic road network and its key junctions.

PLANNED PROVISION AND FUNDING

- 3.13 National Highways has recently constructed major improvements along the A19 corridor at Testo's (A194 / A184) and Downhill Lane (A19 / A1290) junctions. This investment was part of the Route Investment Strategy and has alleviated congestion, improved air quality, and stimulated economic growth for South Tyneside Council. These improvements have been critical in ensuring a strategic corridor from the Nissan Manufacturing Plant to the Port of Tyne in South Tyneside.
- 3.14 The delivery of these major infrastructure schemes has improved access to the Nissan Manufacturing plant and the associated supply chain, the International Advanced Manufacturing Plant (IAMP) and to the wider North East region.
- 3.15 As part of the Local Plan process, National Highways has modelled the impact of the Local Plan development to 2040 and has established that the highway infrastructure is insufficient to accommodate the anticipated increase in traffic on the strategic road network (SRN). Therefore, the following additional schemes will be required to adequately mitigate the impact of the plan to 2040:
- Southbound A19 Lane Gain / Lane Drop between Southern Portal of Tyne Tunnel and Lindisfarne junctions.
 - Major Scheme Improvements to A194(M) / A184 / White Mare Pool junction.
- 3.16 With respect to the proposed strategic housing allocation: Fellgate Sustainable Growth Area, the Council, working in partnership with National Highways, is also seeking to encourage modal transfer to active travel and public transport modes in order to minimise trip generation by the private car.
- 3.17 The Council and National Highways are working together to further develop a delivery plan for the implementation of these measures and any further schemes which may be required to mitigate the plan. Details of this will be included in a Memorandum of Understanding between the two parties.

LOCAL ROAD NETWORK

CURRENT PROVISION

- 3.18 The majority of people within South Tyneside are reliant on access to road networks with the private car the predominant mode of transport. An efficient transport network is crucial to a functioning economy. A well functioned economy is supported through well developed and maintained transport assets where the performance of road links and junctions on key transport corridors, for both vehicular and pedestrian traffic matches the demand made upon them.
- 3.19 South Tyneside Council as Local Highway Authority is responsible for all associated highway infrastructure in terms of the management and maintenance. South Tyneside's Highway Asset

Management Plan sets out how the Council will maintain its highway assets, including roads, footpaths, bridges and structures. The Network Management Plan sets out how the Council will manage the efficient movement of traffic (including walking and cycling) on the network.

PLANNED PROVISION AND FUNDING

- 3.20 The Council is working with both internal and external stakeholders to enhance the highway network to accommodate the Local Plan's projected levels of future growth. It is anticipated that funding to deliver these schemes will come from a variety of external funding sources including the National Highways Road Investment Strategy (RIS) allocations, Levelling Up Funding, Transport for the North (TfN), Network North, Local Capital and Developer Contributions.
- 3.21 The Council has identified schemes on the Local Road Network as defined in the Schedule which will assist in reducing the impact on the SRN and redistributing traffic on the Local Road Network. It is important to reference that that any projected costs or phasing of schemes are for indicative purposes and that a proper cost estimate will be required during the detailed design process, with the phasing element dependent on the development.
- 3.22 Due to the significant impact that the Local Plan aspirations will have on the local and Strategic Road Network, an assessment has been carried out in order to assess the traffic impact and indicate the type, scale and nature of the highway improvements which are likely to be required to cater for this impact. This study provides a detailed evidence base demonstrating how the impact of future development on the highway network has been considered and could be addressed.
- 3.23 The infrastructure schedule at the end of this document gives the latest information on highways schemes drawn from South Tyneside Council sources and the North East Combined Authority through Transport North East.

PUBLIC TRANSPORT NETWORK - BUS

CURRENT PROVISION

- 3.24 Buses are the most common forms of public transport within South Tyneside. They provide a substantial network allowing residents to travel throughout the North East, as well as connecting local neighbourhoods to the Town Centre areas. Currently, the two main operators locally are Stagecoach and Go North East (GNE) which offer regular services.
- 3.25 Despite encouraging the use of buses, car ownership is increasing, and bus patronage is falling. Measures such as the North East Enhanced Bus Partnership and Bus Service Improvement Plan are seeking to increase patronage, by improving accessibility, frequency, speed and quality of services.

- 3.26 The extent and frequency of services are at the commercial discretion of the operator concerned. Where routes are deregistered because they are not commercially viable, Nexus may examine the viability of providing the services on a subsidised basis subject to increasingly difficult budgetary constraints. If the decision is taken to provide a subsidy, the service is tendered and the most appropriate bidder in terms of cost and quality is awarded a contract to operate the service.
- 3.27 The Council regularly communicates with local stakeholders, Nexus and Bus Operators through the Local Bus Board which is a corporate meeting held quarterly where issues are raised, and potential network improvements are discussed. This process ensures that local relationships between all local parties are established and cordial. Nevertheless, these relationships are measured against declining patronage in public transport services which must be addressed.
- 3.28 Further to this, the North East Joint Transport Committee has signed up to the North East Enhanced Bus Partnership which is where local transport authorities and bus operators agree a detailed partnership plan (a Bus Service Improvement Plan). It is considered that an enhanced bus network is key to achieving our aim of creating a green, healthy, dynamic and thriving North East

PLANNED PROVISION AND FUNDING

- 3.29 In developing the North East Enhanced Bus Partnership, the Council working collaboratively with the other local authorities, Nexus and the Local Bus Operators has defined a list of proposed infrastructure interventions through the Bus Service Improvement Plan (BSIP) that will improve the punctuality and reliability of local bus services. These can be found in the infrastructure schedule that accompanies this document.
- 3.30 For future developments it may be necessary to either divert existing bus services to serve new developments, or to provide new routes subject to the scale of the development. Developer contributions may be required to fund these additional and expanded services until there is sufficient patronage to provide a commercially viable service.

PUBLIC TRANSPORT NETWORK – METRO AND RAIL NETWORK

CURRENT PROVISION

- 3.31 Network Rail is the owner and infrastructure manager of the National Rail Network in the UK. The local rail network in the North East region is surprisingly sparse in relation to population. This is for two reasons – the predominance of Metro on much of the former British Rail local rail network, and the long-distance, high-speed focus of the East Coast Main Line (ECML).
- 3.32 The Metro is a light rail system servicing passengers across the Tyne and Wear and is operated by Nexus, which originally opened in 1980.

Map 1: The Tyne and Wear Metro network



- 3.33 There are the currently ten Metro Stations located within South Tyneside. These are primarily located on the Yellow Line which provides connections from South Tyneside via Newcastle City Centre and North Tyneside. A further three Metro stations are located on the Green line within the south; this route provides connections to Newcastle Airport and the city of Sunderland.
- 3.34 The expansion, integration and improvement of local rail and Metro services are a key part of regional transport plans both locally and regionally. Demand for these services remains high as a direct result of increased economic activity. To assist this, the Metro system provides unrestricted access to key urban areas.
- 3.35 Nexus is in the process of replacing the vehicle fleet, it is expected that the new fleet will become operational from 2024/25 onwards. This will ensure that the fleet is future proofed for the next several decades. Asset renewal is also the responsibility of Nexus and continues as and when funds allow.
- 3.36 Nexus have advised that network renewals will be required, and a business case has been submitted to central government to obtain significant funding for the following key areas: civil engineering works; permanent way; signalling; level crossings; depot equipment; plant; mechanical and electrical; stations; power; capital maintenance; and ticketing and gating.
- 3.37 The borough does not have any heavy rail passenger services, however, this may change in future with the potential development of the Leamside Line. South Tyneside is a member of the North East Rail Management Unit (NEMU). Chaired and held by Transport North East, this group advises and provides input into local heavy rail services across the North East. This group contributes to the Transport for the North Rail strategy (Northern Powerhouse Rail) and plays a

significant part in connecting the major northern cities including Newcastle, Sheffield, Leeds and Manchester with improved rail links.

PLANNED PROVISION AND FUNDING

- 3.38 The Metro makes a significant contribution towards sustainable mobility across the borough and wider region. Nexus have undertaken significant research to determine what schemes would be appropriate in order to facilitate appropriate levels of growth for the Metro network. The schemes directly associated with the borough are summarised below.

New Metro station between Hebburn and Jarrow

- 3.39 Providing that the single-track operation between Bede and Pelaw is alleviated, the Council aspires for the provision of a new metro station at Mill Lane, Hebburn which will be to the benefit of new and future residents. The area is well situated to serve existing residential developments and future sites identified in the draft local plan.

Leamside Line Reopening

- 3.40 A long-standing aspiration of the North East region is the reopening of the Leamside Line. It is considered that reopening the line could alleviate capacity issues on the East Coast Mainline, and also offer improved accessibility locally as part of potential metro expansions. Nevertheless, there are significant associated costs with this scheme and the funding for which has yet to be addressed.

- 3.41 One of the key opportunities to the Leamside Line reopening for South Tyneside and neighbouring authorities would be the chance to extend a metro service from Heworth / Pelaw and link to the IAMP and other neighbouring development opportunities. Connecting these strategic employment sites to both heavy and light rail services would significantly improve the transportation options to these sites.

South Shields to Sunderland Metro Connectivity

- 3.42 South Tyneside is already well served by the Metro network towards Newcastle but direct links between the borough and the Sunderland require improvement. The South Shields and Sunderland Metro routes are within 3km of each other in the Tyne Dock and Brockley Whins area. Running between them is a single-track freight branch serving Port of Tyne from Boldon East and West Junctions, east of Brockley Whins. There is potential to use this existing alignment so Metro services can be provided between these locations.

- 3.43 At Boldon East Curve Junction, the Network Rail line towards Sunderland could be used to provide direct connectivity to South Shields, whilst the Boldon West Junction opens up the possibility of direct journeys between South Shields and potentially through any use of the Leamside Line to areas such as Follingsby Park, Washington and Durham Belmont, through the construction of a new spur heading west of Fellgate Metro.

- 3.44 South Tyneside is supportive of network upgrades that would mean improved service and local rail may be diverted onto regional lines, including the Leamside Line. The Council's responses will be coordinated at a regional level with Transport North East and the North East Joint Transport Committee in particular and will be addressed through the Network North agenda.

PUBLIC TRANSPORT NETWORK – SHIELDS FERRY

CURRENT PROVISION

- 3.45 The Shields Ferry service is run by Nexus (Tyne and Wear Passenger Transport Executive) operating between South and North Shields. The service currently undergoes 25,000 trips each year carrying approximately 400,000 passengers.
- 3.46 The ferry service is currently operated using two vessels - the 'Pride of Tyne' (303 max passengers) and the 'Spirit of the Tyne' (200 max passengers). The Ferry Landing in South Tyneside is in close proximity to South Shields Town Centre and Public Transport Interchange, with regular bus links and provides an excellent sustainable transport connection.

PLANNED PROVISION AND FUNDING

- 3.47 Nexus have devised a Ferry Strategy to ensure that the operation of the Shields Ferry is secured. This has advised that significant investment is required to continue with the existing operations.
- 3.48 In terms of the North Landing, there is a requirement to secure external investment to construct a new ferry landing close to the North Shields Fish Quay. Further to this, it is expected that continued investment in the vessels and South Shields Ferry Landing will be required over the plan period.

ACTIVE TRAVEL

CURRENT PROVISION

- 3.49 The Council is responsible for an extensive network of public rights of way and cycle lane provisions. Cycling levels have increased substantively across the borough and wider region. The social, health and environmental benefits are recognised and valued in the emerging Local Plan and Regional Transport Plan. Building upon the existing network of cycle routes, footpaths and bridleways, new provision is planned across the borough.
- 3.50 The Council seeks to deliver appropriate and beneficial network development by exercising consultation in the development of strategic network plans and in project design. Consultations are carried out with Elected Members, statutory consultees for highway changes, national representative bodies such as the British Horse Society (BHS), Cyclists Touring Club (CTC), and Sustrans, as well as the Tyne and Wear Local Access Forum and localised interest groups.

- 3.51 The borough benefits from multiple national network routes including National Cycle Network Route 1 and 72 and Regional Cycle Network 11 and 14, and the England coastal path National Trail. Network development is geared towards growth in cycle trips for work, education, retail and recreational journeys. The Grade II listed pedestrian and cycle Tyne Tunnel connects both banks of the River Tyne offering a seamless connection between North and South Tyneside.
- 3.52 Walking networks, by comparison are more established within the borough with over 810km of walking routes of all classifications available for use. These are typically managed by the Councils Highways Department through the Highway Asset Management Plan.

PLANNED PROVISION AND FUNDING

- 3.53 Due to on-going downward pressure on budgets, it is not possible to set fixed timescales for infrastructure delivery, however network development has continued via external grants, agreements, and use of existing budgets, with delivery of significant new or improved network occurring on an annual basis. The Council hopes to secure network development budgets from external funding offered by central government through the submission of funding bids at the local authority and regional level.
- 3.54 The Local Cycling and Walking Infrastructure Plan (LCWIP) for the borough will shape investment across the network within the South Tyneside for the next 15 years. The document also provides a comprehensive and active list of walking and cycling infrastructure improvements at both a local and wider strategic level which will be addressed throughout the life of the Local Plan.
- 3.55 The promotion of walking and cycling is an important aspect throughout the emerging Local Plan. Ensuring that each new development is connected to existing highways infrastructure, which in turn is part of a coherent network, is paramount.
- 3.56 Increased emphasis has been placed on Local Authorities over the last decade to promote walking and cycling. By facilitating local trips are made without the private car, the Council will be reducing congestion on both local and to a lesser extent regional highway networks. The effects of this will also include improved individual health and wellbeing.
- 3.57 The Council will continue to assess and prioritise schemes for development they are predicated on the availability of external funding to deliver or promote them. The defined active travel improvements that would be required over the local plan period are defined in the infrastructure delivery schedule.

4. Environmental Infrastructure

FLOOD RISK MANAGEMENT

INTRODUCTION

- 4.1 The 2009 Flood Risk Regulations and the 2010 Flood & Water Management Act set out new responsibilities for the management of flood risk. South Tyneside Council is designated as a Lead Local Flood Authority (LLFA) and is responsible for local flood risk management from surface water, groundwater, ordinary watercourses, and small reservoirs including any interactions they may have with main rivers which are managed by the Environment Agency.
- 4.2 This includes the development and delivery of flood alleviation projects as well as ensuring new developments are protected against flood risk for up to a 1 in 100-year event plus 45% climate change.
- 4.3 South Tyneside Council's highways department are responsible for all drainage associated with the highways – including gullies and road drainage.
- 4.4 Within South Tyneside, we have a number of water bodies both main river and ordinary watercourses. South Tyneside Council hold responsibility for the ordinary watercourses such as the burns and tributaries and the Environment Agency are responsible for the main rivers – in South Tyneside the main rivers are the River Tyne and the River Don.
- 4.5 The River Don flows through the borough and also through the boundaries of Gateshead Council and Sunderland City Council. The impacts on developments around the River Don and any additional surface water being directed into this river must therefore be considered by all local authorities.
- 4.6 Although water management across the borough is coordinated by a number of bodies and authorities, there is an interaction between each aspect and therefore a coordinated approach is required. All parties work in collaboration through the Northumbria Integrated Drainage Partnership (NIDP) and the Tyne and Wear Flood Risk Partnership to ensure a resilient future for the residents of South Tyneside by delivering efficient, innovative, and sustainable improvements for residents.

STRATEGIC CONTEXT

- 4.7 South Tyneside Council were required to undertake a Preliminary Flood Risk Assessment (PFRA) under the 2009 Flood Risk Regulations and to produce a Flood Risk Management Strategy under the Flood and Water Management Act 2010. The strategy is informed by flood risk issues and help

to align future investment in flood risk management by relevant stakeholders, including developers.

- 4.8 Flood risk assessments require new flood defences, the expansion of existing flood defences, maintaining and improving existing drainage infrastructure (including sewers, drains and rivers), and reducing the amount / intensity of water entering drainage infrastructure during storm events.
- 4.9 A Flood and Coastal Risk Management Strategy (2017) outlines priorities for the Council in terms of protecting the borough and coast from flood risk. This up-to-date document, along with other flood risk related documents including the Surface Water Management Plan and Preliminary Flood Risk Assessment (2014) can be found on the Council's website.

PARTNERSHIP WORKING

- 4.10 One of the key objectives of the Flood and Coastal Risk Management Strategy is partnership working. It is key in producing and implementing local strategies which will enable expertise and important information to be shared and efficiencies in flood risk and coastal management to be identified, enabling the management of such risks.
- 4.11 As part of developing this partnership working, South Tyneside Council are involved in a several partnership groups including the River Don Catchment Partnership and the Tyne Catchment Partnership as well as liaison groups between the local authorities and Northumbrian Water (Northumbria Integrated Drainage Partnership, also the Tyne Estuary Partnership).

NEW DEVELOPMENTS

- 4.12 For new developments on greenfield or brownfield sites, sufficient evidence must be provided to prove that all surface water disposal routes have been explored in accordance with the surface water disposal hierarchy. The developer must also ensure that the site will not increase flood risk both within the development and elsewhere, and that the surface water disposal hierarchy has been considered in accordance with Building Regulations Approved Document H – Drainage and Waste Disposal.
- 4.13 It is important to note that although infiltration is a preference, there are many areas within South Tyneside where it is not feasible due to ground conditions or mining legacy and associated groundwater issues. It is therefore important for any developer to assess all possible means of surface water disposal thoroughly. Surface water should be disposed of in accordance with Building Regulations Approved Document H – Drainage and Waste Disposal.
- 4.14 A set of local standards for the seven North East Local Flood Authorities have been produced in order to steer development towards the required and appropriate use of SuDS with the aim of mimicking natural drainage and reducing damage from flooding, improving water quality,

protecting, and improving the environment, providing amenity and ensuring the stability and durability of drainage systems.

The Strategic Flood Risk Assessment

- 4.15 In order to initiate the sequential risk-based approach to the allocation of land for development and to identify whether application of the Exception Test is likely to be necessary, South Tyneside Council commissioned a Level 1 Strategic Flood Risk Assessment (SFRA). The SFRA provides evidence about the present and future risk of flooding in South Tyneside from all sources of flooding. The Level 1 SFRA was completed in 2022.
- 4.16 Application of the Sequential Test for flood risk in 2022 based on the Level 1 SFRA 2022 has demonstrated that the proposed development allocations in the South Tyneside Draft Regulation 18 Local Plan pass the Sequential Test, because there are no other suitable locations for development in the borough in areas of lower flood risk for the amount of development proposed in the Plan.
- 4.17 The response of the Environment Agency to the consultation on the Draft Regulation 18 Local Plan stated, 'With respect to the sequential flood test, we agree with the methodology used and welcome references to climate change when undertaking the sequential test.'
- 4.18 The South Tyneside Employment Land Review (March 2023) identified additional plots of land at the Port of Tyne as deliverable for port and river-related economic development and amended the boundary of the existing identified plot.
- 4.19 The Level 1 SFRA Addendum was completed in September 2023. It provides a strategic assessment of the suitability, relative to flood risk, of the sites at the Port of Tyne to be considered for allocation in the Local Plan.
- 4.20 The Sequential Test for flood risk has been updated to factor in the findings of the Level 1 SFRA Addendum. This has identified the need for a Level 2 SFRA in relation to the Port of Tyne sites.

PRIORITIES FOR INVESTMENT

- 4.21 South Tyneside Council is currently working in partnership with Northumbrian Water and the Environment Agency to prioritise sites in terms of surface water flood risk issues and this can influence the investment schedule.
- 4.22 In partnership with The Environment Agency, South Tyneside Council have produced an ongoing investment programme which identifies the most at risk areas in terms of surface water flood risk. This is based on historic incidences of flooding as well as accurate and up to date flood modelling – the latest update of this programme included a number of potential flood alleviation schemes across South Tyneside.

- 4.23 South Tyneside Council worked in partnership with Northumbrian Water in 2015 in Fellgate to deliver a large flood alleviation scheme which reduced the risk of surface water flooding by directing surface water to the nearest watercourse. The Fellgate scheme was an award winning scheme which continues to protect properties.
- 4.24 In 2019, work was completed on the Monkton flood alleviation scheme. The £2.5m project better protected 150 properties around the Monkton area and was part funded by the Environment Agency and South Tyneside Council.

Cleadon Village Flood Alleviation Scheme

- 4.25 The most recent flood alleviation project carried out in South Tyneside was the Cleadon Flood Alleviation Scheme.
- 4.26 In December 2020, South Tyneside Council completed a flood alleviation scheme to protect 130 properties from the risk of surface water flooding during heavy rainfall. This scheme consists of an embankment and storage area north of the Cleadon Lea estate capturing overland flows from the fields, and the capacity improvement to drainage ditches and newly built ditches in the Sunderland Road area freeing up space within the road's drainage system.
- 4.27 An area of Tyne Dock is known to flood on frequent occasions. This includes the strategic road network near Port of Tyne Entrance and properties around Templetown. This affects traffic in both directions into and out of South Shields. Flooding also occurs in a metro tunnel having widespread stoppages across the metro services both within South Tyneside and out of the borough. It is believed that this floods on a frequency in excess of the 1 in 1 year return period. Feasibility work is ongoing with partners Northumbrian Water, Environment Agency and Nexus in order to mitigate the frequency of the flooding impacts.

Coastal Defences

- 4.28 The updated flood defences at Littlehaven provide a vital role in South Tyneside's infrastructure, leisure, and tourism. In 2013, the flood defences at Littlehaven beach were replaced as the existing sea wall was in a state of disrepair. Since its completion in 2014, there has been an increase in tourism as well as an improvement to the facilities in the area and importantly a better protected coastline. This work is alongside improvements made to the sand dunes to increase their stability and increase the defences further down the coast.
- 4.29 The coast and its defences, both natural and man-made are continually under review for new schemes to both improve and protect our coastline.
- 4.30 South Tyneside Council were involved with the production of the Shoreline Management Plan 2010 (SMP2) which provides the policy framework for managing the risks from coastal erosion and sea flooding along the coast in a sustainable manner over the next 100 years. For the South Tyneside coastline the Shoreline Management Plan contains the following policies:

- Maintain protection to property and infrastructure against erosion and sea flooding.
- Allow natural process to proceed at specified undefended sections of coastline.

Stronger Shores

- 4.31 More recently in 2021, a South Tyneside Council-led regional partnership secured £6.4m to pilot a scheme to improve the understanding of the benefits of UK marine habitats with regards to coastal erosion, flood risk, climate change and biodiversity management. The 'Stronger Shores' project is one of 25 innovative new projects selected nationwide to trial a wide range of approaches to flood response and will include the restoration of sub-tidal habitats (kelp beds, oyster reefs and sea grass), improvements in water quality and carbon capture and monitoring techniques focusing on the coast from Blyth in Northumberland to Redcar & Cleveland in North Yorkshire.

GREEN INFRASTRUCTURE

INTRODUCTION

- 4.32 Green infrastructure is defined in the NPPF as:

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

- 4.33 The 2023 Green and Blue Infrastructure Strategy sets out the Green Infrastructure Strategy for the borough.
- 4.34 Green infrastructure can help promote healthy lifestyles by providing spaces for formal and informal recreation while improved connectivity can encourage activities such as walking, cycling and horse riding. Outdoor sport facilities provide important opportunities for formal sports and recreation. Well-designed infrastructure can support a wealth of ecological processes and is important for promoting biodiversity.

STRATEGIC GREEN INFRASTRUCTURE CORRIDORS

The Green and Blue Infrastructure Strategy identifies GBI needs and opportunities across the borough and identifies Strategic Projects which form an important foundation for multi-partner working, helping to deliver projects across the borough which deliver multiple GBI functions in the areas of deficit.

Green Infrastructure Assets

- Parks
- Council-owned allotment sites
- Coastal areas
- Sports provision
- River Tyne

- River Don and associated tributaries
- Dune System, Sandhaven.

Open Space Provision

- 5.1 The Open Space Study 2023 provides the most recent evidence with regard to open space provision in South Tyneside. South Tyneside has 1153.09 ha of open space. Table 1 identifies the amount of provision within the Borough by typology:

Table 1: Open space provision in the Borough by typology

Open Space Study 2023						
Typology	Number of Sites	Ha	Ha/1000	Minimum Size (ha)	Maximum Size (ha)	Average Size (ha)
Allotments	35	41.87	0.28	0.07	5.85	1.20
Amenity Green Space (>0.1Ha)	124	112.55	0.74	0.11	9.01	0.94
Parks and Recreation Grounds	32	211.17	1.40	0.44	72.39	6.60
Outdoor Sport (Fixed)	19	5.09	0.03	0.11	0.76	0.27
Play Space (Children)	40	2.97	0.02	0.02	0.36	0.07
Play Space (Youth)	27	2.22	0.01	0.03	0.64	0.08
Accessible Natural Green Space (>0.1Ha)	49	453.78	3.00	0.50	94.48	9.27
Churchyards and Cemeteries	42	60.18	0.40	0.11	17.91	1.43
Education	85	177.2	1.17	0.22	9.79	2.08
Outdoor Sport (Restricted Access)	35	86.06	0.57	0.07	28.16	2.37

Current supply against the standards

- 5.2 Table 2 below shows the existing supply (in hectares) of open space for each typology for each of the wards, and at the study area level.

Table 2: The existing supply of open space for each typology for each of the wards

Ward	Allotments	Amenity Green Space	Parks and Recreation Grounds (Combined)	Play Space (Children)	Play Space (Youth)	Accessible Natural Green Space
Beacon and Bents	-3.29	9.16	5.18	-0.48	-0.26	-9.41
Bede	-2.24	7.75	-10.57	-0.65	-0.67	19.53

Biddick and All Saints	-1.46	-1.43	-12.73	-0.86	-0.80	7.25
Boldon Colliery	6.19	-2.61	-9.92	-0.75	-0.74	49.88
Cleadon and East Boldon	2.23	-2.06	-1.08	-0.57	-0.79	30.04
Cleadon Park	-2.68	-6.01	50.16	-0.61	-0.67	-7.65
Fellgate and Hedworth	-2.58	-1.84	-10.31	-0.67	-0.69	18.52
Harton	-2.89	-2.28	-11.57	-0.83	-0.83	-8.27
Hebburn North	-0.19	-1.40	12.97	-0.83	-0.79	9.08
Hebburn South	-3.08	3.14	-0.36	-0.75	-0.73	14.56
Horsley Hill	2.64	4.99	-4.68	-0.92	-0.92	86.83
Monkton	-2.68	-3.54	5.01	-0.61	-0.72	20.59
Primrose	2.72	2.00	-2.68	-0.58	-0.55	46.12
Simonside and Rekendyke	-3.25	2.45	-13.02	-0.79	-0.83	-9.30
West Park	3.46	-6.06	2.42	-0.53	-0.61	-7.58
Westoe	-2.84	-4.34	-8.79	-0.71	-0.77	-8.11
Whitburn and Marsden	1.37	-3.46	-1.15	-0.30	-0.74	58.62
Whiteleas	-2.43	-2.81	15.81	-0.73	-0.81	-8.09
Borough wide	-11.03	-2.99	4.67	-12.14	-12.89	302.65

Summary of provision

- 5.3 **Allotments:** There are 35 sites classified as allotments in South Tyneside, equating to over 41 hectares. There are waiting lists for allotments across South Tyneside suggesting that demand for allotments is not currently being met by supply. Waiting list numbers suggest that continuing measures should be made to provide additional plots in the future.
- 5.4 There are some large gaps across several built-up areas of many wards, including Beacon and Bents, Horsley Hill, Harton, Cleadon, Biddick and All Saints, Fellgate and Hedworth, Hebburn South and Hebburn North.
- 5.5 **Amenity Green Space:** There is generally good access across the borough, although there are some relatively large gaps around the border with Harton, Westoe and West Park, and also in Cleadon; and Whitburn and Marsden. However, there is good access to parks and recreation grounds in the areas, with the exception of the north of Whitburn.
- 5.6 **Parks and Recreation Grounds:** Largely good access across the majority of the borough, although there are some significant gaps in the east (Horsely Hill; Harton; and Whitburn and Marsden) and in the central area (Bede; Fellgate and Hedworth; and Simonside and Rekendyke).

- 5.7 **Play Space (Children):** There are significant gaps across several built-up areas of wards, including Horsley Hill, Harton, Whitburn and Marsden, Cleadon Park, Whiteleas, Cleadon and East Boldon, Simonside and Rekendyke, Fellgate and Hedworth and Hebburn South.
- 5.8 **Play Space (Youth):** There are significant gaps across several built-up areas of wards, including Horsley Hill, Harton, Cleadon, Fellgate and Hedworth, Simonside and Rekendyke, and no access in Whitburn and Marsden.
- 5.9 **Accessible Natural Green Space:** Generally good access across the majority of the borough for a 20 minutes' walk time, although there are significant gaps across built-up in Beacon and Bents and Simonside and Rekendyke.

Other provision (not within the open space typology for the Open Space Study)

- 5.10 **Cemeteries / Churchyards:** Cemeteries and churchyards include areas for quiet contemplation and burial of the dead. Sites can often be linked to the promotion of wildlife conservation and biodiversity. Forty-two sites are classified as cemeteries/churchyards, equating to just over 60 hectares of provision in South Tyneside. The need for additional burial provision is driven by the demand for burials and capacity.
- 5.11 A need has been identified by the Council's Bereavement Services Team for additional cemetery capacity at Jarrow, Boldon and Whitburn Cemeteries. Boldon and Whitburn have capacity for 23 and 29 years while Jarrow has 11 years left.
- 5.12 **Civic Spaces:** There are two civic space sites, equating to more than one hectare of provision, identified in South Tyneside. The only identified forms of civic space provision are the South Shields Market Place and the Sandhaven Amphitheatre. Other forms of provision in the area (e.g. parks and gardens) provide localised opportunities associated with the function of civic space.

SPORT AND RECREATION

- 5.13 South Tyneside has a range of formal outdoor and indoor sports provision across the borough providing opportunities to engage to sporting activities and to support healthy and active lifestyles. Key indoor and outdoor sporting sites include:
- Temple Park, South Shields
 - Haven Point, South Shields
 - Monkton Stadium, Jarrow
 - Hebburn Central, Hebburn
 - Jarrow Focus and Community Pool, Jarrow
- 5.14 The borough also has numerous outdoor grass sports pitches which provide playing pitches for football, rugby, cricket and hockey. These sites include Council-owned playing field sites and privately- owned facilities and clubs.

The 2019 Playing Pitch Strategy

- 5.15 The 2019 Playing Pitch Strategy concluded that the existing position for all pitch sports in South Tyneside is that demand is being met or there is a shortfall.
- 5.16 Due to the identified shortfalls in the Playing Pitch Strategy, there remains a need to protect all existing playing fields until all demand is met.
- 5.17 The council is working alongside Sport England and sport's National Governing Bodies to prepare an updated Playing Pitch Strategy to support the Local Plan. The findings from this study will be reflected in the IDP where appropriate.

PLAYING PITCH IMPROVEMENTS

- 5.18 The Council is committed to meeting the sporting needs of the borough and to improving the quality of playing pitch provision in South Tyneside. The Council intends to increase the provision of 'secure' pitches, available for community use, together with the creation of additional pitches at existing sites.
- 5.19 The Council is considering improving the quality of existing facilities that the Council either operates directly or leases to third part community groups. The Council is working with the Football Foundation and has been accepted as part of the Local Authority Grass Pitch Programme, commencing early 2022. Participation in this scheme will increase the robustness of the pitch improvement process and shorten the delivery time.

THE DRAFT LOCAL PLAN 2023 - 2040

- 5.20 The draft Local Plan proposes to allocate 3 sites which are identified as playing field land; including lapsed pitches and pitches which are in current use (Table 3). The Playing Pitch Strategy (2019) shows that all currently used playing field sites require protection and cannot be deemed surplus to requirements because of shortfalls now and in the future, the sites identified in Table 3 should be protected from development or re-provided elsewhere in accordance with Sport England's Playing Fields Policy Exception E4.

Table 3: Playing field sites allocated in the emerging Local Plan for residential development

Site Name	Ownership	Playing Field Area and quality		
		Playing Field Site Area (ha)	Pitch Provision	Quality
Former Brinkburn Comprehensive School	South Tyneside Council	5.8	Adult football	Standard
			Adult football	Standard
			9v9 football	Standard
			9v9 football	Standard
			Rugby union	Standard

			*Overlayed on existing football pitch	
Land at Chuter Ede Education Centre	South Tyneside Council	4.5	Adult football	Poor
			Adult football	Poor
			9v9 football	Poor
Land at South Tyneside College, Hebburn Campus	Private	5.7	Lapsed Site – last known capacity 3 x adult football	

- 5.21 The findings of the emerging Playing Pitch Strategy will inform the mitigation requirements needed to address the impacts from Local Plan allocations. The findings from this study will be reflected in the IDP where appropriate.

6. Utility Services

ENERGY SUPPLY

INTRODUCTION

- 6.1 The provision of gas and electricity is essential to facilitate the new developments identified in the Local Plan. Discussions with developers will be held on a site-by-site basis to determine the particular requirements for each individual development. This is generally an adequate approach to ensure that supply and capacity issues are addressed. However, it is also important that the utility providers are provided with the opportunity for an early high-level overview of the Local Plan proposals to determine if there are any strategic capacity issues which need to be addressed. Accordingly meetings have been held with Northern PowerGrid and Northern Gas Networks to encourage them to engage with the consultation on the emerging Local Plan.

GAS

- 6.2 Gas is distributed nationally via the high pressure National Transmission system to a series of Local Distribution Zones. There are eight Gas Distribution Networks currently owned by four companies, which each cover a separate geographical region in England.
- 6.3 Northern Gas Networks operates, maintains and invests in over 36,000km of pipe across the network and £1bn of other assets that manage the flow of gas to 2.7 million homes and business throughout the North East, northern Cumbria and much of Yorkshire. Northern Gas Networks is the gas transporter that owns and operates the Gas Distribution Zone in South Tyneside. Northern Gas Networks does not supply gas but owns the networks through which it flows. Northern gas Networks operate under licence from the government, and under the terms of the licence, long term infrastructure investments are funded over 45 years.

ELECTRICITY

- 6.4 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. Northern Power Grid owns and operates the electricity distribution network in South Tyneside.

DISTRICT HEATING NETWORKS

- 6.5 The Viking Energy Network, Jarrow (VENJ) is new district energy scheme recently completed. It will initially link 9 Council buildings to a water source heat pump energy centre, drawing heat from the River Tyne at Jarrow Staithes. Much of the electricity to run the system will be provided by a 1MW solar farm, with back up gas boilers, combined heat and power (CHP) and both electrical &

thermal storage. The system is designed for expansion to supply 14 buildings and Palmer Hospital in a later phase. The current phase is an £16m development by STC, part financed by the European Regional Development Fund (ERDF), which will reduce carbon emissions by an estimated 1085 tonnes p.a.

6.6 Hebburn Minewater District Energy Scheme has recently completed and is comprised of:

- Hebburn Renewable Energy Network will use an air source heat pump to produce low carbon heating for a number of buildings in Hebburn town centre.
- This heat will then be used by a new energy centre and district heating network and will provide heating to 111 residential flats in Durham Court, Hebburn Central and the new Children's home in Hebburn. Future expansion to the heat network to connect to a further 12 schools is also planned in the near future.
- It is expected to deliver a significant CO2 reduction of 319 tons per annum and lay the foundation for the planned future network development.

6.7 West Holborn Renewable Energy Network (WREN) is currently under construction and is comprised of:

- Holborn Renewable Energy Network provides a unique opportunity to incorporate the latest, most innovative low carbon renewable technologies into South Shields Town Centre and the surrounding areas.
- Total carbon emissions saving is expected to be between 6750-9000 tonnes per annum. The anticipated 35year lifetime of the scheme will save approximately 236,250/315,000 tonnes of carbon.
- Total cost is estimated £35-45m with potential contributions from the Green Heat Network Fund, The Levelling Up Fund, The BECCS Innovation Fund and Energy Accelerator Funding from NELEP
- Phase 1 was completed in June 2022.
- The scheme is expected to generate up to 12 GWh of heat and 2.5 GWh of electricity annually, which is equivalent to 12 times the annual consumption of South Tyneside Town Hall.
- Water will be taken from flooded abandoned coal mines and processed by water source heat pumps to raise its temperature, in addition water will also be taken from The River Tyne and then processed by water source heat pumps to raise its temperature. This water will then be used to provide heat to several buildings. Waste wood will be gasified into Syngas and Green Hydrogen, this will then create heat and power to the network.

TELECOMMUNICATIONS

6.8 Standard landline and mobile services are available across the borough. However, the Council's economic development aspirations require the achievement of excellence in broadband provision

As supported by South Tyneside Council's Digital Infrastructure Strategy which focuses on three core priorities:

- To drive the roll out of future-proofed, gigabit-capable digital connectivity throughout South Tyneside
- To plug mobile coverage gaps, building resilient mobile connectivity, particularly in our town centres and tourist areas
- Create conditions for a connected Borough, where smart solutions can be piloted and embedded, allowing businesses to maximise potential and improve residents access to efficient services.

BROADBAND

- 6.9 Fast, resilient and affordable broadband connectivity is vital for our residents, businesses, visitors and investors.
- 6.10 Better digital connectivity can boost productivity, support digital transformation to help businesses grow and export, allow residents to access training and public services and is a key requirement of visitors and investors. The economic impact of better broadband is considerable (£20 in net economic impact for every £1 of spending according to DCMS as better broadband makes firms and workers more productive).
- 6.11 Focus from Government, through Building Digital UK (BDUK), an arm of DCMS, over the past decade has been on the rollout of superfast broadband.
- 6.12 Whilst superfast broadband coverage is extensive across South Tyneside (97%) and the UK (96%), technology is evolving, as the demand for faster, more robust connectivity increases.
- 6.13 Government is now focussed on the provision of future-proof, gigabit-capable broadband. One gigabit is equal to 1,000 Mbps – for comparison, superfast is 30 Mbps. This means that however technology develops in the future, fast and reliable speeds will be available to support it.
- 6.14 The Government's ambition of 85% of homes having gigabit-capable broadband by 2025 and nationwide gigabit-capable broadband by 2030, resulted in the launch of Project Gigabit (£5bn funding committed) which aims to focus on the hard-to-reach 20% of the UK outside of any commercial plans.
- 6.15 South Tyneside (as of the end of 2022) currently has 83.1% gigabit-coverage (ahead of the national coverage of 70%), but the borough lags behind regionally and nationally when it comes to full fibre or Fibre to the Premise; our rates of full fibre are 11.4% compared to 42% nationally. However, this is a big increase from 1.7% in 2021.

- 6.16 To ensure broadband improvements are delivered in the North East, Durham County Council is leading a project called 'Digital Durham' in partnership with other North East local authorities including South Tyneside Council.
- 6.17 South Tyneside Council has invested significant funds, along with other North East local authorities, to match Broadband UK funding in rolling out superfast broadband across the borough. The Council is now working closely with Digital Durham on the potential for Project Gigabit to cover areas of the borough that are not commercially viable for gigabit rollout as part of a wider North East procurement exercise. It is expected that activity will begin on this in 2024.

WATER RESOURCES AND SEWAGE MANAGEMENT

INTRODUCTION

- 6.18 The provision and management of water across the borough is a vital element associated with infrastructure development and delivery. This is managed across South Tyneside by Northumbrian Water, South Tyneside Council and The Environment Agency in its varying aspects.
- 6.19 Across the North East, Northumbrian Water supplies both potable (drinking) and raw water, and collects, treats and disposes of sewerage, serving 2.7 million people which include the residents of South Tyneside. Northumbrian Water is also responsible for the maintenance of the piped sewerage system which carries wastewater away from properties and businesses to be treated at the Wastewater Treatment Works (WwTW).

ASSETS

- 6.20 Northumbrian Water has a duty to develop and maintain an efficient supply and treatment of water across the North East. South Tyneside's water comes from Northumbrian Water reservoirs located outside of the borough's boundary as well as boreholes which tap into the Magnesian limestone aquifer.
- 6.21 There are no water supply issues identified, and Northumbrian Water has not forecasted a deficit in water resource or supply in the long term. This was confirmed as part of their assessment of future development. In terms of fresh water supply, Northumbrian Water does not envisage the supply of fresh water as a constraint to the proposals in the Local Plan.
- 6.22 South Tyneside's wastewater treatment is also undertaken by Northumbrian Water at Wastewater Treatment Works located in Howdon and Hendon.
- 6.23 Howdon WwTW treats a combination of domestic, trade and surface water discharges from five local authorities: South Tyneside, North Tyneside, Gateshead, Newcastle, and parts of Northumberland.

- 6.24 Due to historic drainage arrangements large parts of South Tyneside is served by combined sewers which transport both foul and surface water flows to the WwTW. The presence of surface water which does not require treatment, limits the ability of the WwTW to accept additional foul flows from new developments. Therefore a key priority for Northumbrian Water in recent years has been to remove surface water where possible, through new development opportunities and specific investment projects, to direct it away from the WwTW and unnecessary treatment. Wherever feasible new sewerage connections should look to provide separation with surface water either being managed naturally on land or directed to watercourses, or seeking to enter surface water sewers if available, and foul water entering foul only sewers to be taken to WwTW for treatment in accordance with the requirements of the drainage hierarchy as set out in The National Planning Policy Framework.
- 6.25 During 2015-2020 Northumbrian Water delivered a number of agreed Surface Water Separation schemes which were designed to relieve the volume of flows entering Howdon WwTW and create additional headroom capacity at the works to accommodate new development.
- 6.26 Northumbrian Water acting as the sewerage undertaker operating within the north east of England, have reviewed the development proposals in the emerging South Tyneside Local Plan and are satisfied that there are no capacity issues at either Hendon or Howdon WwTW , which will preclude the proposed development from coming forward. This statement is based on the fact that both of these treatment works are not highlighted as exceeding dry weather flow (DWF) compliance, when the level of growth identified within the plan, is included. Early dialogue is always encouraged with Northumbrian Water in order to fully integrate sustainable drainage and water provision into new development design schemes.

PRIORITIES FOR INVESTMENT

- 6.27 Under the Water Industry Act 1991, Northumbrian Water has a duty to provide fresh water and to take and treat foul water (sewerage) from domestic uses. Northumbrian Water has a statutory duty to prepare and maintain a Water Resources Management Plan (WRMP) which must demonstrate how they can maintain the balance between supply and demand of water over the next 25 years.
- 6.28 Northumbrian Water operates on a five-yearly cycle for funding called “Asset Management Plan” (AMP) periods. The current Asset Management Plan (AMP7) for NW covers the period April 2020 to March 2025 and details projects that are required to maintain and modernise the network. An assessment of supply and demand as a result of new development will be made as part of the business plan submission.
- 6.29 NWL considers a number of different data sources to compile its business case including population projections based on its drainage areas, growth information provided by Local Authorities and the Office for National Statistics and outputs from its drainage area studies.

- 6.30 Northumbrian Water published its first draft Drainage and Waste Water Management Plan (DWMP) in June 2022. The document sets out how Northumbrian Water will plan for the future of drainage, wastewater, and environment water quality, ensuring its drainage and wastewater systems are sustainable, robust and resilient to future pressures such as climate change and population growth.

7. Health

INTRODUCTION

The health of residents in South Tyneside is generally worse than the regional and national averages with many residents facing health inequalities across the borough. One of the Council's key ambitions is for residents to be:

'Healthy and Well – Residents will enjoy good mental wellbeing and physical health throughout their lives. They will have the best start in life and be able to live and age well.'

The built environment, a large proportion of which is made up of housing and accommodation, is considered to be a key factor in determining the health and wellbeing of residents.

- 7.1 The linkages between health and the built and natural environment have long been established and the role of the environment in shaping the social, economic and environmental circumstances that determine health is increasingly recognised and understood. Features of the built environment that have an impact on health include:
- Location, density, and mix of land use
 - Street layout and connectivity
 - Physical access to public services, employment, local fresh food
 - Safety and security
 - Access to open and green space – including provision for play
 - Air quality and noise
 - Community interaction
 - Transport – including walking and cycling
- 7.2 The population size has decreased by 0.2%, from around 148,100 in 2011 to 147,800 in 2021. People in older age groups are making up an increasingly large proportion of the total population in South Tyneside (and nationally). Between 2011 and 2021 a decrease of 5.4% in people aged 15 to 64 years, and an increase of 3.9% in children aged under 15 years. In 2021, there were 31,060 people aged 65+ representing 21% of the population marking a 15.1% increase over the last 10 years. By 2040, the South Tyneside population is estimated to have 40,508 residents aged over 65 years old and over, which is 25.6% of the total population (158,520). Of these residents, 22,138 are expected to be female and 18,370 are expected to be male. This will bring about a need to change how healthcare is provided to ensure that people can live healthy and happy lives within their community.
- 7.3 The council seeks to take a whole view of health and well-being based on the Dahlgren and Whitehead model in South Tyneside. This model highlights that we need to address the

population's social and economic circumstances to improve the health and well-being outcomes. This includes people's living and working conditions, social and community networks as well as health-related behaviours.

7.4 South Tyneside's Health and Well-being Strategy (2022) vision is to "work in partnership to improve the health, well-being, and quality of life for children, adults, and families and reduce health inequalities, to help people live longer and healthier lives." The Strategy identifies the following outcomes for the population:

- Giving every child and young person the best start in life
- Financial security to lead healthy, fulfilling lives
- Good mental health and social networks throughout life
- Safe and healthy places to live, learn, and work

7.5 With two further cross-cutting themes:

- Public Involvement and Citizen Engagement (PICE), and
- Tackling intervention-generated inequalities

7.6 Since the national changes to Public Health in 2013, the Authority continues to have responsibility for:

- Leading investment for improving and protecting the health of the population and reducing health inequalities.
- Ensuring plans are in place to protect the health of the population and ensuring an appropriate public health response to local incidents, outbreaks, and emergencies; and
- Providing public health expertise, advice, and analysis to Integrated Care Boards (ICBs).

7.7 In line with the NHS Long Term Plan (2019), the structure of the NHS North East and North Cumbria Integrated Care Board(ICB) has changed. There are now three Primary Care Networks (PCNs) in the East, South, and West of the Borough. Essentially PCNs are groups of practices and primary/community care specialists clustered together working on five broad priorities as follows:

- Improving prevention and tackling health inequalities
- Supporting better patient outcomes in the community through proactive primary care
- Supporting improved patient access to primary Care services
- Delivering better outcomes for patients
- Developing local plans to improve health in partnership with local communities, health, social and voluntary organisations

- 7.8 The COVID-19 pandemic has accelerated the pace of digital change as services have adopted technology to enable the delivery of care through implementing e-consult, video consultations, etc. The aim is to continue to develop a safe, digitally enabled primary care and out-of-hospital care service alongside traditional face-to-face consultations. An expanded, integrated multidisciplinary workforce is key to delivering safe, effective, and proactive care.

ASSETS

- 7.9 There are a range of health assets across the borough. This section outlines those assets and highlights work that is underway to drive improvements, some of which are part of covid recovery plans.
- 7.10 South Tyneside and Sunderland NHS Foundation Trust manages both hospital and community health services across South Tyneside.
- 7.11 The aim of the community health services are to help patients stay out of hospital wherever possible and to receive their care within the community or at home. There is a range of specialist services that allows the trust to provide this including community nurses, health visitors and recovery at home. There are over 50 community services across Sunderland and South Tyneside examples include children and young people, health visitors, cardiology, dental, harm reduction, learning disability and mental health.
- 7.12 Pathway to Excellence is a transformational programme of healthcare across South Tyneside and Sunderland. The overall vision of the programme is to build outstanding future hospital services which offer the very highest quality of patient care and clinical excellence for each and every resident of South Tyneside and Sunderland. Early work has started on phase 2 of the programme for three areas of hospital care which are acute medicine and emergency care, emergency surgery, and planned care which includes surgery and outpatient care.
- 7.13 At present, Primary Care Services in South Tyneside include:
- 21 GP practices in three Primary Care Networks. Seven practices in PCN East, six in PCN South and eight in PCN West.
 - 23 contracted dental practices across 20 sites
 - 16 optometric practices
 - 34 pharmacies

MEETING DEMAND FOR PRIMARY CARE ACCESS

Across the borough, the ICB estimate that 9 surgeries currently have the expected number of clinical rooms given their patient population. Growth in the population from new house building together with an ageing population (who require more clinical support) will therefore require new investment. The remaining practices are all undersized, lacking the number of rooms to

needed to undertake the level of activity we would expect the population to need. In total there is a shortfall of 75 clinical rooms split across the three PCNs in South Tyneside. This is summarised in Table 4.

Table 4 - Clinical room balance for each South Tyneside PCN

PCN	Overall clinical room balance
South Tyneside East	-7
South Tyneside South	-40
South Tyneside West	-28
Total	-75

- 7.14 The scope to create a new GP practice is limited in terms of available sites and may not be viable. Creating small branch surgeries is no longer financially viable for most practices and no longer aligns with the NHS's desire to provide primary care services at scale within the community. The local authority is working with the ICB regarding how these challenges can be addressed.
- 7.15 The continued expansion of Primary Care Networks (PCNs) has significantly improved the resilience of primary care access. Services are now delivered across a range of buildings giving patients more choice in where and how they access services. PCNs allow the balancing of clinical load across a network of buildings, so the ICB considers that Section 106 contributions should be linked to PCN partner practices, rather than individual practice buildings.
- 7.16 The local authority is responsible for several services that impact health and well-being, including the provision of social care. Whilst not a direct health asset, the importance and interdependency of social care must be acknowledged. Social care services provide support to people with learning disabilities, physical disabilities and illnesses, and mental illnesses. It is intended to help the people receiving social care to live comfortably. Social care is provided in many different forms, ranging from some extra help around the house and assistance with washing and dressing, to helping with building positive relationships, access to specialist equipment, or full-time residential care.
- 7.17 There is also Inspire South Tyneside which is the infrastructure organisation for the voluntary and community sector in South Tyneside providing information, advice, and support towards improving the capacity and sustainability of the sector. As above, the contribution of the voluntary sector must be acknowledged as they play a vital role in meeting the needs of residents.

PRIORITIES FOR INVESTMENT

- 7.18 North East & North Cumbria has developed a framework to show its vision, goals and enabling actions:



7.19 The ICB's vision is of better, fairer, health and wellbeing for everyone. This is intended to be an inclusive vision, capturing the need to improve health and broader wellbeing for everyone across the North East and North Cumbria as well as South Tyneside. There are four goals that show commitment to this vision:

- To reduce the gap between South Tyneside's and the England average in life expectancy and healthy life expectancy at birth, by at least 10% by 2030 so that residents may live longer healthier lives.
- To reduce the inequality in life expectancy and healthy life expectancy at birth between people living in the most deprived 20% of neighbourhoods and the least deprived 20% - by at least 10% by 2030 to ensure fairer health outcomes for all.
- To give South Tyneside's residents the best start in life by increasing the percentage of children with good school readiness at reception, especially for children from disadvantaged groups.
- To improve health and care services in South Tyneside by ensuring that the Integrated Care System for the North East and North Cumbria region is rated as good or excellent by the Care Quality Commission (CQC). Inspections will be undertaken of whole system from a broader partnership perspective to help achieve this.

7.20 The five enablers shown in the framework diagram above are cross cutting themes that will enable the delivery of the ICB's goals for South Tyneside.

7.21 The 2022 Pharmaceutical Needs Assessment (PNA) indicated that access to community pharmacies across South Tyneside was well provided with 91% of pharmacies open for more than the core contract hours. There was one '100 hour' pharmacy out of a total of 34 pharmacies in South Tyneside which provides extended, and out-of-hours cover for pharmaceutical services across the borough. There are 23 pharmacies across South Tyneside that open on Saturday mornings and 10 of these pharmacies remain open in the afternoon. In addition to the Riverside

Locality's 100-hour pharmacy, there are two more pharmacies from the Jarrow and Boldon areas that are open on Sundays from 10am to 4pm.

- 7.22 There was a good distribution of and sufficient provision of community pharmacies in or near areas with:
- areas of high population density;
 - the highest levels of deprivation;
 - a high proportion of the population aged 75 and over.
- 7.23 Analysis shows that 76% of South Tyneside residents are within a 10 minutes' walk to a pharmacy. This is a 4% increase over the last 5 years. 99% of patients are now within 20 minutes' walk. South Tyneside pharmacies dispensed roughly 4% more items than the North East average at 8,700. Community pharmacies in South Tyneside dispensed on average, 110,656 prescription items per provider during 2020/21, compared to an average of 86,711 for England. In South Tyneside, 38% of the pharmacies belonged to a chain or multiple pharmacies during this time. While smaller "independent" pharmacies made up more than 60% of the pharmacy locations and filled, on average, 71% of the prescriptions. This shows that South Tyneside residents also make considerable use of independent pharmacies as well as larger businesses. This, combined with prior analysis in the PNA suggests that the existing pharmacy capacity in South Tyneside is sufficient given the future number of dwellings expected.
- 7.24 There are 21 GP practices in South Tyneside of which 5 have branch surgeries. All GP practices now have the ability to send electronic prescriptions to South Tyneside pharmacies and no practices are dispensing practices.
- 7.25 Following the results of the 2022 PNA, South Tyneside Health and Wellbeing Board concluded:
1. South Tyneside is adequately served by community pharmacies, and has 22 pharmacies per 100,000 population as compared to 21 for England;
 2. Relatively low per capita provision of pharmacies in East Shields and Whitburn locality is mitigated by a provision in neighbouring localities including the 100-hour pharmacy to the North and pharmacies in neighbouring Sunderland local authority.
 3. Many pharmacies are open to the idea of providing more services in the future – although in some cases this is dependent on the services being commissioned.
 4. The existing 100-hour pharmacies in South Tyneside and surrounding localities, plus the 90-hour pharmacy in Boldon Colliery are essential to meet the needs of patients by extending access outside core hours when other pharmacies are closed;
 5. The level of planned development is unlikely to require new pharmacy contracts, due to satisfactory cover from existing pharmacies;
- 7.26 Pharmacies made an important contribution to the health and well-being of the South Tyneside population during the COVID-19 pandemic and as a community asset are likely to play a significant

role in the delivery of the Joint Health and Well-being Strategy for South Tyneside. The health and well-being board recommended the following:

1. Whilst the provision of community pharmacies overall, and in specific localities is adequate, commissioners should monitor some aspects of pharmacy provision, for example, the provision of emergency hormonal contraception on weekends in all localities.
2. Commissioners should consider the opportunities afforded by community pharmacy services to further deliver on health and well-being priorities

7.27 The current Pharmacy Needs Assessments require updating but have been delayed following the disruption caused by COVID-19. This section will need reviewing when an updated Pharmacy Needs Assessment is available.

7.28 A Commission on Primary Care was presented to People Select Committee in September 2017 which investigated how Primary Care was planned and delivered in the Borough. To:

- Look in detail at the issues surrounding general practice.
- Examine what available information there is about primary care performance and what it infers.
- Learn what the national and local policy is regarding the development of primary care.
- Make recommendations to ICB, NHS England, Cabinet, and South Tyneside Health and Well-being Board about future policy and service development.

7.29 There is a need to forward a plan for health provision in its broadest sense. In the first instance, the improved connectivity between those responsible for the Infrastructure Delivery Plan, PCNs, and Public Health is very welcome, with an ongoing commitment to develop a local process.

7.30 This process needs to ensure that for any new major development (still to be defined) there will be early notification and that these parties are added as additional consultees. Factors to be considered may include:

- Location, density, and mix of land use
- Street layout and connectivity
- Physical access to public services, employment, local fresh food
- Safety and security
- Access to open and green space – including provision for play
- Air quality and noise
- Community interaction

- Transport – including walking and cycling

7.31 In line with industry standards, developers will be expected to undertake a Health Impact Assessment (HIA). The threshold for Health Impact Assessments is identified within Policy 1: Promoting Healthy Communities of the Publication draft Local Plan d and will be provided in supporting emerging HIA guidance notes.

8. Education

INTRODUCTION

- 8.1 The proposed housing developments in the Local Infrastructure Delivery Plan will have an impact on demand for school places across the borough. In projecting where and when demand will increase, the housing developments that have been assessed include existing planning permissions still to build out and allocations in the Local Plan. The housing trajectory included in the plan estimates when sites will build out and is subject to fluctuation therefore the iteration formulated in July 2023, showing 3,613 properties, has been used to assess the demand for school places, as developments progress the demand for school places will be reviewed as necessary, along with the need to seek developer contributions as appropriate.

POLICY AND CONTEXT

- 8.2 The National Planning Policy Framework (NPPF) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive, and collaborative approach to meeting this requirement.
- 8.3 In addition, under the Education Act 1996 Section 14(1), a Local Authority has a “duty to secure sufficient primary and secondary schools”.
- 8.4 The Local authority (LA) also has the following duty in relation to the provision of Early Years places:
- 15 hours entitlement for the most disadvantaged two-year-olds:
 - 15 hours entitlement for parents of three- and four-year-olds (the universal entitlement); and
 - 30 hours entitlement for working parents of three- and four-year-olds (the extended entitlement).
- 8.5 In addition, the March 2023 Budget included plans for the following further entitlements, to be phased in over the next three years:
- From April 2024, 2-year-olds in working families will get access to 15 hours a week of funded childcare
 - From September 2024, the 15-hour offer will be extended to cover children in working families from 9 months to 2 years
 - From September 2025 the entitlement will be doubled to 30 hours a week, 38 weeks of the year.

SCHOOLS IN SOUTH TYNESIDE

- 8.6 The landscape of schools has changed over a period of years, due mainly to the increase in the number of schools that have converted to academies.
- 8.7 Table 5 below shows the current number and status of schools in the borough. Academies Voluntary Aided and Trust schools are schools for which the local authority is not the admission authority and therefore have their own admissions policies. However, the Local Authority works closely with all non-maintained schools and academies to fulfil its duty to secure sufficient primary and secondary schools.

*Table 5: Number and profile of mainstream schools**

School type	Maintained	Academy	Trust	RC VA School	RC VA Academy	CoE VA School	CoE VA Academy	Total
Infant	2	1	0	0	1	0	0	4
Junior	2	1	0	0	1	0	0	4
Primary	23	2	0	3	6	2	1	37
Secondary	3	1	1	0	2	0	1	8
TOTAL	30	5	1	3	10	2	3	53

*Table 6: Number and profile of additional provisions**

School type	Maintained	Academy	Trust	RC VA Academy	CE Academy	Total	Notes
Nursery	4	N/A	N/A	N/A	N/A	4	
Special	3	0	1	N/A	N/A	4	
Sixth Form	1*	1	1*	2	1	6	*Special schools

*Source - Statistics on pupils in schools in England as collected in the January 2023 school census - <https://www.gov.uk/government/statistics/schools-pupils-and-their-characteristics-january-2023>

FORECASTING FUTURE NEEDS

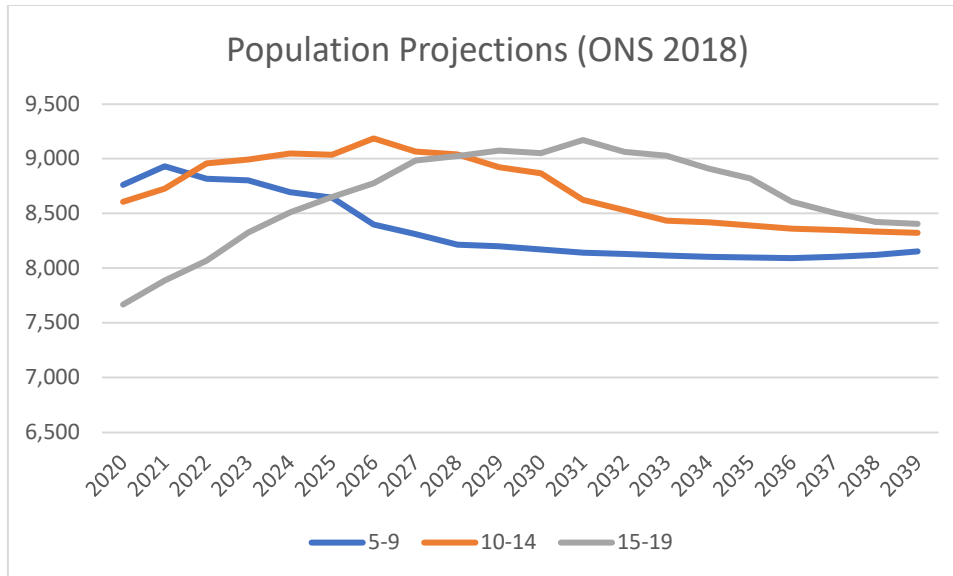
- 8.8 To meet their statutory requirements, local authorities need to develop mechanisms to forecast future pupil numbers at a local level to determine where school places are most likely to be needed as well as how they will be delivered and funded. Forecasting of pupil place requirements is challenging due to changing demographics in local areas; the unpredictable nature of parental preference; varying levels of net migration and the impact of new housing developments.

- 8.9 Future demand for school places is estimated using a number of key sources of information, some of which analyse local data and trends, and others using external estimates of population forecasts, such as those produced by the Office of National Statistics (ONS).
- 8.10 The Department for Education's annual School Capacity (SCAP) return collects data from Local Authorities on current and projected pupil numbers. The information is used to identify shortfalls in school places across the primary and secondary sectors. The SCAP return for 2021 showed a shortfall in secondary school places from 2023 onwards, for which the Local Authority was awarded basic need funding to support capital works to address the shortfall. Basic need is the number of school places required, excluding an increase in demand as a direct result of new housing developments as there is an expectation that they would be supported from developer contributions.

POPULATION PROJECTIONS

- 8.11 The Office of National Statistic publish forecasts for population changes in the UK. The resident population of the borough was estimated to be 151,936 in 2021 which is based on the 2021 population estimate from the 2018-based ONS population projections. The ONS produces population projections every two years. A principal projection is produced along with variant projections which consider alternative migration assumptions. The latest 2018-based principal ONS population projections report a 2021 population of 151,936 across the borough which is expected to increase by 6,590 (4.3%) to 158,526 by 2039.
- 8.12 Demographics in South Tyneside are constantly changing as a result of fluctuating birth rates, as well as inward and outward migration.

Figure 1: Population projections for 5-9, 10-14 and 15-19 year age groups in South Tyneside



- 8.13 Birth data, collected by the Office for National Statistics (ONS), underpins all forecasts for the early years and primary sectors. The council also holds data on pupil movement trends from the School Census and examines pupil movement between schools, wards, in and out of the borough, and between educational stages i.e. transferring from primary to secondary school. These trends are combined with birth and housing data to create pupil projections.
- 8.14 Infant Class size legislation impacts on planning for places in Key Stage 1. The legislation restricts class size in Key Stage 1 to 30 pupils per teacher, except in specified exceptional circumstances. In addition, recent government policy has introduced the entitlement for some parents to access 15 hours free childcare for 2-year-olds and for eligible parents to receive up to 30 hours free childcare for 3 and 4 year olds. The impact of this is that a greater age range and number must be considered when identifying the sufficiency of nursery places required to serve any new housing development.
- 8.15 Table 7 below shows birth data from ONS and actual number of pupils in the relevant year groups.

Table 7: Birth data from ONS and actual number of pupils in relevant age groups

Birth Year	Year into Reception	Current Year group	Number of births	Actual pupils as at September 2023	Difference	% Difference
18/19	23/24	R	1,497	1,560	63	4.21%
17/18	22/23	1	1,589	1,583	-6	-0.38%
16/17	21/22	2	1,543	1,565	22	1.43%
15/16	20/21	3	1,742	1,775	33	1.89%
14/15	19/20	4	1,571	1,653	82	5.22%
13/14	18/19	5	1,630	1,659	29	1.78%
12/13	17/18	6	1,628	1,700	72	4.42%

- 8.16 The increase in 2015/16 birth year is the cohort of pupils currently in the Year 3 'bulge' year. The demand for reception places in 2020/21 for this cohort presented challenges in meeting parental preferences, with an increase in admissions appeals.
- 8.17 Although the projections based on birth data show that the number of children requiring school places is likely to remain relatively static for the borough overall, there will be some localised pressure on places as birth rates fluctuate across planning areas.

IMPACT OF HOUSING DEVELOPMENTS

- 8.18 **Appendix 3** shows the projections of the yield from the proposed housing developments across the borough. The analysis shown in Paragraph 8.22 below shows the additional places projected to be needed across all sectors, but not uniformly across the borough.
- 8.19 Planning for the impact on demand for school places is threefold, the first is the potential impact across all year groups of the effect of families moving into new houses and seeking to transfer their children to neighbouring mainstream schools, the second is the increase in the general school population numbers which will have a consequent increased demand for special school and specialist settings places and the third is the 0-4 age group, with an increase in the number of pupils requiring nursery provision and Reception places in future years.
- 8.20 Each of the six primary planning areas covers a relatively large geographical area. The location of current school provision and the concentration of planned housing developments within a planning area can affect the planning of school places. For example, there may appear to be sufficient school places overall to meet current and projected demand for places in a particular planning area but the distance between the planned development and available school places may exceed the two miles walking distance for primary pupils and three miles for secondary pupils.

- 8.21 School rolls in South Tyneside’s primary and secondary schools have been relatively static in recent years, with the exception of current Year 3 (as at September 2023), which is a ‘bulge’ year, due to an increase in the birth rate resulting in a Reception year group larger than the general trend. The Y3 ‘bulge’ year group will transfer to secondary schools in 2027. However, projections indicate that potential housing developments will have a significant impact on demand for primary places across the planning areas and on secondary places beyond the Y3 ‘bulge’ year.

METHODOLOGY FOR ASSESSING PUPIL YIELD FROM HOUSING DEVELOPMENTS

- 8.22 To ensure that the impact of housing developments is adequately mitigated the following are taken into account:
- The increase in demand for education places across all sectors arising from each development, based on the following pupil yield factors, extrapolated from analyses of yields from recent housing developments:
 - Primary places - an additional place for every 4 properties
 - Secondary places - an additional place for every 8 properties
 - Nursery places – based on the Childcare sufficiency evidence
 - Special Educational Needs and Disability (SEND) places – based on forecasted demand for places
 - The capacity of existing schools that will serve the development, taking account of pupil migration across planning areas and local authority boundaries;
 - Available sources of funding to increase capacity where required
 - The extent to which developer contributions are required and the degree of certainty that these will be secured at the appropriate time

PLANNING AREAS

- 8.23 To drill down beyond the high level borough data, to carry out pupil forecasts effectively and ensure there are sufficient places in the right areas, the borough is split into six planning areas for primary forecasting and three for secondary forecasting. Any proposals to change school provision are taken within the context of the planning areas.
- 8.24 Although planning for demand for school places is based on these planning areas and catchment areas, preferences historically expressed by parents/carers for schools in different catchment areas, planning areas, other Local Authority areas or private provision also influences the planning of places.
- 8.25 **Appendix 4** shows the position by sector and planning area, sub-planning areas and year groups as of September 2023. Breaking the planning areas into sub-areas demonstrates that an overall surplus of places does not necessarily mean that there are sufficient places in the right places.

Similarly, vacancies by year group also demonstrate that they can be unevenly distributed, with some year groups oversubscribed.

8.26 The mechanism used to collect data for projecting demand for school places is the Department for Education's (DfE) annual School Capacity (SCAP) survey. The return was suspended for 2020 due to the pandemic restrictions, the return date for the 2023 return was 31 July 2023. This data is used by DfE to determine funding for Basic Need places. This is separate from funding that would be sought from developers where a development will increase demand for school places. The years covered for projections in the 2023 SCAP are:

- Primary 2023/24 academic year to 2027/28 academic year
- Secondary – 2023/24 academic year to 2029/30 academic year

8.27 The analysis of the impact of proposed housing developments has therefore been done in two parts:

- i. data from the SCAP return which is limited to the short term, i.e. up to 2027/28 for primary projections and up to 2029/30 for secondary projections.
- ii. planned housing developments within the Infrastructure Plan for the medium term, 2029 to 2039 and longer term, beyond 2039. The potential impact of those developments on secondary places has been partially captured in the 2028/29 and 2029/30 data within the SCAP.

IMPACT OF HOUSING DEVELOPMENTS ON PRIMARY PLACES

Area 1 – South Shields North	
Impact of planned housing developments up to 2028	Planned developments of 62 dwellings would give a yield of an additional 16 primary pupils requiring school places.
Action(s) required	This development is in the south of the planning area with closest school operating at full capacity. The other schools within the planning area with sufficient vacancies to accommodate the increase in demand for places, although there is pressure on places in current Year 3, are some distance from the development. Notwithstanding the pressure on places for current Year 3 pupils, there is sufficient capacity, in terms of available primary places, within the schools in this planning area.

Impact of planned housing developments from 2028	There is sufficient capacity, in terms of available primary places, within the schools in this planning area for the period 2028-2033, therefore the additional demand can be met.
Action(s) required	No action required
Area 2 – South Shields East	
Impact of planned housing developments up to 2028	<p>The planned developments of 260 dwellings in the north of this planning area would give a yield of an additional 65 primary pupils requiring school places.</p> <p>There are very limited available school places in the closest schools to the proposed development, with no school having vacancies in every year group. Projections on the impact on demand for primary places shows that additional primary places will be required.</p>
Action(s) required	To accommodate the increased demand for school places as a result of the proposed development, an increase in the capacity at one of the schools in, or close to, the planning area by an additional half form of entry, i.e. 105 additional places is required.
Impact of planned housing developments from 2028-2033	Planned developments of 12 dwellings in the south of this planning area would give a yield of an additional 3 primary pupils requiring school places.
Action(s) required	If expansion is carried out to accommodate the increase in demand for places from 2023-2028, there will be sufficient capacity within schools in the planning area to meet the additional demand for places.
Area 3 – South Shields West	
Impact of planned housing developments up to 2028 and 2028-2033	Planned developments over the next decade have been considered together to assess the impact on school places. From 2023-2028, there are no planned developments in the north of this planning area and 311 planned developments in the south, which would give a yield of 78 additional primary pupils requiring school places. From 2028-2033, planned developments of 179 dwellings in the north and 22 in the south of this planning area would give a yield of an additional 45 and 6 primary pupils, respectively, requiring school places. There is limited capacity in most year groups in the schools in the north area of the planning area, and very limited capacity in Year 3.
Action(s) required	Depending on future birth rates it may be necessary to increase the capacity at one of the schools within the vicinity of the planned developments by an additional half form of entry, i.e. 105 additional places.
Impact of planned housing developments from 2033	Planned developments of 16 dwellings in the north and 25 in the south of this planning area would give a yield of an additional 4 and 7 primary pupils, respectively, requiring school places.

Action(s) required	If expansion is carried out to accommodate the increase in demand for places from 2028-2033, there will be sufficient capacity within schools in the planning area to meet the additional demand for places.
Area 4 – Jarrow	
Impact of planned housing developments up to 2028	Planned developments of 40 dwellings in the north and 8 in the south of this planning area would give a yield of an additional 10 and 2 primary pupils, respectively, requiring school places. There is therefore no significant impact on demand for school places in this area up to 2028.
Action(s) required	No action required
Impact of planned housing developments from 2028-2033	<p>Planned developments of 15 dwellings in the north, 44 dwellings in the east, none in the west and 1,200 dwellings in the south of this planning area would give a yield of an additional 4,11 and 300 primary pupils, respectively, requiring school places.</p> <p>It is projected that the additional pupils in the north and east could be accommodated within existing schools. However, notwithstanding the available places in the south of this planning area, the 300 additional places needed in the south, from one proposed development site, would require additional places.</p>
Action(s) required	Based on current and projected vacancies, a minimum of the equivalent of a one form entry school. i.e. 210 additional places would be needed to supplement the places available in existing schools. This would require a new primary school to be established within the south of this planning area. If the size of the proposed development is increased and/or the number of places available reduces, this would require a one and a half form entry school i.e. 315 additional places .
Area 5 – Hebburn	
Impact of planned housing developments up to 2028	There are no planned developments in this planning area.
Action(s) required	No action required
Impact of planned housing developments from 2028-2033	Planned developments of 110 dwellings in the north and 115 in the south of this planning area would give a yield of an additional 28 and 29 primary pupils, respectively, requiring school places. The schools within the vicinity of the planned developments in the north of this area are operating at full capacity, and in some year groups over capacity.
Action(s) required	There is sufficient capacity to accommodate the development in the south of the planning area but, depending on the birth rate, it may be necessary to increase the capacity at one of the schools in the north of the planning area by an additional half form of entry, i.e. 105 additional places to accommodate the additional demand for places.

Impact of planned housing developments beyond 2033	<p>Planned developments of 46 dwellings in the north of this planning area would give a yield of and 12 additional primary pupils requiring school places.</p> <p>Depending on the birth rate, and if capacity in the north is increased, as set out above, it is assumed that the additional pupils could be accommodated within existing schools.</p>
Action(s) required	No action required
Area 6 – The Villages	
Impact of planned housing developments up to 2028	There are no planned developments in this planning area up to 2025.
Action(s) required	No action required
Impact of planned housing developments from 2028-2033	<p>Planned developments of 71 dwellings in the Whitburn area, 259 dwellings in the Cleadon area and 663 dwellings in the Boldons area of this planning area would give a yield of an additional 18, 65 and 166 primary pupils, respectively, requiring school places.</p> <p>The schools in the Whitburn area have very little capacity in most year groups, with little flexibility for any in-year applications. Schools in the Cleadon area are operating at full capacity and in some year groups are over capacity. In the Boldons area only one school has spare capacity in every year group and overall there is insufficient spare capacity to meet the increased demand for places from planned developments.</p>
Action(s) required	<p>Depending on the birth rate, the additional places required in the Whitburn area could potentially be accommodated in the current schools. Expansion of an additional half form of entry, i.e. 105 additional places in the Cleadon area and expansion of existing school(s) in the Boldons area by an additional half form of entry, i.e. 105 additional places is required, to give an additional 210 additional places in total in this planning area</p>

IMPACTS OF HOUSING DEVELOPMENTS ON SECONDARY PLACES

- 8.28 The Borough previously operated a single planning area for the whole of the secondary sector, which masked shortfalls in particular areas. Following an application to DfE to split the area into three Planning areas for the secondary sector, approval was given on 2 February 2021.
- 8.29 The 2021 SCAP return is the first one to be completed using the new planning areas and has helped to focus on projected shortfalls in places in Planning area 7.

- 8.30 Offering diversity of secondary places to parents can be challenging, with three of the eight secondary schools being faith schools. Area 8, which has three secondary schools, is particularly challenging in that the majority of the available places to offer to parents where preferences cannot be met at entry year are in the RC VA school within that planning area.
- 8.31 There has been pressure on places in Planning area 7 for some time. However, previously the single secondary planning area masked the position in this area. The split into three secondary planning areas now makes it possible to demonstrate the pressure on places in the three schools in this planning area, in every year going forward. As a result of the new reporting, funding for basic need was awarded and will be used to expand a secondary school within the planning area by 110 places.
- 8.32 Housing for asylum seekers and refugee families is in the main located within this planning area, therefore there is a current and future additional pressure on school places.
- 8.33 In the past, places have been offered at a school within Planning area 9 to relieve the pressure on places in Planning area 7. However, applications for that school are steadily increasing, therefore, alongside significant plans for housing development in the area, that position is not sustainable longer term.

Area 7 – North and East	
Impact of planned housing developments up to 2028	Planned developments of 633 dwellings in this planning area would give a yield of an additional 79 secondary pupils requiring school places. Additional places will be needed to accommodate the increase in demand for secondary school places.
Impact of planned housing developments from 2028-2033	Planned developments of 341 dwellings in this planning area would give a yield of an additional 43 secondary pupils requiring school places.
Impact of planned housing developments beyond 2033	Planned developments of 66 dwellings in this planning area would give a yield of 8 additional secondary pupils requiring school places. Because of the pressure on places in this planning area, with little capacity in most schools, currently and forecasted, it is necessary to plan for the combined pressure of 130 additional places
Action(s) required from 2023 to 2028 and beyond	The planned expansion of 110 places to Mortimer Community College, phased from 2023, will alleviate pressure on basic need and in-year applications for places in the future. However, the impact of the housing developments will add further pressure therefore to meet the increased demand for school places, due to planned housing developments in this area, 150 additional places i.e. 30 per year group, to an existing school would be required.
Area 8 – Hebburn / Jarrow	

Impact of planned housing developments up to 2028	Planned developments of 48 dwellings in this planning area would give a yield of an additional 6 secondary pupils requiring school places.
Impact of planned housing developments from 2028-2033	Planned developments of 1,484 dwellings in this planning area would give a yield of an additional 186 secondary pupils requiring school places.
Impact of planned housing developments beyond 2033	Planned developments of 48 dwellings in this planning area would give a yield of 6 additional secondary pupils requiring school places.
Action(s) required from 2023 to 2028 and beyond	<p>Because of the pressure on places in this planning area, with all three schools having no, or little capacity in the lower year groups and all three having limited capacity in most other year groups, it is necessary to plan for the combined pressure of 198 additional places.</p> <p>The 1,580 proposed dwellings, from 2023, in this planning area, includes a single development of 1,200 dwellings in the south of the Jarrow area. This will impact on school places in that area, with an additional 198 places required to meet the increase in demand in this area.</p> <p>Allowing for limited vacancies in the three schools currently, an expansion of 150 additional places i.e. 30 per year group, to an existing school would be required to meet the additional demand for places.</p>
Area 9 – South	
Impact of planned housing developments up to 2028	There are no planned developments in this planning area.
Impact of planned housing developments from 2028-2033	<p>Planned developments of 993 dwellings in this planning area would give a yield of an additional 124 secondary pupils requiring school places.</p> <p>In the shorter term, the data suggests there are sufficient places within this planning area, albeit very tight in most entry years. However, applications for the school currently providing ‘overspill’ places for area 7 are steadily increasing, therefore, alongside the significant plans for housing development in the area, that position is not sustainable longer term.</p>
Impact of planned housing developments beyond 2033	There are no planned developments in this planning area.
Action(s) required from 2023 to 2028 and beyond	There is little spare capacity in schools within this planning area, with the lower year groups having minimal spare capacity available. To ensure increased demand can be met in all year groups, expansion of 150

	additional places i.e. 30 per year group, to an existing school in this planning area would be required to meet the additional demand for places.
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IMPACTS OF HOUSING DEVELOPMENTS ON SPECIAL EDUCATIONAL NEEDS AND DISABILITY (SEND) PLACES

- 8.34 The local authority has a duty to secure sufficient education and training provision for young people with an Education, Health and Care (EHC) plan, up to the age of 25.
- 8.35 The local authority would seek developer contributions for SEND provision in direct proportion to the needs arising from planned housing developments, applying the same principle to SEND provision as to mainstream. As there is no standard capacity assessment applicable to special schools and other types of non-mainstream education, as their ability to accommodate pupils depends on the specific needs of each child. However, an increase in housing will lead to an increase in SEND, and we would seek developer contributions for all special school/SEN places generated by a development, where there is a need for additional SEND provision. Identifying whether a housing development would lead to an increase in demand for SEND places, whether in a special school or other provisions, will be assessed as planning applications are received.

IMPACTS OF HOUSING DEVELOPEMNTS ON EARLY YEARS SCHOOL PROVISION

- 8.36 While many early years settings fall within the private, voluntary and independent (PVI) sector, the Childcare Acts 2006 and 2016 place a duty on the local authority to ensure sufficient early years childcare provision. The DfE has scaled up state-funded early years places since 2010, including the introduction of funding for eligible 2 year olds and the 30 hours funded childcare offer for 3-4 year olds. The take-up has been high, increasing demand for early years provision. All new primary schools are now expected to include a nursery. Developer contributions have a role to play in helping to fund additional nursery places required as a result of housing growth, however they may be provided, where these are proposed as part of school expansions or new schools. Projecting sufficiency of early years places is challenging in that the PVI sector is able to increase or decrease provision to suit their business plans and it is therefore beyond local authority control. The local authority therefore carries out regular audits of early years provision to ensure sufficiency of places across the Borough and the impact of housing developments is considered as planning permissions are sought for housing developments.

FUNDING ADDITIONAL SCHOOL PLACES

- 8.37 The two main mechanisms for funding additional school places are:
 - 1. Basic Need Funding (Calculated and distributed by DfE)

2. Contributions from housing developers where proposed developments increase the demand for school places and there is a need to establish additional places

Basic Need Funding

- 8.38 Basic need allocations are made to local authorities (LAs) to support the capital requirement for providing new pupil places by expanding existing maintained schools, free schools, or academies, and by establishing new schools. This is non-ringfenced capital funding that is not time-bound, so that local authorities can make the best decisions for their local area. The basic need allocations are based principally on data collected from LAs in the School Capacity Survey (SCAP), referred to above. This survey collects information on the capacities of schools in each planning area of each LA, and LAs' forecasts of pupil numbers for several years ahead.
- 8.39 Basic need funding is allocated on the basis of a comparison of school capacity against forecast mainstream pupil numbers from reception year to year 11, uplifted to provide a 2 per cent operating margin. The 2 per cent uplift in pupil forecasts is designed to provide an operating margin for local authorities. This helps to support parental choice, pupil population movement, and general manageability of the system. Where pupil forecasts exceed available capacity, this is considered to be a 'shortfall'. Conversely any surplus in capacity beyond those uplifted forecasts is counted as 'zero', meaning spare places are not used to offset shortfalls elsewhere (such as in another planning area or another year group). Shortfalls are aggregated for each year group, in each planning area, to give an overall total of additional places needed. This produces a 'raw shortfall', a total figure that measures the gap in places between the assessment of capacity based on SCAP, and forecasts of pupil numbers.

9. Community Facilities – leisure and libraries

- 9.1 In recent years, there has been significant investment in the Council’s leisure and library stock. Forming an integral part of the Council’s master Regeneration Plan, the investment has been directed towards providing unique, vibrant, high quality, affordable and accessible facilities.
- 9.2 The facilities are viewed not only as safe social spaces and areas where individuals can improve their health and fitness, but they are also seen as key gateways to our foreshore, towns and transport links; driving tourism and the wider economy.

STRATEGY

- 9.3 Our strategic approach has been one of downsizing underutilised stock through community asset transfer, whilst creating a core group of top quality facilities in geographically balanced locations.
- 9.4 In terms of asset development, some of our major improvement projects in recent years include:
- 2013 – Opening of Haven Point (new build leisure complex, South Shields).
 - 2015 – Opening of Hebburn Central (new build community hub, Hebburn).
 - 2016 – Opening of The Word (new build national centre for the written word, South Shields).
 - 2019 – Opening of Jarrow Focus (refurbished community hub, Jarrow).
- 9.5 Wherever possible the space within the above buildings has been used to support shared services, touch down zones and the provision of private sector business opportunities.

PRIORITIES FOR INVESTMENT

- 9.6 South Tyneside has good leisure and library offer for which the priority is now ensuring maintenance maintain to a high standard. It is not anticipated that there will be a requirement to expand it over and above the current footprint and as such planning/development needs are minimal at this time. Moving forward there are no current plans for development in terms of more, or extended facilities. Any increase in customer demand will be met at existing sites through the provision of refreshed programmes and upgraded equipment.

Appendix 1 – infrastructure stakeholders

In addition to the Council’s Transport, Ecology, Asset Management, Environmental Protection, School Places Planning and Public Health teams, other external organisations have also contributed information in the development of the IDP and key contacts are listed below.

Organisation	Name	Role
Nexus	Helen Mathews	Head of Corporate Planning
Nexus	Matthew Godwin	Business Development Manager
Nexus	Dominic Curry	Business Development Officer
Network Rail	Kevin Towle	Senior Strategic Planner
National Highways	Sunny Ali	Regional Spatial Planning Manager
National Highways	Paul Dixon	Planning & Development
Northern Powergrid	Matthew Preston	General Manager
Northern Powergrid	Chris Mitchell	Customer Services Manager
Northern Powergrid	Andrew Hunter	Programme Manager
Northern Gas Networks	Dean Fuller	Business Operations Lead
Northern Gas Networks	Peter Thompson	
Northumbrian Water	Katherine Dobson	Planning Team Leader
Northumbrian Water	Stephen Wharton	Developer Services (Planning and Wastewater) Manager
Openreach	Kieran Byrne	Streetworks Consultant - North East
City Fibre	Ross Pritchard	Lead Build Assurance Engineer
City Fibre	Jason Legget	Regional Partnership Director
Virgin Media	Paul Mullan	
NHS North East and North Cumbria Integrated Care Board	Jamie Mitchell	Deputy Director of Estates & Premises
NHS North East and North Cumbria Integrated Care Board	Paul Irving	Interim Head Of Primary Care (Commissioning)
Turner & Townsend	Christopher Roe	Principal Consultant

Appendix 2 – Infrastructure Delivery Schedule

The appended schedule detail infrastructure programmes, projects and initiatives according to their respective category. They are prioritised according to the following criteria:

- Essential - Projects which are key to facilitating development.
- Desirable - Projects which are of value in meeting the needs of the community.

Details are provided in respect of the timescale for delivery, broad cost estimate, potential delivery lead/development partners and potential funding source(s).

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Junction Improvement	Policy 51	A1018 Westoe Road/B1298 Chichester Road (Westoe Bridges) junction improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Junction Improvement	Policy 51	A1018 Westoe Road / Dean Road Junction Improvement		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Junction Improvement	Policy 51	A194 Western Approach/West Way junction improvement		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Junction Improvement	Policy 51	A194 Western Approach / Laygate Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Junction Improvement	Policy 51	A194 / Port of Tyne Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2030	Essential	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Junction Improvement	Policy 51	A1018 King George Road/A1300 John Reid Road/Prince Edward Road roundabout improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2030	Essential	Conceptual
Junction Improvement	Policy 51	B1298 Boldon Lane / Stanhope Road Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Junction Improvement	Policy 51	B1298 - Chichester Road / Dean Road / Stanhope Road Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Junction Improvement	Policy 51	A1300 John Reid Road/B1298 Boldon Lane/Whiteleas Way junction improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Junction Improvement	Policy 51	A19(T)/A194 Lindisfarne interchange and A194/A1300 John Reid Road roundabout enhancements		TBC	External Funding	National Highways / STC / TT2	2040	Desirable	Conceptual
Junction Improvement	Policy 51	A19(T)/A185 Tyne Tunnels southern portal junction improvements		TBC	External Funding	National Highways / STC	2035	Desirable	Conceptual
Junction Improvement	Policy 51	A185 / Church Bank / Priory Road Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Junction Improvement	Policy 51	A185 / Howard Street / Straker Street Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Strategic Corridor	Policy 51	A185 Dualling (The Arches to Southern Portal)		TBC	External Funding	STC / Port of Tyne	2040	Desirable	Conceptual
Junction Improvement	Policy 51	A185 Victoria Road West / Station Road Junction Improvements		TBC	S106 / External Funding	STC	2030	Essential	Conceptual

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Junction Improvement	Policy 51	A185 Victoria Road West / Campbell Park Road Junction Improvements		TBC	S106 / External Funding	Regional Traffic Signals"	2030	Desirable	Conceptual
Junction Improvement	Policy 51	A185 / Monkton Terrace Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Junction Improvement	Policy 51	A185 Victoria Road West/B1306 Mill Lane junction improvements, Hebburn		TBC	S106 / External Funding	STC	2026	Essential	Conceptual
Junction Improvement	Policy 51	A194 White Mare Pool / Mill Lane Corridor Improvements		TBC	External Funding	STC	2028	Essential	Conceptual
Junction Improvement	Policy 51	A194 / Mill Lane Roundabout Improvements		TBC	S106 / External Funding	STC	2028	Essential	Conceptual
SRN Junction Improvement	Policy 51 / SP8	A194(M)/A194/A184(T) White Mare Pool Junction enhancement/realignment	National Highways Modelling Report	TBC	External Funding	National Highways	2028	Desirable	Conceptual
Strategic Corridor	Policy 51 / Regional Transport Plan	A184 - Testo's - Localised Access Improvements		TBC	External Funding	STC	2030	Desirable	Conceptual
SRN Junction Improvement	Policy 51	A19 Southbound Lane Gain / Lane Drop - A185 through to A194	National Highways Modelling Report	TBC	External Funding	National Highways / STC	2035	Essential	Feasibility Study Required
Junction Improvement	Policy 51	A184 Newcastle Road/B1298 Abingdon Way junction improvements, West Boldon		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Junction Improvement	Policy 51	B1298 Abingdon Way improvements (between A184 Newcastle Road and Henley Way), Boldon Colliery		TBC	S106 / External Funding	National Highways / STC	2030	Essential	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Junction Improvement	Policy 51	B1298 Abingdon Way/Henley Way junction improvements, Boldon Colliery		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Junction Improvement	Policy 51	Boldon ASDA Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2030	Essential	Feasibility Study Required
Junction Improvement	Policy 51	B1298 New Road/Boker Lane junction improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2030	Essential	Feasibility Study Required
Junction Improvement	Policy 51	A184 Front Street/Sunderland Road/B1299 Station Road junction improvements, East Boldon		TBC	S106 / External Funding	STC / Regional Traffic Signals	2030	Essential	Conceptual
Junction Improvement	Policy 51	A184 Front Street / Boker Lane Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2030	Essential	Conceptual
Junction Improvement	Policy 51	A184 / Hylton Road (Bank Top Garage) Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2030	Essential	Conceptual
Junction Improvement	Policy 51	A184 / Downhill Lane Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2030	Desirable	Feasibility Study Required I
Junction Improvement	Policy 51	A1018 King George Road/Shields Road/Sunderland Road improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Junction Improvement	Policy 51	A1018 / Shields Road Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Junction Improvement	Policy 51	A1018 / B1298 (Cleadow Village) Junction Improvements		TBC	S106 / External Funding	STC / Regional Traffic Signals	2030	Essential	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Junction Improvement	Policy 51	A1018 / Whitburn Road Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Junction Improvement	Policy 51	A1018 / Moor Lane Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Junction Improvement	Policy 51	A1300 / Marsden Lane Corridor Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Junction Improvement	Policy 51	A1300 / Marsden Road / Lizard Lane Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Junction Improvement	Policy 51	A183 / North Guards / Front Street, Whitburn Junction Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Junction Improvement	Policy 51	Abingdon Way / Fellgate Avenue Junction Upgrade		TBC	S106 / External Funding	STC	2030	Essential	Conceptual
Public Transport	Policy 52 / Light Rail & Metro Strategy	South Shields to Sunderland Metro Extension using Boldon East Curve		TBC	External Funding	Network Rail / STC / Nexus	2045	Desirable	Feasibility Study Required
Public Transport	Policy 52 / Light Rail & Metro Strategy	Washington Loop as part of Leamside Line.		TBC	External Funding	Network Rail / STC / Nexus	2040	Desirable	Feasibility Study Required
Public Transport	Policy 52 / Light Rail & Metro Strategy	Metro Station Enhancements across the Network		TBC	External Funding	Nexus / STC	2035	Essential	Feasibility Study Required
Public Transport	Policy 52 / Light Rail & Metro Strategy	Metro Station (new) - Mill Lane		TBC	External Funding	Nexus / STC	2030	Essential	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Public Transport	Policy SP8 / Light Rail & Metro Strategy	Car Parking Extension at Fellgate Metro Station		TBC	External Funding	Nexus / STC	2030	Desirable	Feasibility Study Required
Public Transport	Policy 52 / Light Rail & Metro Strategy	Car Parking Extension at Tyne Dock Metro Station		TBC	External Funding	Nexus / STC	2030	Desirable	Feasibility Study Required
Public Transport	Policy 52	Car Parking Extension at East Boldon Metro Station		TBC	External Funding	Nexus / STC	2030	Desirable	Feasibility Study Required
Public Transport	Policy SP26 / Bus Service Improvement Plan	Jarrow Bus Station Improvements		TBC	External Funding	Nexus / STC	2030	Desirable	Feasibility Study Required
Public Transport	IAMP Area Action Plan	Potential Bus Services into IAMP		TBC	External Funding	Nexus / STC	2030	Desirable	Feasibility Study Required
Public Transport	Policy SP26 / Bus Service Improvement Plan	The Nook Bus Corridor - Junction upgrades, with UTMIC benefits for PT services		TBC	External Funding	STC / Bus Operators	2030	Essential	Feasibility Study Required
Public Transport	Policy SP26 / Bus Service Improvement Plan	A183 Bus Lane - Provision of Bus Lane on approach to Front Street, Whitburn		TBC	External Funding	STC / Bus Operators	2026	Essential	Feasibility Study Required
Public Transport	Policy 51 / Bus Service Improvement Plan	Strategic Junction upgrades to assist Public Transport Movements		TBC	External Funding	STC / Bus Operators	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking	A194 Cycle Route		TBC	S106 / External Funding	STC	2030	Essential	Conceptual

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
	Infrastructure Plan								
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	A185 Cycle Route		TBC	S106 / External Funding	STC	2030	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	A184 Cycle Route		TBC	S106 / External Funding	STC	2030	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	NCN14 Improvements		TBC	S106 / External Funding	STC	2030	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	NCN 1 Improvements between South Shields and Sunderland		TBC	S106 / External Funding	STC	2028	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	River Don Route Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Village Enhancements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Harton Mineral Line Access		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Follingsby Lane Improvements		TBC	S106 / External Funding	STC	2030	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Erskine Road/A194 Scheme		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Ocean Road Improvements		TBC	S106 / External Funding	STC	2030	Essential	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Church Way/Keppel Street Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Boldon Lane Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking	A1018 to Nevinson Avenue Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
	Infrastructure Plan								
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Mill Lane/Monkton Lane improvements		TBC	S106 / External Funding	STC	2030	Essential	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Stanley Street- Tyne Dock route		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Nevinson Avenue / Galsworthy Road Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Benton Road Improvements		TBC	S106 / External Funding	STC	2030	Essential	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	River Drive/Wapping Street Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Sea Road Improvements		TBC	S106 / External Funding	STC	2026	Essential	Conceptual

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	St Aloysius View Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Conceptual
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	B1297 Wagonway Road Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	A1300 to Coast Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Highfield Road Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Tyne Dock Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	A183 Improvements		TBC	S106 / External Funding	STC	2030	Essential	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking	Town Centre Access Improvements		TBC	S106 / External Funding	STC	2026	Desirable	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
	Infrastructure Plan								
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Links to Tyne Pedestrian Tunnel / Jarrow Town centre		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Cycling)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Last Mile Travel		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Argyle Street, Hebburn		TBC	S106 / External Funding	STC	2030	Desirable	Design Stage
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Beach Road to Garden Lane, South Shields		TBC	S106 / External Funding	STC	2028	Desirable	Design Stage
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Mowbray Road to Sea Road Pedestrian Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Wheathall Drive to Lizard Lane Pedestrian Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Whitburn Country Park to Marsden Grotto		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Tyne Dock to Throckley Way Pedestrian Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Hedworth Lane / Calf Close Lane Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Edinburgh Road, Jarrow Pedestrian Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	East Boldon / Cleadon Pedestrian Enhancements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Melbourne Gardens, South Shields Pedestrian Improvements		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking	Village Pedestrian Improvements (Borough Wide)		TBC	S106 / External Funding	STC	2030	Essential	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
	Infrastructure Plan								
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Field Terrace / Springwell Road, Jarrow		TBC	S106 / External Funding	STC	2030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Monksway Improvements, Jarrow		TBC	S106 / External Funding	STC	22030	Desirable	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Links to Metro Stations		TBC	S106 / External Funding	STC	2030	Essential	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Links to Tyne Pedestrian Tunnel		TBC	S106 / External Funding	STC	2030	Essential	Feasibility Study Required
Active Travel (Walking)	Policy 53 / Local Cycling and Walking Infrastructure Plan	Foreshore Improvements		TBC	S106 / External Funding	STC	2026	Essential	Feasibility Study Required
Active Travel	Policy 53 / Local Cycling and Walking Infrastructure Plan	Safe Routes to School (Borough Wide)		TBC	S106 / External Funding	STC	2026	Essential	Design Stage

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Active Travel	Policy 53 / Local Cycling and Walking Infrastructure Plan	Public Realm Improvements (Borough Wide)		TBC	S106 / External Funding	STC	2028	Essential	Feasibility Study Required
Surface water scheme	Policy 9	Hedworth west	Stage 1 viability study	£500k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2024	Desirable	Feasibility Study Required
Surface water scheme	Policy 9	Hedworth east	Stage 1 viability study	£220k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2024	Desirable	Feasibility Study Required
Surface water scheme	Policy 9	Walsh avenue	Stage 1 viability study	£230k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2025	Desirable	Feasibility Study Required
Surface water scheme	Policy 9	Barnard crescent	Stage 1 viability study	£130k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2025	Desirable	Feasibility Study Required

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Surface water scheme	Policy 9	Mortimer road	Stage 1 viability study	£310k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2025	Desirable	Feasibility Study Required
Property flood resilience	Policy 7	Stanhope road	delivery in 2022	£170k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2022	Desirable	Funding secured
Surface water scheme	Policy 9	South Lane	Stage 1 viability study	£140k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2022	Desirable	Funding secured
Coastal erosion scheme	Policy 12	England Coast Path Rollback		£50k	to be determined	STC	2022	Desirable	Funding secured
Surface water scheme	Policy 9	Harton grove	Stage 1 viability study	£100k	Local infrastructure levy, Flood Defence Grant-in-Aid, STC Capital Programme	STC	2023	Desirable	Feasibility Study Required
Water framework/riverside improvements/ carbon reduction	Policy 11	Tyne estuary		£100k	to be determined	STC		Desirable	Funding secured

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
Innovative flood and coastal resilience programme	Policy 12	Stronger Shores	The aim of the project is to improve the understanding of the benefits of UK marine habitats with regards to coastal erosion, flood risk, climate change and biodiversity management.	£6.5m	Environment Agency funding	STC	Jan-22	Desirable	Funding application awaiting approval
Changing room facilities Upgrades	Policy SP23	Oakleigh Gardens, Cleadon - Changing facilities improvements	"Works required to free up development land and increase Match Equivalent Sessions (MES) but final decision on amount of land required / location of land required needs to be confirmed.	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022
Changing room facilities Upgrades	Policy SP23	The Dragon/Bents Park, South Shields - Changing facilities improvements	N.B. Site also subject to Fields in Trust application by	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway-

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
			the Council, but to pitch areas only."						Due June 2022
Changing room facilities Upgrades	Policy SP23	King George V, Jarrow - Changing facilities improvements	Works required to free up development land and increase MES but final decision on amount of land required / location of land required needs to be confirmed.	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022
Changing room facilities Upgrades	Policy SP23	Cleadon Park, South Shields - Changing facilities improvements	Works required to free up development land and increase MES but final decision on amount of land required / location of land required needs to be confirmed.	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022
Changing room facilities Upgrades	Policy SP23	Monkton Stadium, Monkton - improved facilities, and potential additional pitches	Works required to free up development land and increase MES	TBC - out with consultants	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
			but final decision on amount of land required / location of land required needs to be confirmed.						
New changing Facilities	Policy SP23	The Clock, Hebburn - new facilities, potential additional pitch	Works required to free up development land and increase MES but final decision on amount of land required / location of land required needs to be confirmed.	TBC - Awaiting formal pitch inspection training and then carryout full assessments.	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Feasibility study underway- Due June 2022
Playing pitch improvements	Policy SP23	Improvements (drainage/maintenance etc) to all grass pitches within South Tyneside to eventually include football, rugby, cricket.	Works required to free up development land and increase MES but final decision on amount of land required / location of land required needs to be confirmed.	£11.5m	STC capital / Football Foundation/ Durham FA	STC	2022-2026	Desirable	Surveys ongoing year on year to check on maintenance requirements and progress

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
District Heating scheme	Ref	Viking Energy Network Jarrow (VENJ);	River Source heat pump with 1MW PV farm linking 9 council buildings, scope for 14	£11.5m	ERDF (£4.5m) & capital borrowing	STC	2023	Desirable	Under construction
District Heating scheme	Policy 6	Hebburn Minewater	Minewater heat pump & air source feeding Durham Court & Hebburn central	£9m	ERDF & capital borrowing	STC	2023	Desirable	Under construction
District Heating scheme	Policy 6	Holborn renewable energy network	Combination of Minewater & river heat pump sourced as well as waste wood gasification plant producing syngas and green hydrogen to feed a network feeding a number of buildings within South Shields	£30-40m	BEIS (Green Heat Network Fund)	STC	2025/28	Desirable	Feasibility complete

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
District Heating scheme	Policy 6	West Harton district heating feasibility	Minewater & river heat pump sourced feeding various buildings	£1m	BEIS (Green Heat Network Fund)	STC	2026/27	Desirable	pre-concept
Building decarbonisation	Policy 5	Harton Primary School; 250kW PV system & 4 no. GSHP & extensive heating repairs	Largely complete. Some new pipework scheduled July/August 22	3560K	SALIX PSDF	STC	2021/2	Desirable	Completed
Building decarbonisation	Policy 5	Forest View Primary School; 120kW PV system & 3 no. GSHP	Complete; some minor snagging	£395K	SALIX PSDF	STC	2021/2	Desirable	Completed
Building decarbonisation	Policy 5	Middlefields storage battery 650kWh	Intended to load shift output from Wind turbine for greater £ & CO2 savings	£530K	SALIX PSDF	STC	2022	Desirable	Completed
Building decarbonisation	Policy 5	Jarrow Pool heat pump vent plant & PV	Complete	£380K	SALIX PSDF	STC	2022	Desirable	Completed
Wind Turbine - Middlefields	Policy 6	Installation of 900kW EWT DW54 wind turbine as per 2016 feasibility and 2018 contract. To supply 125 to 150% Middlefields load	Heavily contested / disputed in planning process	Contracted at £1.4m	STC - MTFP	STC	2018 - 20xx?	Desirable	Awaiting planning approval
Wind Turbine - Viking	Policy 6	Installation of 900kW EWT DW54 wind turbine to supplement VENJ winter heat production	Planning process requires starting	estimated £1.6m	STC - MTFP	STC	2025	Desirable	Feasibility
Wind Turbine-Temple Park	Policy 6	Installation of 900kW EWT DW54 wind turbine to	Planning process	estimated £1.6m.	TBC	STC	2026	Desirable	Conceptual

Type	Policy Link	Project	Notes	Indicative cost	Potential funding	Lead Organisation	Indicative phasing	Priority i.e. essential or desirable	Design Stage
		enable carbon neutral heat source for TPLC	requires starting						
Streetlighting LED upgrades	Policy 48	Replacement of c. 3000 sodium streetlights with LED equivalents	Broadly, £1m packages each year 2015-22, saving ~65% electricity, 6 or 7 yr payback	Estimated £1m per annum	STC - MTFP	STC	2024	Desirable	Design
District Heating scheme	Policy 6	Hebburn Minewater - Phase 2	Extension of Minewater heat District Heating system to cover a number of schools and other public/private buildings in Hebburn	£3m - £5m	BEIS (Green Heat Network Fund)	STC	2026	Desirable	Feasibility
District Heating scheme	Policy 6	Viking Energy Network Jarrow (VENJ) - Phase 2	Extension of the VENJ scheme with network reaching out further into Jarrow lining a number of schools and other public buildings	£4m - £6m	BEIS (Green Heat Network Fund)	STC	2027	Desirable	conceptual

Appendix 3: Housing yield from developments across the borough

All Areas

	Houses Short Term (2023-2028)	Primary yield	Primary yield per year group	Houses Medium Term (2028-2033)	Primary yield	Primary yield per year group	Houses Long Term (2033-2038)	Primary yield	Primary yield per year group	Total Houses (2023-2038)	Total Primary yield (2023-2038)	Primary yield per year group
PRIMARY												
Area 1 - SSN	62	16	2	128	32	5	0	0	0	190	48	7
Area 2 - SSE	260	65	9	12	3	0	25	6	1	297	74	11
Area 3 - SSW	311	78	11	201	50	7	41	10	1	553	138	20
Area 4 - Jarrow	48	12	2	1259	315	45	2	1	0	1309	327	47
Area 5 - Hebburn	0	0	0	225	56	8	46	12	2	271	68	10
Area 6 - The Villages	0	0	0	993	248	35	0	0	0	993	248	35
TOTAL ALL PRIMARY AREAS	681	170	24	2818	705	101	114	29	4	3613	903	129

	Houses Short Term (2023-2028)	Secondary yield	Secondary yield per year group	Houses Medium Term (2028-2033)	Secondary yield	Secondary yield per year group	Houses Long Term (2033-2038)	Secondary yield	Secondary yield per year group	Total Houses (2023-2038)	Total Secondary yield (2023-2038)	Secondary yield per year group
SECONDARY												
Area 7 - Secondary North	633	79	16	341	43	9	66	8	2	1040	130	26
Area 8 - Hebburn/Jarrow	48	6	1	1484	186	37	48	6	1	1580	198	40
Area 9 - Secondary South	0	0	0	993	124	25	0	0	0	993	124	25
TOTAL ALL SECONDARY AREAS	681	85	17	2818	352	70	114	14	3	3613	452	90

	Houses Short Term (2023-2028)	Primary yield	Primary yield per year group	Houses Medium Term (2028-2033)	Primary yield	Primary yield per year group	Houses Long Term (2033-2038)	Primary yield	Primary yield per year group	Total Houses (2023-2038)	Total Primary yield (2023-2038)	Primary yield per year group
Area 1 - SSN												
West - Hadrian, Marine Park, St Bede's RC, Laygate	62	16	2	128	32	5	0	0	0	190	48	7
TOTAL Area 1	62	16	2	128	32	5	0	0	0	190	48	7

	Houses Short Term (2023-2028)	Primary yield	Primary yield per year group	Houses Medium Term (2028-2033)	Primary yield	Primary yield per year group	Houses Long Term (2033-2038)	Primary yield	Primary yield per year group	Total Houses (2023-2038)	Total Primary yield (2023-2038)	Primary yield per year group
Area 2 - SSE:												
North - Mortimer, Sea View, St Gregory's	260	65	9	0	0	0	25	6	1	285	71	10
South - Harton, Ridgeway	0	0	0	12	3	0	0	0	0	12	3	0
TOTAL Area 2	260	65	9	12	3	0	25	6	1	297	74	11

	Houses Short Term (2023-2028)	Primary yield	Primary yield per year group	Houses Medium Term (2028-2033)	Primary yield	Primary yield per year group	Houses Long Term (2033-2038)	Primary yield	Primary yield per year group	Total Houses (2023-2038)	Total Primary yield (2023-2038)	Primary yield per year group
Area 3 - SSW:												
North - Stanhope, Ashley, St Peter & Paul's	0	0	0	179	45	6	16	4	1	195	49	7
South - Lord Blyton, Monkton Inf & Jun, Holy Trinity, Biddick Hall Inf & Jun, St Oswald's RC, Forest View	311	78	11	22	6	1	25	6	1	358	90	13
TOTAL Area 3	311	77.75	11	201	50	7	41	10	1	553	138	20

	Houses Short Term (2023- 2028)	Primary yield	Primary yield per year group	Houses Medium Term (2028- 2033)	Primary yield	Primary yield per year group	Houses Long Term (2033- 2038)	Primary yield	Primary yield per year group	Total Houses (2023- 2038)	Total Primary yield (2023- 2038)	Primary yield per year group
Area 4 - Jarrow:												
North - Dunn St, St Bede's RC, Jarrow Cross	0	0	0	15	4	1	0	0	0	15	4	1
East - Simonside, St Mary's	40	10	1	44	11	2	2	1	0	86	22	3
West - Bede Burn, Valley View, St Matthew's	0	0	0	0	0	0	0	0	0	0	0	0
South - St Joseph's RC, Fellgate, Hedworthfield	8	2	0	1200	300	43	0	0	0	1208	302	43
TOTAL Area 4	48	12	2	1259	315	45	2	1	0	1309	327	47

	Houses Short Term (2023- 2028)	Primary yield	Primary yield per year group	Houses Medium Term (2028- 2033)	Primary yield	Primary yield per year group	Houses Long Term (2033- 2038)	Primary yield	Primary yield per year group	Total Houses (2023- 2038)	Total Primary yield (2023- 2038)	Primary yield per year group
Area 5 - Hebburn:												
North - St Aloysius Inf & Jun, St Oswald's, Hebburn Lakes	0	0	0	110	28	4	46	12	2	156	39	6
South - St Jame's RC, Toner Avenue	0	0	0	115	29	4	0	0	0	115	29	4
TOTAL Area 5	0	0	0	225	56	8	46	12	2	271	68	10

	Houses Short Term (2023- 2028)	Primary yield	Primary yield per year group	Houses Medium Term (2028- 2033)	Primary yield	Primary yield per year group	Houses Long Term (2033- 2038)	Primary yield	Primary yield per year group	Total Houses (2023- 2038)	Total Primary yield (2023- 2038)	Primary yield per year group
Area 6 - The Villages:												
Whitburn - Marsden, Whitburn Village	0	0	0	71	18	3	0	0	0	71	18	3
Cleadon - Cleadon Academy	0	0	0	259	65	9	0	0	0	259	65	9
Boldons - West Boldon, East Boldon Inf & Jun, Hedworth Lane	0	0	0	663	166	24	0	0	0	663	166	24

TOTAL Area 6	0	0	0	993	248	35	0	0	0	993	248	35
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	Houses Short Term (2023-2028)	Secondary yield	Secondary yield per year group	Houses Medium Term (2028-2033)	Secondary yield	Secondary yield per year group	Houses Long Term (2033-2038)	Secondary yield	Secondary yield per year group	Total Houses (2023-2038)	Total Secondary yield (2023-2038)	Secondary yield per year group
Area 7 - North:												
Mortimer, Harton, St. Wilfrid's	633	79	16	341	43	9	66	8	2	1040	130	26

	Houses Short Term (2023-2028)	Secondary yield	Secondary yield per year group	Houses Medium Term (2028-2033)	Secondary yield	Secondary yield per year group	Houses Long Term (2033-2038)	Secondary yield	Secondary yield per year group	Total Houses (2023-2038)	Total Secondary yield (2023-2038)	Secondary yield per year group
Area 8 - Hebburn/Jarrow:												
Hebbur, Jarrow, St. Joseph's	48	6	1	1484	186	37	48	6	1	1580	198	40

	Houses Short Term (2023-2028)	Secondary yield	Secondary yield per year group	Houses Medium Term (2028-2033)	Secondary yield	Secondary yield per year group	Houses Long Term (2033-2038)	Secondary yield	Secondary yield per year group	Total Houses (2023-2038)	Total Secondary yield (2023-2038)	Secondary yield per year group
Area 9 - South:												
Whitburn, Boldon	0	0	0	993	124	25	0	0	0	993	124	25

Appendix 4: The position by sector and planning area, sub-planning areas and year groups as of September 2023

AREA 1	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
Hadrian Primary	40	280	36	4	38	2	29	11	40	0	27	13	37	3	40	0	247	33
Laygate Community School	30	210	30	0	31	-1	30	0	33	-3	30	0	35	-5	38	-8	227	0
Marine Park Primary	30	210	23	7	20	10	17	13	30	0	29	1	30	0	15	15	164	46
St Bedes RC Primary, S/S	30	210	25	5	30	0	30	0	30	0	30	0	29	1	29	1	203	7
Westoe Crown Primary	90	630	89	1	90	0	78	12	90	0	86	4	90	0	90	0	613	17
TOTAL AREA 1	220	1540	203	17	209	12	184	36	223	0	202	18	221	4	212	16	1454	103

AREA 2	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
North																		
Mortimer Primary	81	567	77	4	81	0	81	0	81	0	81	0	82	-1	81	0	564	4
Sea View Primary	60	420	50	10	49	11	53	7	64	-4	51	9	60	0	53	7	380	44
St Gregorys RC Primary	30	210	25	5	30	0	24	6	31	-1	30	0	30	0	33	-3	203	11
Area 2 North Vacancies	171	1197	152	19	160	11	158	13	176	0	162	9	172	0	167	7	1147	59
South																		
Harton Primary	90	630	87	3	91	-1	86	4	91	-1	89	1	90	0	89	1	623	9
Ridgeway Academy	60	420	56	4	57	3	56	4	61	-1	60	0	61	-1	53	7	404	18
Area 2 South Vacancies	150	1050	143	7	148	3	142	8	152	0	149	1	151	0	142	8	1027	27
TOTAL AREA 2	321	2247	295	26	308	14	300	21	328	0	311	10	323	0	309	15	2174	86

AREA 3	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
North																		
Ashley Primary School	60	420	43	17	44	16	59	1	60	0	60	0	61	-1	50	10	377	43
Stanhope Primary	30	210	30	0	29	1	29	1	30	0	30	0	30	0	30	0	208	2
SS Peter & Paul RC Primary	30	210	24	6	25	5	30	0	31	-1	30	0	30	0	31	-1	201	11
Area 3 North Vacancies	120	840	97	23	98	22	118	2	121	0	120	0	121	0	111	10	786	56
South																		
Biddick Hall Infants	60	180	59	1	54	6	58	2									171	9
Biddick Hall Juniors	60	240							59	1	53	7	60	0	53	7	225	15
Forest View Primary	45	315	31	14	32	13	34	11	43	2	33	12	35	10	26	19	234	81
Holy Trinity Church of England Academy	30	210	30	0	28	2	28	2	30	0	28	2	29	1	37	-7	210	7
Lord Blyton Primary	30	210	30	0	21	9	29	1	30	0	30	0	29	1	30	0	199	11
Monkton Infants	60	180	38	22	31	29	35	25									104	76
Monkton Juniors	60	240							60	0	46	14	39	21	45	15	190	50
St Oswalds RC Primary	30	210	30	0	29	1	29	1	30	0	30	0	30	0	29	1	207	3
Area 3 South Vacancies	375	1785	218	37	195	60	213	42	252	3	220	35	222	33	220	42	1540	252
TOTAL AREA 3																		
TOTAL AREA 3	495	2625	315	60	293	82	331	44	373	3	340	35	343	33	331	52	2326	308
AREA 4	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs

North																		
Dunn Street Primary	21	147	14	7	21	0	15	6	13	8	13	8	17	4	23	-2	116	33
St Bedes RC Primary, Jarrow	30	210	26	4	17	13	27	3	24	6	28	2	29	1	27	3	178	32
Jarrow Cross C of E Primary	45	315	37	8	44	1	39	6	45	0	45	0	43	2	46	-1	299	17
Area 4 North Vacancies	96	672	77	19	82	14	81	15	82	14	86	10	89	7	96	3	593	82
East																		
Simonside Primary	60	420	27	33	22	38	36	24	44	16	32	28	34	26	48	12	243	177
St Mary's RC Primary	30	210	30	0	30	0	31	-1	33	-3	34	-4	20	10	33	-3	211	10
Area 4 East Vacancies	90	630	57	33	52	38	67	24	77	16	66	28	54	36	81	12	454	187
West																		
Bede Burn Primary	30	210	30	0	31	-1	30	0	30	0	28	2	30	0	28	2	207	4
St Matthews RC Primary	30	210	30	0	30	0	29	1	31	-1	28	2	30	0	28	2	206	5
Valley View Primary	30	210	30	0	29	1	30	0	30	0	30	0	30	0	30	0	209	1
Area 4 West Vacancies	90	630	90	0	90	1	89	1	91	0	86	4	90	0	86	4	622	10
South																		
Fellgate Primary School	30	210	7	23	14	16	8	22	25	5	17	13	20	10	11	19	102	108
Hedworthfield Primary	30	210	24	6	20	10	18	12	28	2	22	8	30	0	28	2	170	40
St Josephs RC Primary	30	210	30	0	21	9	30	0	25	5	30	0	27	3	30	0	193	17
Area 4 South Vacancies	90	630	61	29	55	35	56	34	78	12	69	21	77	13	69	21	465	165

TOTAL AREA 4	366	2562	285	81	279	88	293	74	328	42	307	63	310	56	332	40	2134	444
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AREA 5	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
North																		
Hebburn Lakes Primary	60	420	54	6	60	0	59	1	59	1	60	0	59	1	63	-3	414	9
St Aloysius Infants	60	180	60	0	59	1	60	0									179	1
St Aloysius Juniors	60	240							60	0	59	1	63	-3	60	0	242	1
St Oswalds C of E Primary	30	210	25	5	29	1	30	0	29	1	30	0	30	0	30	0	203	7
Area 5 North Vacancies	210	1050	139	11	148	2	149	1	148	2	149	1	152	1	153	0	1038	18
South																		
St James RC Primary	30	210	28	2	30	0	21	9	30	0	31	-1	29	1	30	0	199	12
Toner Avenue Primary	90	420	60	30	60	30	37	53	73	17	58	32	60	30	57	33	405	225
TOTAL AREA 5	120	630	88	32	90	30	58	62	103	17	89	32	89	31	87	33	604	237
TOTAL AREA 5	330	1680	227	43	238	32	207	63	251	19	238	33	241	32	240	33	1642	255

AREA 6	PAN	Capacity	R	R vacs	Year 1	Y1 vacs	Year 2	Y2 vacs	Year 3	Y3 vacs	Year 4	Y4 vacs	Year 5	Y5 vacs	Year 6	Y6 vacs	TOTAL	Total vacs
Whitburn																		
Marsden Primary	30	210	26	4	37	-7	32	-2	46	-16	35	-5	26	4	42	-12	244	8
Whitburn Village Primary	30	210	23	7	30	0	25	5	29	1	30	0	28	2	38	-8	203	15
Area 6 Whitburn Vacancies	60	420	49	11	67	0	57	5	75	1	65	0	54	6	80	0	447	23

Cleadon																		
Cleadon Church of England Academy	60	420	60	0	61	-1	60	0	65	-5	60	0	58	2	60	0	424	2
Area 6 Cleadon Vacancies	60	420	60	0	61	0	60	0	65	0	60	0	58	2	60	0	424	2
Boldons																		
East Boldon Infants	60	180	57	3	60	0	60	0									177	3
East Boldon Juniors	60	240							60	0	57	3	56	4	59	1	232	8
Hedworth Lane Primary	45	315	36	9	45	0	45	0	43	2	42	3	37	8	45	0	293	22
West Boldon Primary	45	315	29	16	28	17	30	15	30	15	30	15	25	20	30	15	202	113
Area 6 Boldons Vacancies	210	1050	122	28	133	17	135	15	133	17	129	21	118	32	134	16	904	146
TOTAL AREA 6	330	1890	231	39	261	17	252	20	273	18	254	21	230	40	274	16	1775	171
TOTAL ALL AREAS	2062	12544	1556	266	1588	245	1567	258	1776	82	1652	180	1668	165	1698	172	11505	1367

SECONDARY
Numbers
updated for
September
2023

AREA 7	PAN	Capacity	Y7	Y7 vac	Y8	Y8 vac	Y9	Y9 vac	Y10	Y10 vac	Y11	Y11 vac	TOTAL	Total vac
Harton Academy	271	1355	274	-3	271	0	281	-10	272	-1	271	0	1369	0
Mortimer Community College	218	1090	240	0	219	-1	219	-1	218	0	218	0	1114	0
St Wilfrids RC College	250	1190	250	0	250	0	250	0	242	-22	225	-5	1217	0

PAN 240 from Sept 23

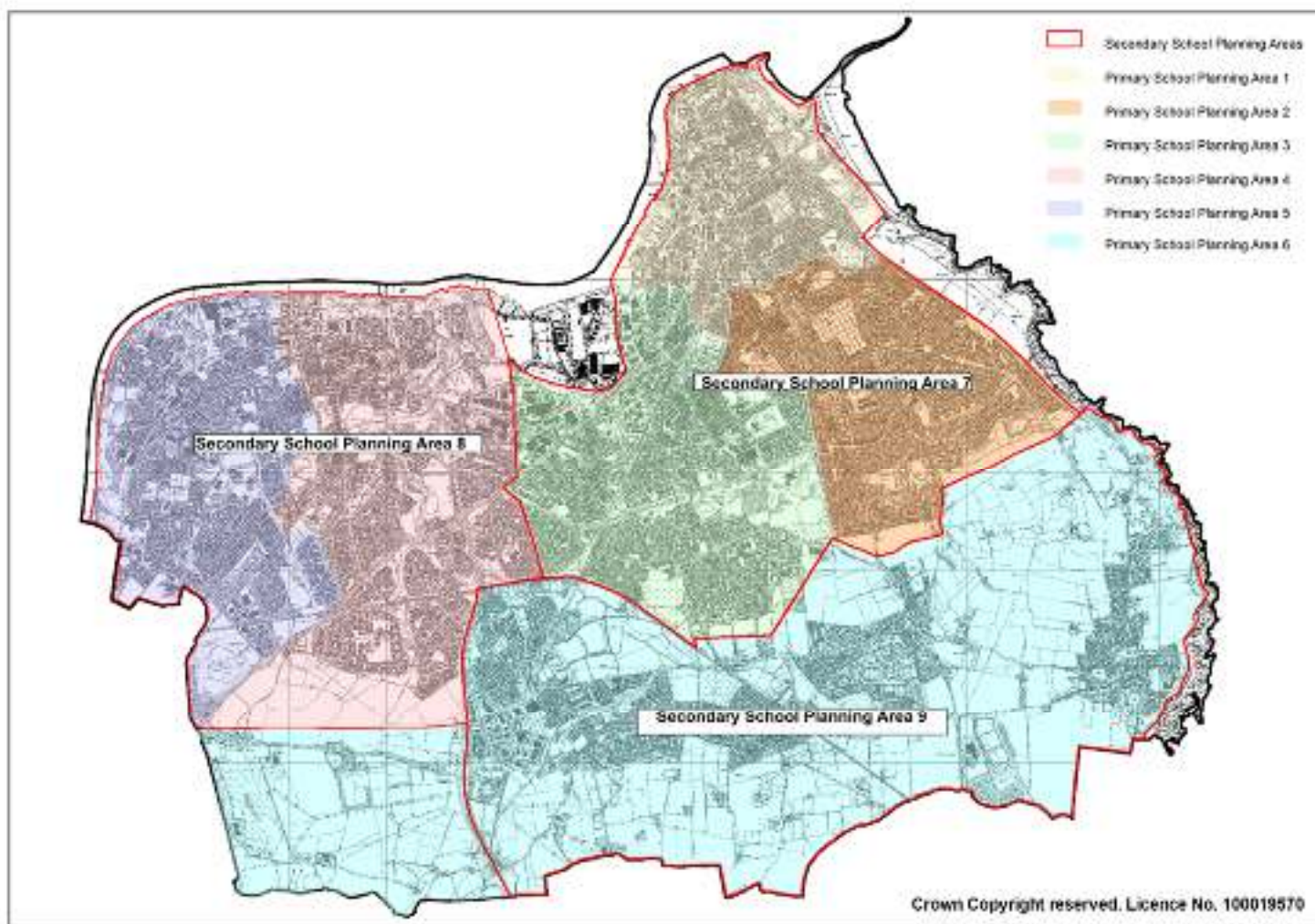
PAN 220 in Yrs 10 & 11

TOTAL AREA 7	739	3635	764	0	740	0	750	0	732	0	714	0	3700	0
AREA 8	PAN	Capacity	Y7	Y7 vacs	Y8	Y8 vacs	Y9	Y9 vacs	Y10	Y10 vacs	Y11	Y11 vacs	TOTAL	Total vacs
Hebburn Comprehensive	200	1000	192	8	194	6	184	16	200	0	175	25	945	55
Jarrow School	167	820	168	-1	167	0	162	2	162	2	164	0	823	4
St Joseph's Catholic Academy	250	1210	265	-15	264	-14	223	27	220	30	224	-14	1196	57
TOTAL AREA 8	617	3030	625	8	625	6	569	45	582	32	563	25	2964	116
AREA 9	PAN	Capacity	Y7	Y7 vacs	Y8	Y8 vacs	Y9	Y9 vacs	Y10	Y10 vacs	Y11	Y11 vacs	TOTAL	Total vacs
Boldon School	221	1100	214	7	221	0	216	5	219	2	212	9	1082	23
Whitburn C of E Academy	205	975	205	0	207	-2	200	5	205	0	204	1	1021	6
TOTAL AREA 9	426	2075	419	7	428	0	416	10	424	2	416	10	2103	29
TOTAL ALL AREAS	1782	8740	1808	15	1793	6	1735	55	1738	34	1693	35	8767	145


PAN 164 in Yrs 9, 10 &
11

PAN 210 in
Yr11

Appendix 5: School Place Planning Areas



contact

 | (0191) 424 7666

 | local.plan@southtyneside.gov.uk

 | www.southtyneside.gov.uk

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

Fellgate Estate, Jarrow Surface Water Management Plan 2015



South Tyneside Council

Fellgate Estate, Jarrow

South Tyneside Council and Northumbrian Water are working together to reduce the risk of flooding in Fellgate Estate.

Working in partnership

NORTHUMBRIAN
WATER *living water*



South Tyneside Council

Background

South Tyneside Council and Northumbrian Water have been working together to reduce the risk of flooding in Fellgate Estate. This two stage project has been underway since September 2014.

Stage one: Upgrading the surface water sewer network

This £2.5 million project was led by Northumbrian Water. It involved upgrading the surface water drainage system serving Fellgate Estate and building two detention basins in the fields adjacent to Durham Drive (South). Construction works were completed in early March 2015.

Final landscaping and planting in the basins areas were completed in spring 2015, followed by some final road resurfacing completed by April 2015. There are small pockets of grassed reinstatements yet to be completed and planned for the summer 2015.

Stage two: Surface Water Management Plan (SWMP)

At the same time South Tyneside Council has been finalising the Fellgate Estate Surface Water Management Plan to reduce the residual surface water flood risk.

The Fellgate SWMP has now been approved and its funding secured from the Environment Agency. Details of this plan is provided within this handbook.

The construction works for stage two will be carried out by the principal contractor, Lumsden & Carroll who also completed stage one.

What is the **Surface Water Management Plan**?

South Tyneside Council is investing around £800,000 in funding from the Environment Agency to build new sustainable drainage systems in Fellgate. These systems will help reduce the remaining residual surface water flood risk in this area.

WORKING AREAS

New sustainable drainage systems will be built in or near the following areas:

- **Fellgate Primary School**
- **Rochester Square**
- **St Joseph's RC Primary School**
- **Lawnsway**
- **Durham Drive (East)**
- **Lincoln Way**
- **Durham Drive (West)**

CONSTRUCTION WILL TAKE AROUND SEVEN MONTHS AND STARTED ON MONDAY 18 MAY 2015.

Site investigation is being carried out in a few areas while some of the main works have begun in St Joseph's RC Primary School and near Lawnsway.

The construction works will be mostly contained in public open spaces and will have a limited direct impact on residents. However, there will be some traffic management for the work in Durham Drive (details provided on pages 6 and 7).

The upgraded surface water sewer system and new sustainable drainage systems will jointly provide flood risk reduction from multiple sources of flooding within the estate.

In addition to its flood protection benefits, these drainage systems will create ecological benefits by increasing natural habitats and biodiversity.

The planned works form the first phase of implementation of the Surface Water Management Plan (SWMP).

Sustainable drainage systems

What are they?

Ponds: These are depression areas which hold water at all times (wet ponds). They provide leisure and educational focal points for local communities. Ponds provide temporary storage for storm flows, then return these flows into the drainage system when water levels subside. Flows are discharged through a controlled outlet. They also provide an ecosystem which removes pollutants from the storm flows.



Swales: These vegetated, broad and shallow open channels transfer surface water flows to storage, remove pollutants and encourage the flows to soak away naturally.

Bunds: These are ridges built along edges to direct water to and collect water at a desired location.



An example of a large basin under construction.

Basins: These vegetated depression areas are normally dry. During rainfall, they collect and temporarily store storm flows. They slowly release these flows through a controlled outlet into the drainage system when water levels subside. The vegetation helps remove pollutants from the storm flows.

Planned works

St Joseph's RC Primary School

We will build a new swale which will capture roof drainage and surface water flows from St Joseph's School.

We will also create a pond in the north east corner of the playing field in an area which has been historically prone to standing water. Surface water flows will be channelled through the swale to this new pond when it rains.

Rochester Square

We will be building a new swale to capture surface water runoff from the Hedworthfield Community Centre playing field and transfer to a new detention basin in the grounds of Fellgate Primary School.

We will also locally re-grade some areas of the public footpath north of The Glade to help channel surface water to the new swale.

Lawnsway

We will build a new swale along the eastern side of Hedworthfield Community Centre's playing field near Lawnsway.

This will intercept surface water runoff and convey it to a new detention basin in the Community Centre car park.

We will also install some new drainage locally to the car park area, to separate surface water flows from the main system.

Durham Drive (East)

We will build a new drain in the northern verge of Durham Drive to collect surface water flows that pool in the highway. The new drain will discharge in to Calfclose Burn.

A new sewer will also be constructed from the northern verge to the southern verge. This will connect the surface water sewer and Calfclose Burn.

We will carry out these works under traffic light managements which will allow the road to remain open whilst work is ongoing.

Durham Drive (West)

We will build a new bund along the western verge of Durham Drive to retain surface water runoff in the field to the west.

We will carry out these works under traffic light managements which will allow the road to remain open whilst work is ongoing.

Fellgate Primary School

A new drainage channel is to be constructed in the school playground to intercept surface water runoff and convey it to a new pond in the school field.

A temporary access is to be created at the end of Lincoln Way for machinery to access the school field.

Lincoln Way

A new filter drain and swale is to be constructed in the grass verge in front of Lincoln Way to intercept surface water runoff and take it to a new detention basin in grassland north of Fellgate Primary School.

Construction **works** schedule

AREA OF WORK	PLANNED WORK	TRAFFIC MANAGEMENT REQUIREMENTS
St Joseph's RC Primary School	May – August 2015 (end of school summer holiday)	No requirements.
Rochester Square	May – November 2015	No requirements.
Lawnsway	May – August 2015	No requirements.
Durham Drive East	June – September 2015	Lane closure under traffic light management system. Road signage was utilised to notify residents.
Durham Drive West	July – September 2015	Lane closure under traffic light management system. Road signage will be utilised to notify residents.
Fellgate Primary School	July – August 2015 (school summer holiday)	No requirements.
Lincoln Way	August – November 2015	No requirements.

Plan of works



Plan of **works**



What's Next

Property Level Protection

There are additional protection measures from surface water flooding under consideration for some properties outside the already covered areas in the SWMP.

These plans are currently under development. The design team is reviewing and confirming the surface water flooding mechanism for small pockets of properties within the estate and will be scoping risk reduction solutions for these properties.

There will be further consultation and site visits with these properties prior to any finalised design.

We currently expect that this work will begin by late 2015.

Northumbrian Water

If you require further information or advice please contact the Customer Centre [REDACTED] or log onto **www.nwl.co.uk**

You can also follow Northumbrian Water on twitter **@nwater_care** and **@NorthumbrianH2O**

South Tyneside Council

Town Hall & Civic Offices, Westoe Road,
South Shields, Tyne & Wear NE33 2RL.

Fellgate SWMP Programme Delivery Team

[REDACTED]
www.southtyneside.gov.uk



South Tyneside Council

FG7 (March 2016) Land Review

Site in Green belt area. This site was not previously assessed and does not appear on "September 2015 Assessment Report: Knight, Kavanagh & Page – Open Space Assessment. It is above 1.ha. This was not designated as open space or playing field as it was not assessed in September 2015, according to the report. Natural and seminatural greenspaces Wildlife conservation, biodiversity and environmental education and awareness and opportunities for wildlife migration are all relevant here.

Following the identification of this land significant flood defences have been jointly installed in a first of its kind NWL and STC programme. Also some rainfall has occurred this defence has not been fully tested. There is a flood defence bund along the full Durham Drive 1-19 area. The area is gated for maintenance access and this structure is critical to the workings of the entire and very complex network of the programme. STC are a Lead Flood Authority and given the works undertaken no further development of any kind should be permitted. This would pose a new flood risk which has not been accounted for. The Flood works were long awaited and were only brought forward as a joint venture.

Mitigation would be required. Significant complaints have been received re the pruning of existing greenery in order to reconnect with this area. This is to commence very soon and is listed on the imminent work programme.

It's Key designations form the very essence of what needs to be preserved. Green belt, Habitat Creation Zone, Great North Forest/Wildlife Corridor/ Mineral Safeguarding Area/ Coal Authority Resource and Standing Advice. Not only is the "unknown" impact on this site harmful but that on the adjacent sites. There is no need given the small scale development assessed as potentially suitable for 32 homes that this should outweigh any value of the green belt area.

There are no houses built on this side of Durham Drive and therefore would absolutely change the character and distinct nature of this estate.

The IAMP is soon to progress and green belt land on Fellgate and Hedworth Ward is a major factor. Should exceptional criteria be satisfied here it cannot be categorised as exceptional based upon size and need given the wildlife qualities and incongruity with the established surroundings and community. With regard to Green belt separation three out of five Impact boxes are ticked yet overall it's assessment in this category is green. This does not appear correctly weighted.

Infrastructure Services note two out of three tick boxes as ? There are current issues with sewerage water being outlet incorrectly and therefore until this is resolved with enforcement from Environment Agency pending potentially 31 more homes could impact or be impacted.

This site is not noted as significantly supporting economic growth and or regeneration priorities/ or indeed it is not noted as supporting IAMP direct support.

Access to Fellgate Estate at this point is via a main feeder road. However this site can only be accessed via a very busy Durham Drive, and on estate housing two schools and a Unit for children with Autism. Fellgate Primary School reports around 40% Mainstream children with Special Educational Needs. Access will be sharp and potentially hazardous. There are no plans from Highways England to create a separate access. The area is the shortest and most troublesome stretch of road on the entire perimeter of Fellgate Estate.

Since the identification of this land the attached booklet in this e mail sets out the works carried out here. This is an area critical to the scheme's success. Please access the e mailed separate attachment.

2019 observations /representations UPDATED. Sites in the Green Belt or abutting the Green Belt and on our Greenland are exceptionally precious and we respectfully but strongly object to their identification for housing development. We have not been recognised in the "Local Centres". We have substantial facilities to meet the needs of our communities, yet they are not and are not specified as such. If they are not to feature here should they not be classed as "Local Neighbourhood Hubs"? This should note Calf Close Lane and Lincoln Way/ Leicester Way. NE1, NE2, NE3, NE4, NE6, NE7, NE10, NE11, IN3 all refer to the sites that we defend. Fellgate Green belt abutting the Pond This is particularly concerning as page 18 of the Pre-Publication Draft (Regulation 18) – August 19, mentions green belt in Cleadon, Whitburn and the Boldons but does not recognise the Fellgate and Hedworth Green Belt area which received negative wide ranging outrage when attempts were made to build a business park here. Our amazing community took this to appeal and won. This needs to be designated as with the other areas of special significance. This paddock is a new addition to this plan and we'd like to know if this was suggested by another submission. This site separates developed areas and borders another Borough. The A194 forms the link to the A1 and A19. There aren't any plans to create highway access to this site by Highways England. There has been a pedestrian fatality in this immediate vicinity and sustained requests for a Pegasus crossing to safeguard recreational / sporting activity, which connects the livery yards. This site assessment notes a provisional figure of 19 homes. This is in excess of 10 which would require a flood risk assessment. This is potentially damaging to the flood defences which did not account for any further development. This is amidst the green corridor infrastructure in addition to being Green Belt. Upon reading the Key Considerations and the various policies but particularly NE3 and NE4. Identification of this site defeats every effort to retain sites of such importance and is therefore strongly opposed. Additional: Land at Fellgate abutting the Pond. Site abuts Green belt area. This site was not previously assessed and does not appear on "September 2015 Assessment Report: Knight, Kavanagh & Page – Open Space Assessment. It is above 1.ha.

This was not designated as open space or playing field as it was not assessed in September 2015, according to the report. Natural and seminatural greenspaces Wildlife conservation, biodiversity and environmental education and awareness and opportunities for wildlife migration are all relevant here. Following the identification of this land significant flood defences have been jointly installed in a first of its kind NWL and STC programme. Also some rainfall has occurred this defence has not been fully tested. There is a flood defence bund along the full Durham Drive 1-19 area. The area is gated for maintenance access and this structure is critical to the workings of the entire and very complex network of the programme. STC are a Lead Flood Authority and given the works undertaken no further development of any kind should be permitted. This would pose a new flood risk which has not been accounted for. The Flood works were long awaited and were only brought forward as a joint venture. The estimated number of houses would require a full flood risk assessment. Mitigation would be required. Significant complaints have been received regarding the need to protect the hedgerow which now has statutory protection. This is in the green corridor infrastructure. Its Key designations form the very essence of what needs to be preserved. Green belt, Habitat Creation Zone, Great North Forest/Wildlife Corridor/ Mineral Safeguarding Area/ Coal Authority Resource and Standing Advice. Not only is the "unknown" impact on this site harmful but that on the adjacent sites. There is no need for any development here and it is inappropriate given the last submission that the estimated potential housing numbers has risen from 32 to 40. This will not outweigh the value of the loss of a significantly important ecological site. The coastal habitat regulations are relevant here. Climate change factors and screening for the protection and sustaining of grey crested newts, bats and birds etc does not appear to be referenced. There are no houses built on this side of Durham Drive and therefore would absolutely change the character and distinct nature of this estate. The IAMP is progressing and green belt land on Fellgate and Hedworth Ward is a major factor. This Ward albeit noted as of National Significance and secured for such reasons means that we have already lost greenbelt land to development. Should exceptional criteria be satisfied here it cannot be categorised as exceptional based upon size and need given the wildlife qualities and incongruity with the established surroundings and community. With regard to Green belt separation three out of five Impact boxes are ticked yet overall it's assessment in this category is green. This does not appear correctly weighted. There are current issues with sewerage water being outlet incorrectly. This site is not noted as significantly supporting economic growth and or regeneration priorities/ or indeed it is not noted as supporting IAMP directly. Access to Fellgate Estate at this point is via a main feeder road. However, this site can only be accessed via a very busy Durham Drive, and on estate housing two schools and a specialist Education provision for children with Autism. Fellgate Primary School also reports around 40% Mainstream children with Special Educational Needs. Access will be sharp and potentially hazardous. There are no plans from Highways England to create a separate access. The area is the shortest and most troublesome stretch of road on the entire perimeter of Fellgate Estate.

This area is noted as having archaeological interest. It is understood that there is no current plan to make any changes at Whitemare Pool. There is a planning application for housing directly opposite the Lakeside Inn. This will add to pressure on the Leam Lane junction prior to any infrastructure developments. Please refer to proposed policies as noted above. To conclude with regards to this site- a young man who had been permitted, by owners, to bring the lake and surrounding area into use died tragically in a motoring accident. He had regenerated not only the site and the surrounding area but made this a place for our young people to meet and take part in fishing and other outdoor activities. This had and has a major impact on designing out the risk of and fear of crime. This is much loved by our community and our residents fiercely oppose development here.



South Tyneside Council

Flood risk management

Lead Local Flood Authority

South Tyneside Council is a Lead Local Flood Authority (LLFA) under the Flood and Water Management Act(2010). This means we have a number of duties and responsibilities in relation to managing flood risk across South Tyneside. We are responsible for managing the risk of flooding from local sources, including:

- Surface water runoff
- Groundwater
- Ordinary watercourses

Often the causes of flooding can be complex and it is not always the result of one factor. We work closely with partner organisations like the Environment Agency and Northumbrian Water to manage the risk.

A number of documents have been produced in relation to flood risk management:

Strategic Flood Risk Assessment

The aim of the Strategic Flood Risk Assessment (SFRA) is to avoid inappropriate development in high flood-risk areas.

The SFRA assesses the risk of flooding from all sources, and includes mapping of Flood Zones 1, 2, 3a and 3b.

The SFRA also provides background information for our Local Development Framework and will help to influence and shape planning decisions, whilst assisting with emergency planning, shoreline management and drainage responsibilities.

[Strategic Flood Risk Assessment \(Feb.2011\)\[pdf - 132Mb\]](#)

Preliminary Flood Risk Assessment

The Preliminary Flood Risk Assessment (PFRA) is a high level summary of risk, describing the probability of future flooding and the consequences of past flooding.

It identifies areas where the risks are significant and warrant further examination.

[Preliminary Flood Risk Assessment\[pdf - 4Mb\]](#)

Surface Water Management Plan

South Tyneside Council commissioned a Surface Water Management Plan to investigate local flooding issues. This plan identifies the mechanisms of flooding and identifies opportunities to reduce surface water in South Tyneside.

[Surface Water Management Plan Final Report\[pdf - 4Mb\]](#)

[Appendix A Detailed Modelling Report\[pdf - 8Mb\]](#)

[Appendix B Catchment Wide Flood Map\[pdf - 10Mb\]](#)

[Appendix C Hotspot Overview\[pdf - 13Mb\]](#)

Flood and Coastal Management Strategy

The Flood and Water Management Act (2010) requires South Tyneside Council to set out its approach to flood risk management within a formal strategy. We are currently working towards the completion of this new strategic document.

A194/A184 White Mare Pool – Emerging
pressures
Reference number GB01T21A77

15/07/2021

LARGE GREENBELT RELEASE – AIMSUN TESTING



SYSTRA

A194/A184 WHITE MARE POOL – EMERGING PRESSURES

LARGE GREENBELT RELEASE – AIMSUN TESTING

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1. INTRODUCTION

1.1 Background

- 1.1.1 The South Tyneside Infrastructure Study, undertaken by SYSTRA on behalf of Highways England in 2019, tested the impact of South Tyneside's Local Plan on the Strategic Road Network (SRN). The model area is shown on Figure 1.1 below.

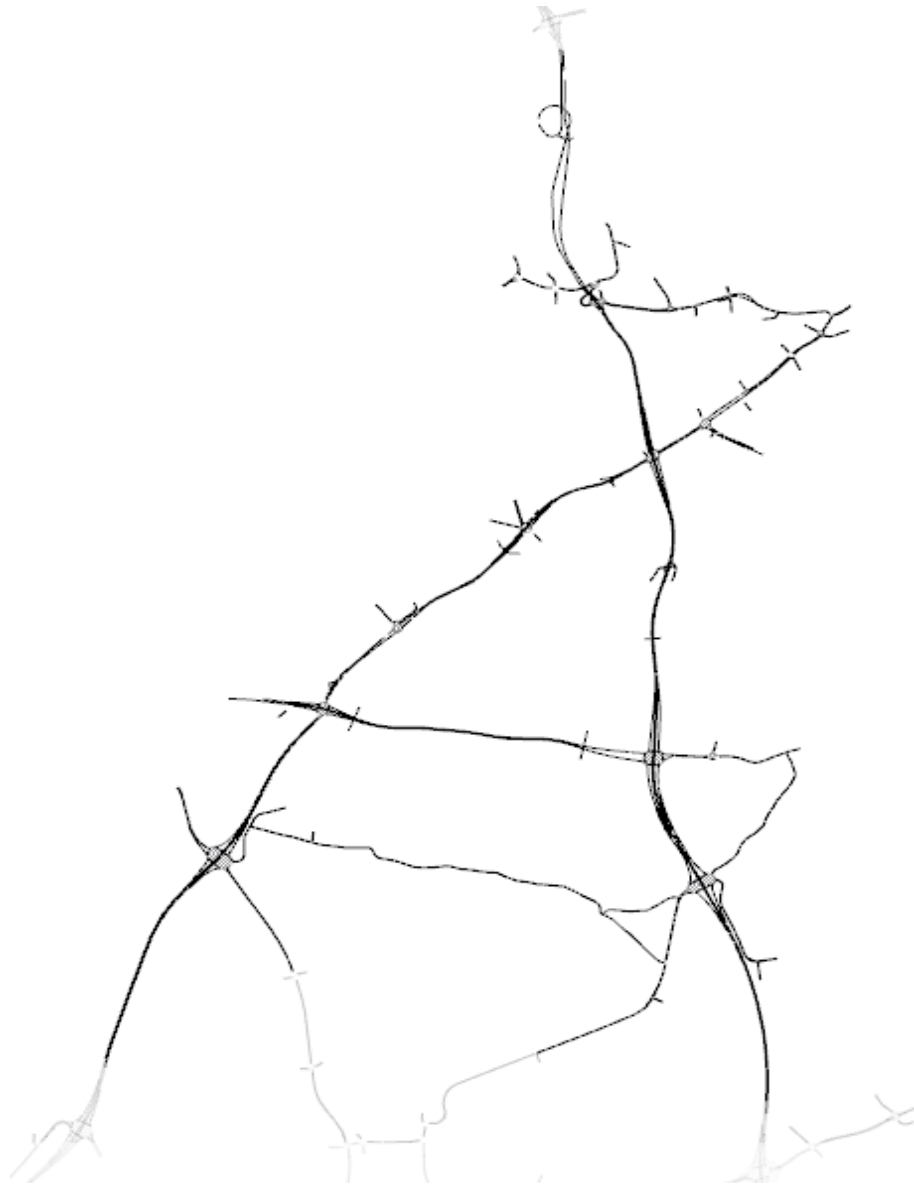


Figure 1.1 South Tyneside Infrastructure Study model network

- 1.1.2 The study identified schemes to mitigate the impact of the Local Plan in 2023 and 2028. However, the results for 2033 presented significant delays at the A19/A185/Priory Road (Jarrow) junction, and the A194/A184 White Mare Pool. Therefore, as part of a later study (A19/A185 Jarrow Junction Study) potential schemes at Jarrow were developed, concluding that solutions were available to address these delays.
- 1.1.3 The A194/A184 White Mare Pool – Emerging Pressures study aims to identify solutions to existing and future congestion at White Mare Pool junction.

- 1.1.4 The purpose of this first phase of work is to identify whether the impacts of a potential Large Greenbelt Release site (sometimes called Land south of Fellgate) can be accommodated on the SRN. This development did not form part of the Local Plan tested in previous assessments.
- 1.1.5 This study will use the South Tyneside Infrastructure Study model and includes one of the proposed schemes at Jarrow tested in the A19/A185 Jarrow Junction Study. This model is referred to as STsHy18.

1.2 Model area

- 1.2.1 The study area covers the A19 from north of Tyne Tunnel to south of the Downhill Lane junction along the A19 and south of the Follingsby junction along the A194. It also includes the Arches (A185 and Newcastle Road) and the A184 from east of Testo's to west of White Mare Pool.

1.3 Approach

- 1.3.1 STsHy18 was developed using the Aimsun Next software package, version 8.3.1. The model was built as a hybrid subnetwork of the Tyne and Wear A19 model built in 2018. Most of the model is at mesoscopic level, with a microscopic area at Jarrow.

2. MODELLING METHODOLOGY

2.1 Future demand scenarios

- 2.1.1 2033 has been adopted for testing the Greenbelt Release as this was the last year tested for the South Tyneside Infrastructure Study which considered the impacts of the Local Plan.
- 2.1.2 The model scenarios are as follows:
- 2033 Do Minimum (Local Plan)
 - 2033 Do Something (includes Local Plan and Large Greenbelt Release)

2.2 Infrastructure schemes

- 2.2.1 In addition to the schemes which formed part of the Local Plan testing (free flow tolls at the Tyne Tunnel northbound, and A19 northbound lane gain from Lindisfarne) two infrastructure schemes are included in this modelling work.

1. Option C scheme at Jarrow + Port of Tyne Dualling

- 2.2.2 The scheme includes:
- Elongated northern A19/A185 roundabout
 - Link between the two A19/A185 roundabouts to be widened to two full lanes in each direction
 - Filter lane for A185 east traffic to enter A19 southbound
 - Signalisation of B1297 Priory Road/Church Bank junction
 - Port of Tyne dualling along the A185
- 2.2.3 The scheme was tested in March 2021 for the A19/A185 Jarrow Junction Study and was identified as one of several potential solutions to congestion in the 2033 test scenarios. Therefore, both Do Minimum and Do Something scenarios include "Option C + Port of Tyne Dualling" scheme to accommodate 2033 Local Plan traffic. The indicative scheme drawing is provided in Figure 2.1 below.

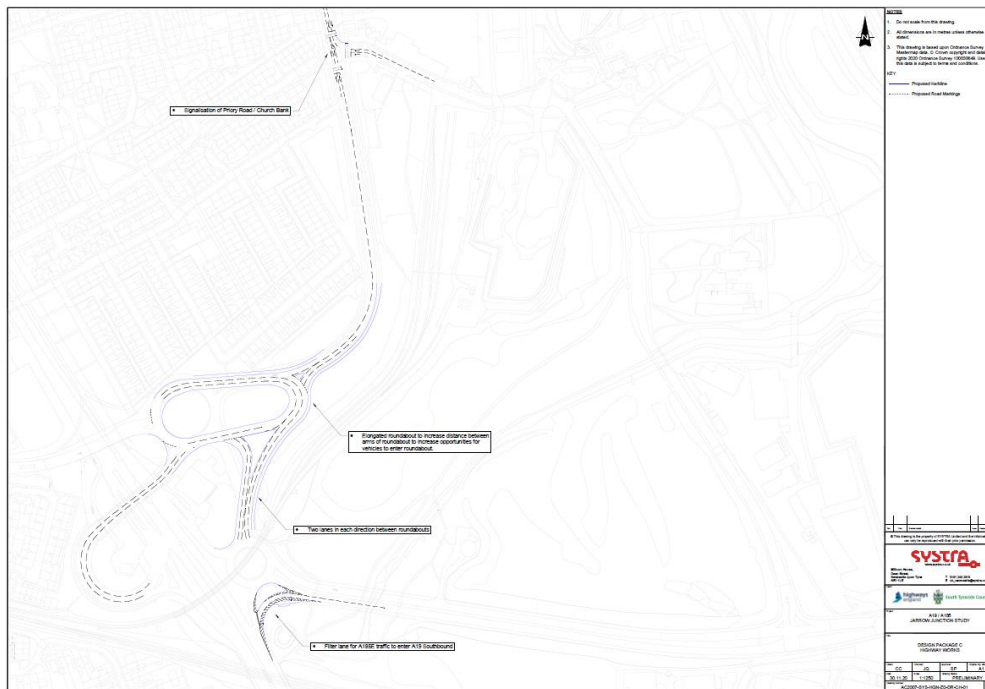


Figure 2.1 Option C scheme at Jarrow.

2. Elongated roundabout at White Mare Pool

2.2.4 An elongated roundabout at White Mare Pool with a new access to the Large Greenbelt Release site scheme was included in the Do Something scenario. The scheme is shown in Figure 2.2 below.



Figure 2.2 Elongated roundabout at White Mare Pool

2.2.5 It should be stressed that this scheme has not been discussed or agreed with Highways England. It therefore only seeks to demonstrate the principle of a scheme at this location.

2.3 Future demand

2033 Local Plan demand

- 2.3.1 The 2033 Local Plan traffic demand was taken directly from the South Tyneside Infrastructure Study model. The Local Plan demand was applied for both Do Minimum and Do Something scenarios. The demand includes full Local Plan traffic, based on the 2019 allocations.
- 2.3.2 The modelled time periods are:
- Morning period: 06:00 to 10:00
 - Evening period: 15:00 to 19:00

Large Greenbelt Release development demand

- 2.3.3 For the Large Greenbelt Release, development traffic was ascertained from a further Greenbelt Release Study undertaken on behalf of South Tyneside Council. This allowed for the development of a separate matrix to be built manually. The development matrix was built as follows:
- Trip distribution of the development was obtained from Highways England's GraHAM tool
 - Four access points to the modelled network were used (a new access at White Mare Pool, intensification of the existing southeast arm at the A194 Leam Lane / Mill Lane roundabout, the left in / left out junction of Durham Drive with the A194 Leam Lane, and Abingdon Way via Hedworth Lane)
 - Where necessary trips were distributed to the wider modelled area proportionally as for the 2033 Local Plan demand
 - This provided traffic flows for the peak hours only (08:00-09:00 and 17:00-18:00). Shoulder peak hours were calculated by applying factors obtained from adjacent ATC counters. This was checked against TRICS residential profiles and was similar, but included factors for 06:00-07:00 which were not available from TRICS.
- 2.3.4 The initial model test included the full development content of the Greenbelt Release, with a mode share identified as typical for this area: this was considered to be 3000 houses, with a car mode share of 61%.
- 2.3.5 This test resulted in significant delays on the Strategic Road Network [SRN] and suggested that the full build out with typical mode share would be unacceptable to Highways England.
- 2.3.6 Screenshots of these initial runs are shown in figure 2.3 and 2.4 below. A legend detailing the colour coding is provided later in the report, in Figure 3.1. The screenshots clearly show that particularly in the evening peak there are major delays on both the strategic and local road networks.

Initial results – 3000 houses, 61% car mode share



Figure 2.3 2033 Do Something 3000 houses, morning peak (07:45)



Figure 2.4 2033 Do Something 3000 houses, evening peak (18:00)

- 2.3.7 For the scenario reported in the remainder of this report, 50% of the Large Greenbelt Release demand was used. This could represent 1500 houses with the “typical” mode share, or a higher number of dwellings but a lower proportion of car trips.
- 2.3.8 A summary of the final (50%) matrix totals is provided in Table 1 below.

Table 1. Matrix totals (vehicles)

YEAR	TIME	2033 LOCAL PLAN	LARGE GREENBELT RELEASE DEVELOPMENT (AT 50%)	TOTAL
2033 Do Minimum	AM	80,049	0	80,049
	PM	88,511	0	88,511
2033 Do Something	AM	80,049	1,627	81,676
	PM	88,511	2,570	91,081

3. OUTPUTS

3.1.1 The model was set up to 40 iterations with Dynamic User Equilibrium approach and all the scenarios were converged. Results from each scenario have been compiled from the model and presented here. Results collected include:

- Visual results
- Journey time

3.2 Visual results

3.2.1 Screenshot results showing operation of the network are shown below. Each modelled road link is colour coded according to the delay ratio, with the actual travel time on that section divided by the free flow travel time to provide a measure of delay. Green shows free flowing traffic with very limited delays, and increasing levels of delay through yellow, orange and red to black showing the worst delays.

3.2.2 It should be noted that the delay ratio will always show some delays at junctions where vehicles give way or are controlled by traffic lights.

3.2.3 The legend is shown in Figure 3.1 below.

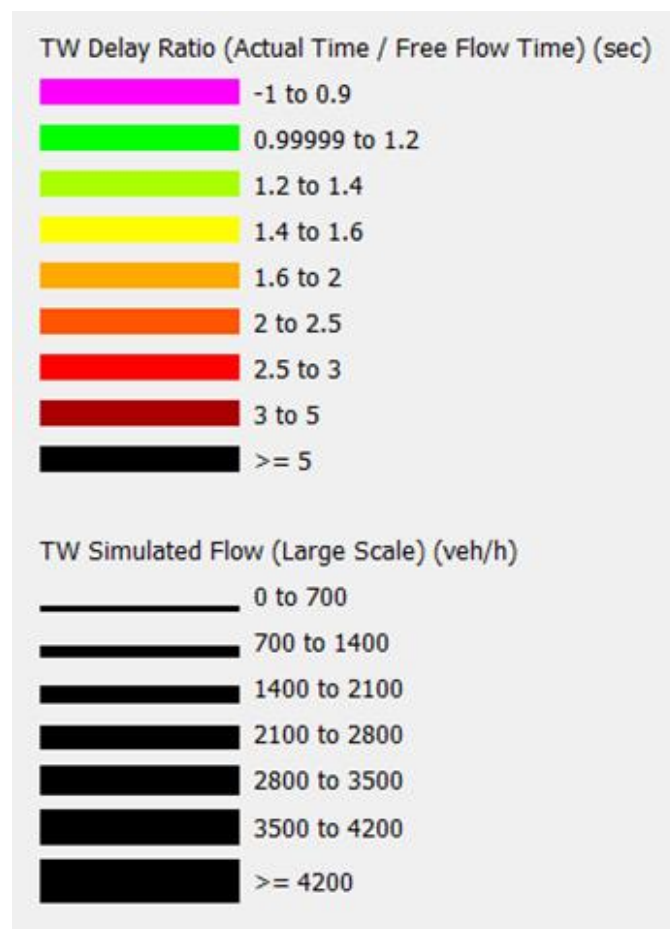


Figure 3.1 Simulated delay ratio with flow width legend

3.2.4 Each screenshot shows the worst 15min time period within the relevant scenario.

Morning period



Figure 3.2 2033 Do Minimum, morning peak (07:45)

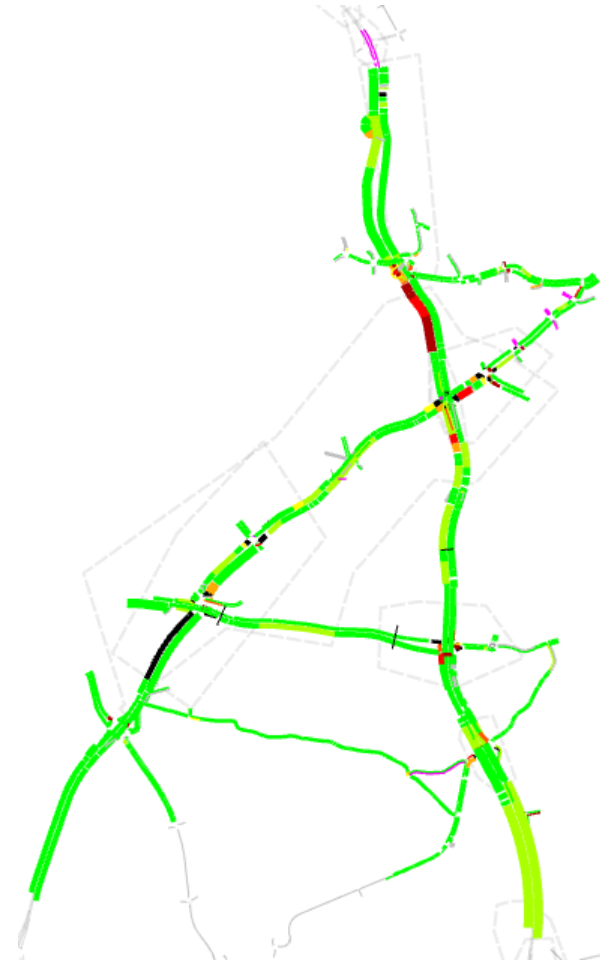


Figure 3.3 2033 Do Something, morning peak (07:45)

Evening period

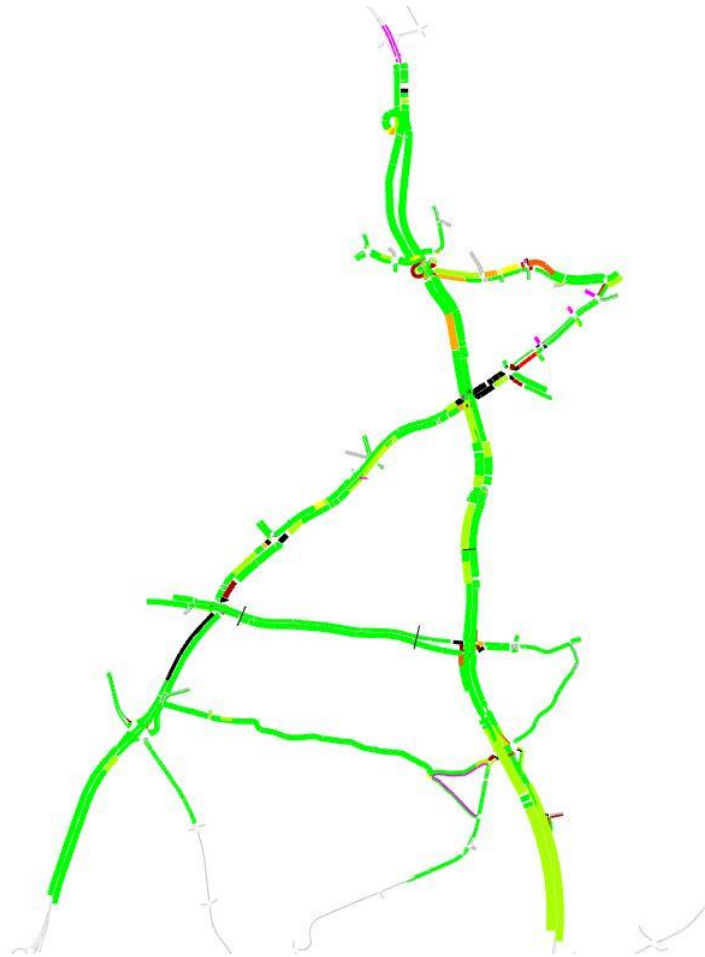


Figure 3.4 2033 Do Minimum, evening peak (18:00)

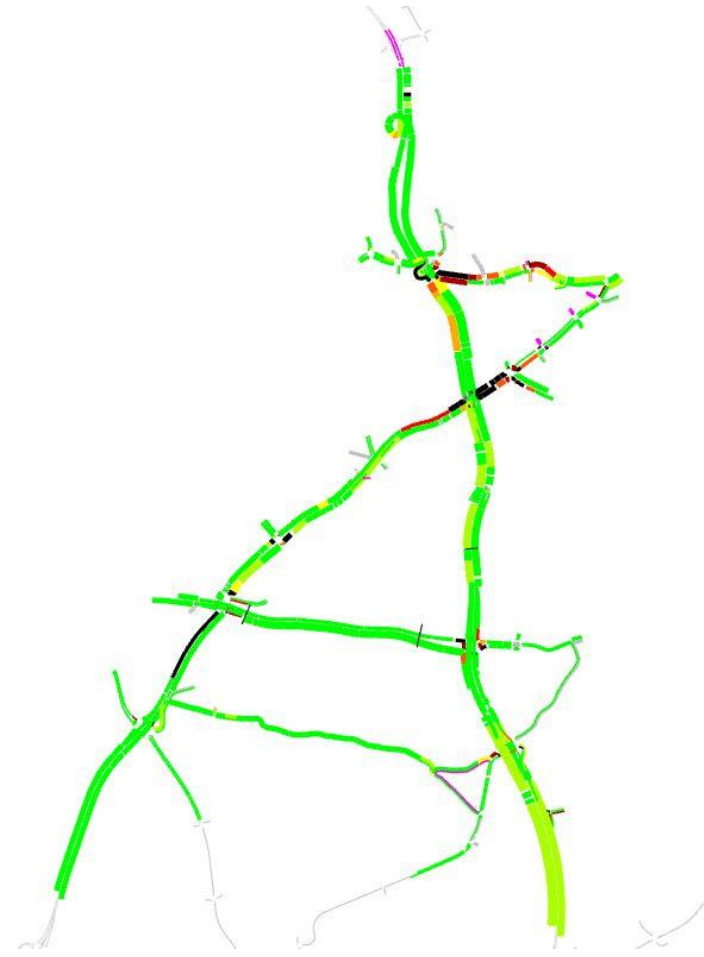


Figure 3.5 2033 Do Something, evening peak (18:00)

- 3.2.5 The elongated roundabout at White Mare Pool results in increased delays on the south SRN arm, and some improvements on the north (local road) arm. It is likely that Highways England will require redistribution of these queues and this can be undertaken using the signals which form part of the scheme.
- 3.2.6 There are also widening schemes on the south and east arms identified as part of the Infrastructure Study which have not been included in the current tests, but will be included in later assessments.

3.3 Journey time

- 3.3.1 This section provides a summary of the journey times along the A19 northbound for the Do Minimum and Do Something scenarios in both morning and evening period, see Table 2 below. Queues are reported for Lindisfarne to Jarrow, since this is the section of the A19 with the most significant impacts.

Table 2. A19 Journey times, Lindisfarne to Jarrow (mins:secs)

YEAR	TIME	TO MAINLINE	TO JUNCTION
2033 Do Minimum	AM	4:33	1:42
	PM	1:33	2:48
2033 Do Something	AM	5:21	1:37
	PM	1:33	3:48

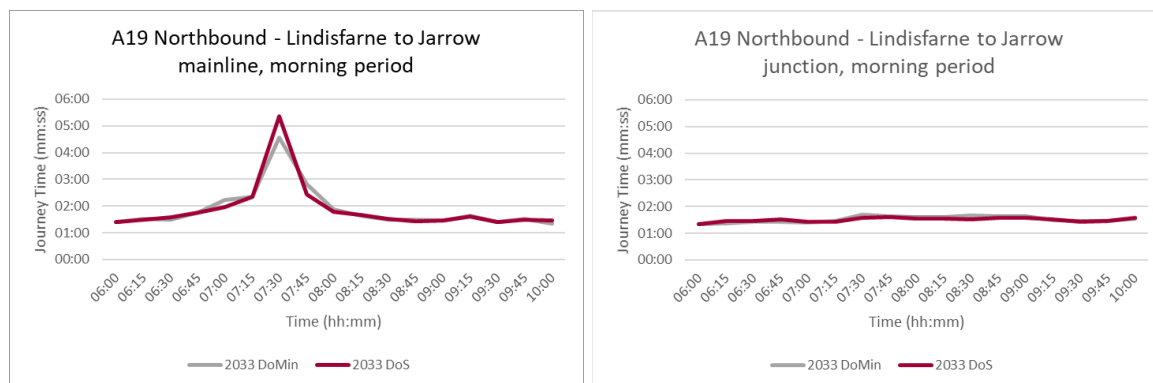


Figure 3.6 A19 journey times, Lindisfarne to Jarrow – morning period

- 3.3.2 In the morning period there are additional delays on the A19 mainline. At this location a proportion of vehicles travelling on the A19 mainline will slow to allow traffic from Jarrow to join. The increased flow on the A19 northbound, due to the Greenbelt Release site, takes the junction further over capacity and delays propagate along the A19.

3.3.3 There are no significant delays on the slip road in the morning period.

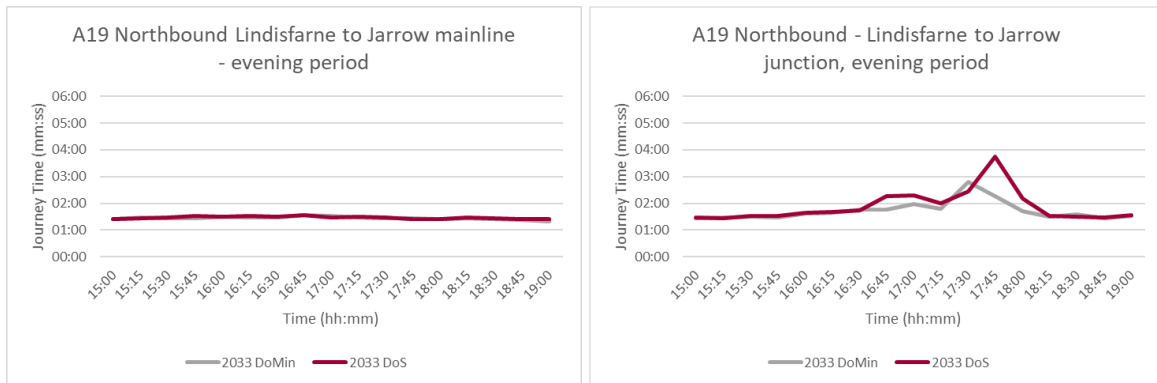


Figure 3.7 A19 journey times, Lindisfarne to Jarrow – evening period

3.3.4 In the evening period the mainline operates satisfactorily with no noticeable difference between Do Minimum and Do Something.

3.3.5 There are some delays on the A19 northbound to Jarrow junction, which are marginally worse with the Greenbelt Release traffic included. These can be seen on the delay plans as queues on the slip road.

4. SUMMARY

- 4.1.1 This technical note has outlined the impact of the Large Greenbelt Release on the SRN within the South Tyneside subnetwork model in 2033.
- 4.1.2 The study includes two scenarios in the morning and in the evening periods:
 - 2033 Do Minimum (includes Local Plan)
 - 2033 Do Something (includes Local Plan + Large Greenbelt Release development)
- 4.1.1 The initial model test included the full development content of the Greenbelt Release, with a mode share identified as typical for this area: this was considered to be 3000 houses, with a car mode share of 61%. This test resulted in significant delays on the SRN and suggested that the full build out with typical mode share would be unacceptable to Highways England.
- 4.1.2 A further run was undertaken with 50% of the Large Greenbelt Release demand. The results show that the South Tyneside network experiences some additional congestion at this level of demand. This is particularly relevant at the A19 northbound merge at Jarrow before the Tyne Tunnel and its layout constraints. Operation of the network is considered borderline.
- 4.1.3 The study concludes that between 1000 and 1500 units on the Large Greenbelt Release will be deliverable, dependent on mode share. Modelling of the delays at Jarrow in a more detailed microsimulation model is recommended, and this will form part of the later phases of this project.

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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Housing & Communities

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Kirstin Richardson
Chair, East Boldon Neighbourhood Forum

Email: [REDACTED]

www.gov.uk/dluhc

Our Ref: 19055016

20 July 2022

Dear Ms Richardson

Thank you for your letter of 30 June to the Secretary of State on behalf of East Boldon Neighbourhood Forum about local housing need and the potential consequences for the neighbourhood. I have been asked to reply.

I understand your concerns. However, you will appreciate that, because of the Secretary of State's quasi-judicial role in the planning system, I cannot comment on local planning matters or the way an area's housing need has been assessed.

While central government sets planning policy for England through the National Planning Policy Framework, elected local authorities are responsible for planning their areas. Local Plans indicate how land should be used, the type and location of future development, and the presence of restraints such as Green Belt. Each Plan is submitted for rigorous independent examination by planning inspector. The examining inspector acts on behalf of the Secretary of State to make sure the Plan is sound and accords with national planning policy.

The Government is committed to protecting and enhancing the Green Belt, in line with our manifesto. Strong protections for Green Belt remain firmly in place. The Framework states, for instance, that a Green Belt boundary may be altered only in exceptional circumstances through the Local Plan process. A local authority should consider releasing land from Green Belt only if it can demonstrate that it has explored all other reasonable options.

At the same time, the Government expects local authorities to plan and deliver the housing and infrastructure our communities need. We want to get more people on the housing ladder, support local economic growth, and create stronger and more sustainable communities. It is important to strike a balance between enabling development and growth, including housebuilding, while continuing to protect and enhance the natural environment and land for agriculture.

Having an effective, up to date plan in place is essential to planning for and meeting housing requirements; in ways that make good use of land and result in well-designed and attractive places to live. The Government expects local authorities to work together to plan for and deliver the housing and infrastructure our communities need. In 2018 the Framework introduced a standard method for calculating local

housing need to make the process simple, quick and transparent. The standard method does not impose a target; it is still up to the local authority to determine its housing requirement, and this includes taking local circumstances and restraints such as Green Belt into account, and working with neighbouring authorities if it would be more appropriate for needs to be met elsewhere. It is recognised that not every community will be able to meet its housing need in full.

I understand that South Tyneside's Local Plan review is undergoing Regulation 18 consultation, due to end on 14 August 2022. The Neighbourhood Forum will have a further opportunity to make representations at the Regulation 19 consultation stage, scheduled for Winter 2022.

We are continuing to monitor the operation of Local Housing Need assessments, particularly as the effect of changes to the way we live and work. We are developing policy on this topic and intend to set out further thinking on direction of travel as soon as we are able to do so.

You mention government intervention, but I take this to be a reference to the fact that South Tyneside Council's Housing Delivery Test result (74%) caused the presumption in favour of sustainable development to be applied. As the Framework makes clear, local authorities which trigger this presumption are expected to approve applications for housing unless policies in the Framework protecting areas or assets of particular importance provide a clear reason for refusing the development, or unless any adverse impacts of approving the proposal would significantly and demonstrably outweigh the benefits, when assessed against the Framework's policies taken as a whole. Once again, this is not a matter on which the Department would comment.

Thank you again for writing, and I hope this information is of use.

Yours sincerely

Alan C Scott
Planning policy adviser

South Tyneside local development framework

Final Adopted
Version

SPD 5 Planning Obligations & Agreements

October 2008



South Tyneside Council

The New Development Plan
for your Borough

Final Adopted
Version

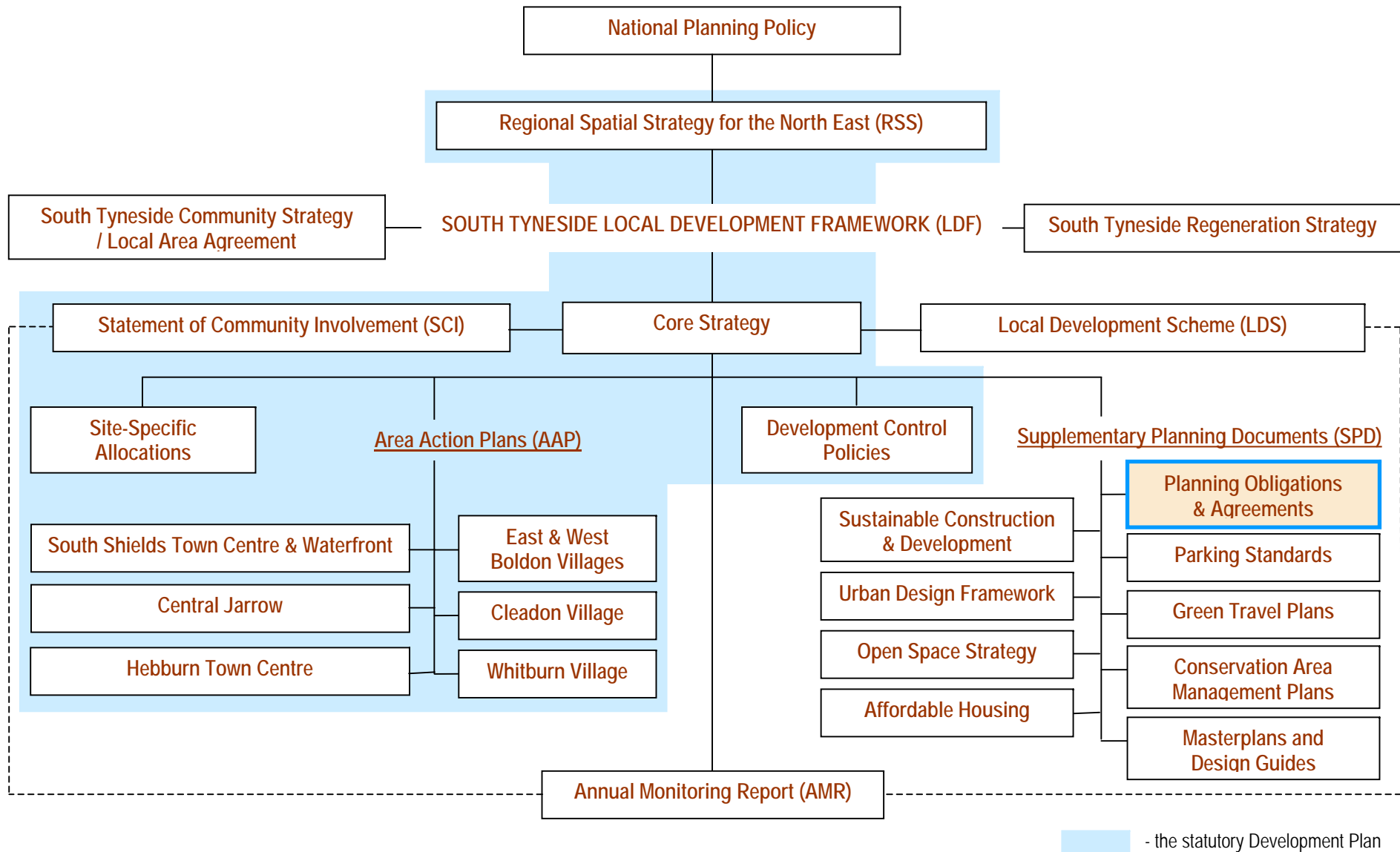
SPD 5

Planning Obligations & Agreements

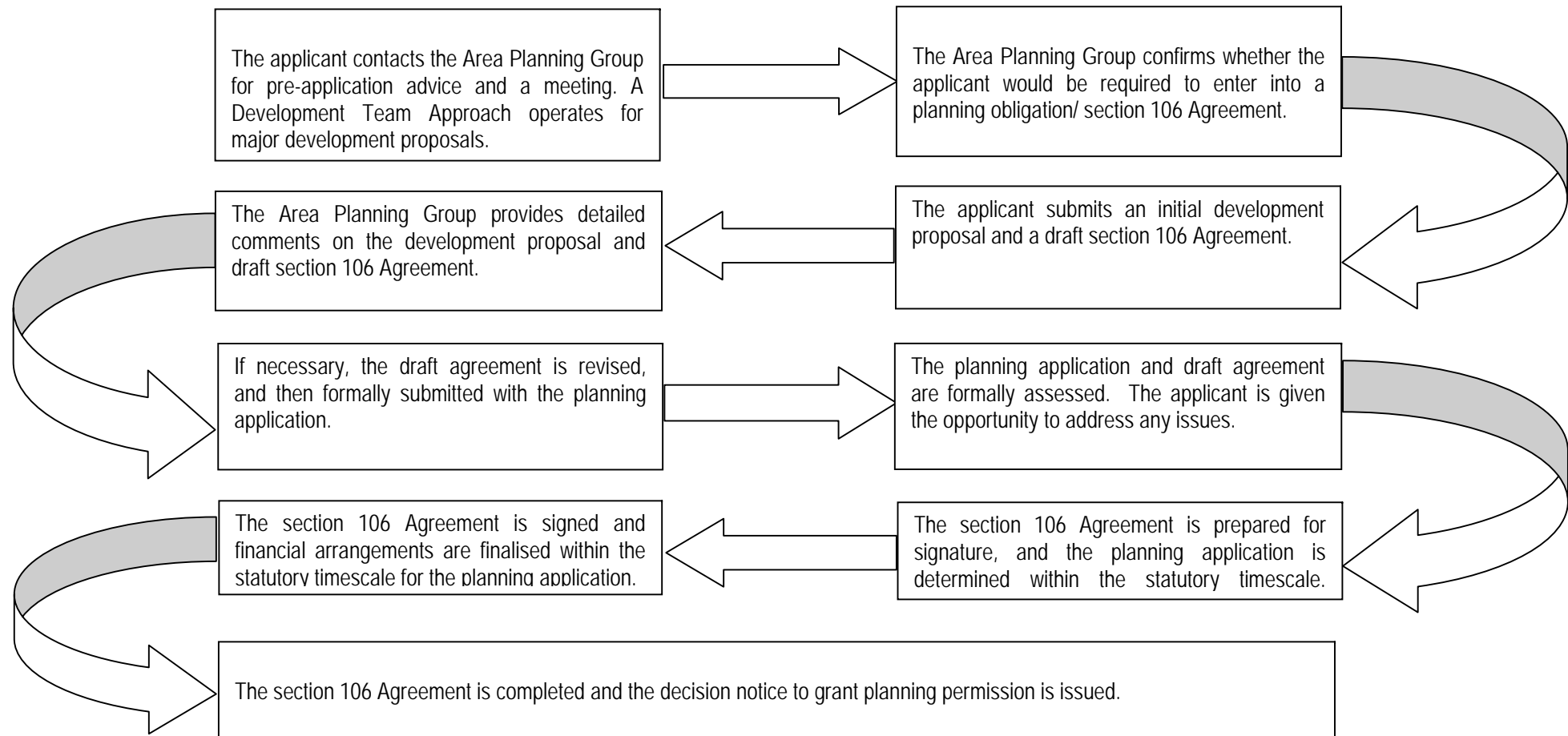
October 2008

Approved for adoption by the Interim Head of Regulatory Services on 10 October 2008

South Tyneside Local Development Framework – Family Tree



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Figure 1: Recommended Process for the Preparation of Planning Obligations & Agreements

Section A: Introduction and Guidance

South Tyneside Local Development Framework (LDF)

Regional Spatial Strategy for the North East (RSS)

South Tyneside Unitary Development Plan (UDP)

The Town and Country Planning Act 1990

Circular 05/2005: Planning Obligations (ODPM, 2005)

What is a S106 Planning Obligation or Agreement?

A Section 106 Planning Obligation or Agreement is a legally binding agreement that secures a contribution (in cash or in kind) towards the provision of infrastructure, services and facilities necessary to support a proposed development. A contribution “in kind” means that a developer provides appropriate infrastructure, services or facilities rather than a financial contribution.

1. Introduction

- 1.1 Everything we do is about achieving “**a better future for South Tyneside’s people**”. That is our vision for the Borough. To deliver a better future, one of our big challenges is to make South Tyneside a place where people choose to live, work and visit. This means developing new and exciting buildings whilst preserving our beautiful coastline and countryside. It also means ensuring a quality range of homes, shops and businesses, parks and public spaces, all linked by an excellent transport system. All of these things need to be delivered through the planning system, and in particular the **South Tyneside Local Development Framework (LDF)**. This will guide the future development and use of land and buildings in the Borough over the next 10-15 years, and the LDF will replace the existing South Tyneside Unitary Development Plan (UDP).
- 1.2 This Supplementary Planning Document (SPD) provides developers, landowners, the community and the Council with guidance on the planning obligations or agreements that will be required to ensure that new development can be accommodated in the Borough, with acceptable impact and within the principles of sustainable development. A planning obligation, also known as a Section 106 agreement, is a legally binding agreement between a local planning authority and a person with an interest in the land (who may be known as a developer), and is usually negotiated in the context of a planning application. The agreement runs with the land, and may be used to make acceptable a development proposal, which would otherwise be unacceptable in planning terms.
- 1.3 Planning permissions may not be bought or sold. Where a planning obligation is judged to be necessary, it must be fairly and reasonably related in scale and nature to the proposed development, and there should be a functional or geographical link between the development and the developer contribution being sought. A planning obligation may be used to prescribe the nature of development but also to mitigate a development’s impact.

Sustainability Appraisal and Appropriate Assessment

- 1.4 This Supplementary Planning Document has been assessed to see how well it meets a number of social, economic and environmental objectives. This is a process known as a Sustainability Appraisal, which is intended to help to improve the document, and the planning obligations that are secured as a result. The Sustainability Appraisal Report is included in this document at Appendix 1.

- 1.5 The content of this Supplementary Planning Document has been formally considered in relation to the requirement to undertake Appropriate Assessment of land use plans as set out under Article 6(3) and 6(4) of Directive 92/43/EEC on the Conservation of Natural Habitats and of wild Flora and Fauna (the Habitats Directive) and as translated into English law through Schedule 1 of the Conservation (Natural Habitats &c) (Amendment) (England and Wales) Regulations 2007 (Habitats Regulations).
- 1.6 This document provides additional information and guidance on adopted policies of the South Tyneside Local Development Framework Core Strategy, which were subject to Habitats Regulation Assessment during the preparation of the Core Strategy. Core Strategy Policy ST2 Sustainable Urban Living requires new development to incorporate biodiversity and geological features at the design stage, and Core Strategy Policy EA3 Biodiversity and Geodiversity secures and enhances the integrity of designated wildlife sites. Planning applications will be determined in accordance with these adopted policies, which safeguard biodiversity and geological interests. This Supplementary Planning Document does not introduce new policies or proposals for specific sites within the Borough, but seeks to provide generic guidance on the use of planning obligations and agreements.
- 1.7 The Council considers that the impact of this document would not detrimentally affect the protection of the integrity of Designated European Sites and further Appropriate Assessment is not required for this document, but Appropriate Assessment may be necessary for certain significant planning applications. At chapter 15, Biodiversity and Geodiversity, this document provides additional guidance on the planning obligations that may be appropriate to maintain and enhance biodiversity and geological interests in the Borough.

Consultation

- 1.8 This Supplementary Planning Document has been prepared in accordance with the Council's adopted Statement of Community Involvement (2006). A first draft of the document was issued for consultation in May 2007, and eleven representations were received in response. The comments received together with the Council's response were included in a revised draft of the Supplementary Planning Document, which was issued for consultation during July and August 2008, and included further research for the proposed planning obligation tariffs.
- 1.9 The Council's Statement of Consultation on the revised draft is included in this document at Appendix 2. The comments received on the revised consultation draft (July 2008) are included at Appendix 3, together with the Council's response and an explanation of the amendments that the Council has made to the final version of Supplementary Planning Document 5 on Planning Obligations & Agreements.

South Tyneside Local Development Framework:

- Local Development Scheme
- Statement of Community Involvement (adopted July 2006)
- Core Strategy (adopted June 2007)
- South Shields Town Centre & Waterfront Area Action Plan*
- Hebburn Town Centre Area Action Plan*
- Central Jarrow Area Action Plan*
- Site-Specific Allocations *
- Development Control Policies *
- SPD1: Sustainable Construction & Development (adopted August 2007)
- SPD4: Affordable Housing (adopted August 2007)
- SPD8: South Shields Riverside Regeneration Area*

(*Denotes this document is in draft or is yet to be produced)

South Tyneside Unitary Development Plan (1999)

2. Purpose of this Document

- 2.1 LDF Core Strategy Policy ST1, Spatial Strategy for South Tyneside, explains that the use of planning obligations is essential for delivering the Council's overall spatial strategy for sustainable development. This Supplementary Planning Document provides developers, landowners, the community and the Council with further guidance on the planning obligations or agreements that will be required to ensure that new development can be accommodated in the Borough, with acceptable impact and within the principles of sustainable development.
- 2.2 The need for planning obligations should be identified and discussed at an early stage in the formulation of development proposals and land transactions. The Council's recommended process for these negotiations is illustrated in Figure 1 at the beginning of this document, and the Council will usually require a Section 106 agreement to be concluded prior to the grant of planning permission. The Council will make it clear when applicants will be required to enter into a planning obligation, and negotiations will be open and transparent.
- 2.3 This document sets out:
- The general principles to be considered;
 - The types of development that will be subject to planning obligations and agreements; and
 - The developer contributions that will be sought.
- 2.4 The current development plan comprises the Regional Spatial Strategy, adopted LDF documents, including the Core Strategy, and saved elements of the previous Unitary Development Plan. It includes policies and proposals relating to planning obligations and agreements, and relevant development plan policies are cross-referenced in appropriate sections of this document.
- 2.5 Other emerging and future development plan documents, including Area Action Plans, may contain site-specific requirements or refer to material considerations that will be relevant to planning obligation negotiations. Detailed site circumstances set out in the Council's masterplans, development agreements and development briefs, such as land reclamation or remediation requirements, will also need to be taken into account in S106 negotiations. South Shields Riverside Regeneration Area will be the subject of a separate Supplementary Planning Document 8, to be issued for further consultation later this year.

3. Planning Policy Framework

National Planning Context

The Town and Country Planning Act 1990

Circular 05/2005: Planning Obligations (ODPM, 2005)

Planning Obligations: Practice Guidance
(DCLG, 2006)

Planning White Paper "Planning for a Sustainable
Future" (May 2007)

The Planning Bill (November 2007/February 2008)

The Community Infrastructure Levy:
(DCLG, January 2008)

The Town & Country Planning (Local Development)
(England) (Amendment) Regulations 2008

PPS1: Delivering Sustainable Development
PPG2: Green Belts
PPS3: Housing
PPS9: Biodiversity and Geological Conservation
PPS12: Local Spatial Planning
PPG13: Transport
PPG17: Planning for Open Space and Recreation
PPS23: Planning & Pollution Control
PPS25: Development and Flood Risk (Annex G)

What is a Unilateral Undertaking?

Circular 05/2005 explains that a developer may offer unilaterally to enter into a planning obligation. This may be appropriate in an appeal situation where there are planning objections, which can only be resolved by proposing a planning obligation.

- 3.1 The statutory framework for planning obligations and agreements is set out in Section 106 of the Town and Country Planning Act 1990. A planning obligation may restrict or regulate the development or use of land, either permanently or for a period of time as may be prescribed in the agreement. A planning obligation may require a sum or sums of money to be paid to the Local Planning Authority, and the Local Planning Authority may enforce an agreement made under Section 106 against parties to the agreement or any subsequent owners of the land, for the duration of the agreement.
- 3.2 The planning system should operate in the public interest and should aim to foster sustainable development, in order to provide homes, investment and jobs in a manner that positively contributes to the quality of the physical and built environment. Overarching planning guidance relating to the importance of creating sustainable communities is provided in Planning Policy Statement 1 Delivering Sustainable Development (PPS1). It emphasises the need for positive planning to achieve sustainable development objectives and promote proactive management of development. It also requires social inclusion, economic development, environmental protection and the prudent use of resources to be at the forefront of planning policymaking and implementation.
- 3.3 Government Circular 05/2005 on Planning Obligations provides detailed advice on the appropriate use of planning obligations. It explains that planning obligations may apply to all land uses and types of development, but they must satisfy the following five policy tests, and be:
 - Relevant to planning;
 - Necessary to make the proposed development acceptable in planning terms;
 - Directly related to the proposed development;
 - Fairly and reasonably related in scale and kind to the proposed development; and
 - Reasonable in all other respects.
- 3.4 Planning obligations negotiated under Section 106 can be made by agreement or by a unilateral undertaking. They may be used to prescribe the nature of the development, to secure a financial contribution from a developer for a planning purpose, or to mitigate the impact of a development. They can also help to ensure that a development complies with local, regional and national planning policies.

- 3.5 In more detail, planning obligations:
- May restrict the development or use of land, require specific operation or activities to be carried out, require land to be used in some specified way, or require cash payments to be made;
 - May be either positive, as in requiring a person to do a specified thing, or negative, as in restricting a person from using land in a specified way;
 - May be entered into either by agreement with the local authority or by an undertaking with the developer to which the local planning authority is not a party (such as unilateral undertakings in appeal cases);
 - Must be entered into by means of a Deed (which may later be varied if necessary);
 - Must be entered as a local land charge (for the purposes of the Local Land Charges Act 1975);
 - Run with the land and may be enforced not only against the person entering into the planning obligation, but also against successors in its title; and
 - May be enforced by means of injunction, or the local authority may enter the land and carry out works and recover reasonable expenses.
- 3.6 The Government published further good practice guidance on the use of planning obligations in 2006. The guidance includes case study examples to illustrate how local planning authorities, developers and others are working together to deliver planning obligations effectively. It provides local planning authorities and developers with practical tools and methods to help improve the development, negotiation and implementation of planning obligations. The case study examples help to inform policy and practice rather than provide a template to be adopted by all local planning authorities.

On Site or Off Site Provision

- 3.7 Circular 05/2005 recommends that infrastructure, facilities and services that are required by a planning obligation should be provided on site, as far as possible. The Council will require affordable housing to be provided on site, unless exceptional circumstances prevail. Detailed guidance on this matter is set out in Supplementary Planning Document 4: Affordable Housing, and summarised in chapter 13 of this document.
- 3.8 However, if it is not feasible or appropriate to make provision on site, the Council will seek a financial contribution towards the provision of infrastructure, facilities and services at an appropriate alternative location. The Council's policy on play facility provision is to focus upon the delivery of larger borough-wide play facilities and community/neighbourhood play facilities. Planning obligations for the provision of children's play facilities will therefore usually be negotiated as commuted sums, and delivered off site. See chapter 9 of this document for detailed guidance on Recreational Open Space, Children's Play Facilities and Sports Facilities.

Community Infrastructure Levy

- 3.9 A new Planning Bill was published in November 2007. It provides further details on the planning reforms outlined in the 2007 Planning White Paper, and explains proposals for a new Community Infrastructure Levy (CIL). The Planning Gain Supplement will no longer be pursued, and the Government hopes that the new levy will “establish a better way to increase investment in the vital infrastructure that growing communities need” and should ensure that development is delivered in a more sustainable way. Government guidance issued in January 2008, notes that land values will typically increase with the grant of planning permission, and developer contributions may reasonably be sought without removing the incentive to develop.
- 3.10 Detailed Regulations will allow local Councils to apply a Community Infrastructure Levy (CIL) to new developments in their areas in order to support infrastructure delivery. At this stage it is intended that Councils will have the option to apply a CIL. The Government will set out what is meant by “infrastructure” in the Regulations, and will have a reserve power to cap the amount of CIL an authority may raise. The CIL should be ‘plan led’ and based upon a costed list of infrastructure projects that will be needed to sustain new development, and robust arrangements will be put in place for the independent testing of the proposed levies. For this Supplementary Planning Document, the Council has assessed the strategic transport infrastructure needs arising from major proposed developments included in the emerging Local Development Framework (see chapter 8, Strategic Transport Improvements).
- 3.11 The draft Regulations are likely to be published for consultation in autumn 2008, and the Government’s provisional timetable for publication of the final Regulations is spring 2009. Prior to the introduction of the new discretionary levy (CIL), it is important for the Council to publish its own Supplementary Planning Document to provide guidance on the use of planning obligations and agreements in the Borough.
- 3.12 It is not anticipated that affordable housing will come within the scope of the new levy, and planning obligations should continue to be used to enable affordable housing to be delivered in the Borough. The Council has already adopted Supplementary Planning Document 4 on Affordable Housing, and this provides detailed guidance on the use of planning obligations and agreements for the provision of affordable housing in South Tyneside in support of adopted LDF Core Strategy Policy SC4.

4. The Development Plan

Regional Spatial Strategy for the North East (RSS)

South Tyneside Local Development Framework (LDF)

South Tyneside Unitary Development Plan (UDP)

www.southtyneside.info/planning/strategic/ldf

South Tyneside LDF Core Strategy Policy ST1: Spatial Strategy for South Tyneside

The spatial strategy for South Tyneside, is to:

- A regenerate the River Tyne and coastal corridors including the Tyne Gateway at South Shields;
- B support development that reflects the scale and functions of the main towns of South Shields, Jarrow and Hebburn;
- C promote opportunities along the A19 Economic Growth Corridor;
- D ensure the sustainability of our settlements by reducing the emissions which cause climate change and adapting to its effects; and
- E maximise the re-use of previously developed land, in the built up areas.

Key principles include securing mixed-use development, promoting accessibility, and ensuring that development maximises the community benefits of regeneration, whilst avoiding or minimising environmental impacts and congestion and safeguarding natural and cultural assets.

The use of planning obligations is essential in delivering this overall strategy.

- 4.1 The statutory development plan comprises the Regional Spatial Strategy for the North East (RSS), adopted South Tyneside Local Development Framework (LDF) documents including the Core Strategy, and saved policies from the South Tyneside Unitary Development Plan. The LDF Core Strategy sets out the strategic policies and proposals against which all planning applications for development will be assessed. In particular, Core Strategy Policy ST1: Spatial Strategy for South Tyneside, promotes the principles of mixed-use development and accessibility and seeks to ensure that development maximises the community benefits of regeneration but avoids or minimises any adverse environmental impacts, congestion or harm to natural and cultural assets. In order to deliver this overall spatial strategy for sustainable development, it is considered that the use of planning obligations is essential to ensure that developers make a fair and reasonable contribution towards infrastructure requirements, and mitigate any adverse impacts of their development proposals.
- 4.2 The Council's timetable for production of LDF documents is set out in the South Tyneside Local Development Scheme. The following documents have been prepared to date:
 - Statement of Community Involvement (adopted July 2006)
 - Core Strategy (adopted June 2007)
 - Hebburn Town Centre Area Action Plan (to be adopted October 2008)
 - South Shields Town Centre and Waterfront Area Action Plan (to be adopted November 2008)
 - Central Jarrow Area Action Plan (Publication draft October 2008)
 - Site Specific Allocations (Preferred Options draft December 2007)
 - Supplementary Planning Document 1: Sustainable Construction & Development (adopted August 2007)
 - Supplementary Planning Document 4: Affordable Housing (adopted August 2007)
 - Conservation Area Management Plans (4 Supplementary Planning Documents adopted in August 2007)
- 4.3 Saved policies from the Unitary Development Plan will remain valid, and will continue to be used in determining planning applications until the Council adopts replacement Development Plan Documents and other relevant Supplementary Planning Documents.

5. Types of Planning Obligation Contribution

5.1 There are a number of types of contribution that may be required:

- "In kind" and financial contributions;
- One-off payments and phased payments;
- Maintenance payments; and
- Pooled contributions.

A clear audit trail will be required in all cases. Any payments made to the Council under a planning agreement that are not used for the agreed purpose within an agreed timescale will normally be returned to the developer.

In Kind and Financial Contributions

5.2 Planning obligations may be fulfilled in kind where the developer builds something, or provides it directly. Alternatively, a financial contribution can be made. In some cases a combination of both options may be agreed.

5.3 When considering individual planning applications, the Council will agree with the developer the appropriate type of contribution to be made. This will depend upon the type, scale and nature of the development proposed, and the location of the site. If a previously approved development scheme is revised, and this changes the infrastructure or service requirements, it will then be necessary to amend the planning obligation agreement.

Payments of Contributions

5.4 Financial contributions may be required as a single payment upon commencement of development, but there may be some circumstances where phased payments will be more appropriate, and the Council will set out the stages when payment or contributions will be required, for example after a certain number of residential units have been completed. This will be agreed with the developer at the outset.

5.5 The Council will use the retail prices index excluding mortgage interest payments to determine appropriate price increases for the costs given at 2008 prices in this Supplementary Planning Document.

What is a commuted sum?

A commuted sum is a sum of money paid to cover the future capital or maintenance costs of certain infrastructure, services or facilities that are proposed to be adopted and maintained at public expense.

Maintenance Payments

- 5.6 The Council will require maintenance payments to be made for infrastructure, services or facilities that have been provided through planning obligation agreements. The maintenance period will be agreed with the developer, and will be time-limited.
- 5.7 Community facilities provided through a planning obligation agreement, which are intended for community use such as public open space, will normally require a one-off payment or "commuted sum" to cover the Council's future maintenance costs, for an agreed period of time.

Pooled Contributions

- 5.8 It may be appropriate to pool contributions from more than one development and/or across more than one local authority, for example to provide measures to improve the local and strategic highway network. Circular 05/2005 advises that where the combined impact of a number of developments creates the need for infrastructure, it may be reasonable for several developers' contributions to be pooled. It also states that where development has an impact, but does not immediately warrant the provision of new infrastructure, the Council may seek contributions for specified future community infrastructure.
- 5.9 In South Tyneside, it is likely that pooled contributions will be sought to help fund the infrastructure that will be needed as a result of planned major regeneration proposals in South Shields, Hebburn and Jarrow town centres and the South Shields Riverside Regeneration Area. Detailed masterplans or development briefs will demonstrate the need for supporting infrastructure, and developer contributions will be negotiated through planning agreements.
- 5.10 Where a number of developments are required to contribute to the provision of infrastructure, facilities or services the financial contribution will be paid into a fund held by the appropriate Council service provider. This may be relevant for example where a financial contribution has been negotiated to improve the frequency of buses along a particular route or where a contribution to a community play facility or borough wide play facility is agreed.

6. Negotiation and Monitoring of Section 106 Agreements

- 6.1 The Council encourages planning applicants to engage in pre-application discussions with the Area Planning Group, and where a planning obligation is deemed necessary, early discussions will be encouraged in accordance with Figure 1 at the beginning of this document. For major development proposals, the Area Planning Group operates a multi-disciplinary Development Team Approach to assist developers in delivering their proposals. Early discussions may help to clarify issues at the start of the negotiation process, and ensure that the planning application is determined within statutory timescales.
- 6.2 The Council's validation requirements explain that planning applications that generate a requirement for a planning obligation should be accompanied by a statement that contains draft heads of terms, and the ownership and contact details necessary for the planning obligation to be progressed. It will therefore be appropriate for draft heads of terms or draft S106 agreements to be negotiated prior to the submission of a planning application, and then formally submitted with the planning application. The Council has included a model S106 agreement for affordable housing in its Supplementary Planning Document 4: Affordable Housing.
- 6.3 The Council will aim to negotiate S106 agreements as quickly as is reasonably possible, and conduct discussions in a manner that is fair, open and rational. If appropriate details and supporting information are not included with the planning application, planning permission may be refused, on the grounds that the proposal is unacceptable in planning terms. Applicants should also be aware that having a draft planning agreement in place would not prejudice the final decision of the Council on the planning application.
- 6.4 The planning applicant will usually be expected to pay the Council's reasonable legal and administrative costs incurred in the preparation of a S106 agreement, and this will be declared at the start of negotiations.
- 6.5 The Council considers that it is reasonable to ask developers to contribute towards the cost of infrastructure, facilities and services that will be needed as a result of their development. The Council sets out in this Supplementary Planning Document what will be required from developers in the form of planning obligations. All negotiations over planning obligations will have regard to the guidance contained in Circular 05/2005 (summarised in chapter 3 of this document), the specific details of the development proposal and the viability of the scheme. In particular, the Council will seek to secure a fair and reasonable developer contribution, without removing the incentive for new development taking place in the Borough. In some circumstances, it may be appropriate for parties to engage independent expert mediators to assist with the negotiation of detailed planning obligations.

Validation requirements

The Validation of Planning Applications in Tyne & Wear can be viewed on the Council's website at: www.southtyneside.info and: http://www.southtyneside.info/search/document_view.asp?mode=8&pk_document=16692

Viability

The gross development value of a site will usually be the product of the build cost of the development (including essential infrastructure and any abnormal costs), the developer's profits, overheads and interest payments and the residual land value of the site.

Planning Obligation Thresholds

- 6.6 Where a large site is brought forward in separate applications, by one developer, the overall size of the site may be used to calculate whether the thresholds for submitting developer contributions are triggered.

Cross Boundary Issues and Partnership Working

- 6.7 There may be cases where the impact of new development within the jurisdiction of adjoining local authorities will affect areas within South Tyneside. When notified of developments that may have an impact on the delivery of services by South Tyneside Council, the authority will negotiate with the appropriate local authority and seek contributions from the developer accordingly. In these cases, the Council will expect a planning agreement to include a clause to allow money to be transferred directly to the appropriate Council budget.

Monitoring of Planning Obligations

- 6.8 The monitoring of planning obligations will be undertaken by the Council to ensure that all obligations entered into are complied with, on the part of both the developer and the Council. Appropriate action will be taken where planning obligations are not being met. In exceptional circumstances, and where a particular scheme involves a complex legal agreement with numerous obligations, or where the nature of the planning obligation involves prolonged monitoring over a considerable period of time, then the Council will expect a monitoring contribution to be made. These costs will be negotiated on a site-by-site basis, to cover specific costs and will be included in the terms of the planning agreement.
- 6.9 The Council will maintain a planning obligations and agreements database. Monitoring reports will be produced from this database detailing information relating to the agreements entered into, the financial contributions received and the completion of proposals funded from financial contributions. The monitoring process will track the spending of financial contributions once they have been received, and will provide an assurance that developer contributions have been spent in full and appropriately.

Section B: Planning Obligation Tariffs

- 8. Strategic Transport Improvements
- 9. Recreational Open Space, Children's Play Facilities and Sports Facilities

Section C: Site Specific Requirements

- 10. Transport, Parking and Traffic Management
- 11. Employment and Training
- 12. Social and Community Facilities
- 13. Affordable Housing
- 14. Public Realm, Public Art, Heritage and Conservation
- 15. Biodiversity and Geodiversity
- 16. Water and Sewerage Infrastructure

Supporting Technical Papers

Supporting technical papers for the planning obligation tariffs for strategic transport improvements and children's play facilities can be viewed at the Planning Local Development Framework pages at:
www.southtyneside.info/planning/strategic/ldf

Major planning application

A major planning application is classed as 10 dwellings or more and 1,000sqm gross floorspace or more.

7. Use of this Supplementary Planning Document

- 7.1 Government guidance and legislation encourages local authorities to set out in their Local Development Frameworks the likely contributions they wish to seek through planning obligations and, where appropriate, a tariff or formula for calculating the scale of contributions to be requested.
- 7.2 Sections B and C of this Supplementary Planning Document set out the planning obligations that the Council will require from developers. The topics covered reflect South Tyneside's planning and regeneration objectives and the key principles contained in the Sustainable Community Regeneration Strategy and Local Area Agreement. The chapters are arranged to follow the order of the key themes in the South Tyneside Local Development Framework, which are: Improving Accessibility; Delivering Economic Growth and Prosperity; Delivering Sustainable Communities and Capitalising on our Environmental Assets.
- 7.3 Section B explains the Council's planning obligation tariffs for strategic transport improvements and for children's play facilities. It also informs developers that there may be circumstances in which planning obligations for provision and enhancement of playing pitches and provision of public open space may be sought. Section C sets out other types of obligations that may be required to address site-specific issues (chapter headings are listed here in the margin). The guidance contained in this Supplementary Planning Document must be taken into account when planning applications are submitted to the Local Planning Authority, to ensure that new development within the Borough is genuinely sustainable, and is accommodated with acceptable impact.
- 7.4 This Supplementary Planning Document will be regularly reviewed in order to take account of development activity in the Borough and local priorities for community infrastructure provision. The Council will also continue to prepare needs based evidence to support the development of further planning obligation tariffs, for example for sports facility provision, prior to the planned introduction of the Government's Community Infrastructure Levy.
- 7.5 The Council will regularly review the developer contribution rates set out in this document in order to reflect market conditions and inflationary price increases. Full consultation will be carried out when the Supplementary Planning Document is proposed for review.

Section B: Planning Obligation Tariffs



PPG13: Transport (2001) has 3 key objectives:

- To promote more sustainable transport choices for people and for moving freight;
- To promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
- To reduce the need to travel, especially by car.

Tyne and Wear Local Transport Plan 2006-2011

Transformation and Regeneration Proposals in South Tyneside: Transportation Study
(JMP Consulting, June 2006)

Transformation and Regeneration Proposals in South Tyneside: Transportation Study Supplementary Report
(JMP Consultants Ltd, May 2008)

See also chapter 10 regarding site-specific transport, parking and traffic management contributions.

8. Strategic Transport Improvements

Relevant Development Plan Policies:

LDF Core Strategy Policy ST1: Spatial Strategy for South Tyneside

The use of planning obligations is essential for delivering the Council's overall spatial strategy for sustainable development.

LDF Core Strategy Policy A1: Improving Accessibility

The Council will support public transport, walking and cycling initiatives that maximise the accessibility of new development. Particular focus will be given to the regeneration of areas along the riverside corridor, including South Shields, Jarrow and Hebburn town centres. Public transport improvements will also be promoted and encouraged within the Borough, and beyond the Borough boundary, along the A19 Economic Growth Corridor and the wider Tyne and Wear City Region. Transport Assessments will be required for any major development proposal, in order to assess the potential impact of additional vehicular and pedestrian trips upon the local and strategic highway network and public transport system.

- 8.1 LDF Core Strategy Policy A1 sets out the Council's priorities for improving accessibility within the Borough, and across the wider region and key growth areas. The Council plans to make sure that the key regeneration areas of the Borough are accessible and well connected by sustainable transport links, so that travelling by public transport, cycling and walking is convenient and reduces reliance upon the car. It is also important to provide efficient transport links between South Tyneside and the wider Tyne and Wear City Region in order to ensure good access to employment opportunities, shopping, leisure and culture available outside of the Borough.
- 8.2 Growth areas along the riverside are currently connected by a multi-modal transport corridor that includes Metro, bus routes, a road network and facilities for pedestrians and cyclists. New development in this corridor will be linked to the Metro system, bus routes and town centres with attractive cycle routes and footpaths. The Tyne and Wear Metro system will undergo a significant improvement programme; with increased rail capacity between Pelaw and Jarrow, and the feasibility of additional metro stations at Monkton, High Lane Row and Mill Lane in Hebburn is being investigated. Bus services in the Borough will be improved so that they are linked to new development sites, and made more attractive to use.

Transformation and Regeneration Proposals in South Tyneside: Transportation Study
(JMP Consulting, June 2006)

Transformation and Regeneration Proposals in South Tyneside: Transportation Study Supplementary Report.
(JMP Consultants Ltd, May 2008)

List of modelled sites (20 in total):

1. South Shields
- 1a) Wouldhave House
- 1b) Barrington Street
- 1c) Station Road/Commercial Road
- 1d) Mile End Road
- 1e) Central Library and Car Park
- 1f) Land to the West of Fowler Street
- 1g) Asda Superstore, Ocean Road
- 1h) Land to the Rear of Tedco II Business Centre
2. South Shields Riverside Regeneration Area
5. Jarrow Riverside
7. Hebburn Town Centre
13. South Foreshore at Gypsies Green
14. Pier Parade, South Shields
15. Land at River Drive (SAFT)
17. Westoe College Site, South Shields
18. Priory Road/Curlew Road, Jarrow
19. Cambridge Avenue, Hebburn
20. Land at School Street, Hebburn
21. Land at Argyle Street, Hebburn
22. Former Hawthorn Leslie Shipyard, Hebburn

Note: the original study numbered sites from 1-12. Some of these sites have been discounted and new sites added to the study. For example, Site 16 was allocated to land to the back of Fowler Street, which is now included in the list of South Shields sites. In total, 20 potential development sites were assessed.

- 8.3 Work has commenced on the Second Tyne Tunnel, and planned improvements to the A19/A184 Testos roundabout will help to improve accessibility along the A19 Economic Growth Corridor, between South East Northumberland and Doxford Park in Sunderland. Improved sustainable transport links are also programmed to support this growth area, including the A19 Stephenson Jobs Link and further improvements to the Shields Ferry.
- 8.4 JMP Consultants Ltd (Transport Consultants and Engineers) completed a transportation study for the Council in 2006 titled "Transformation and Regeneration Proposals in South Tyneside". The study assessed the combined and cumulative transport implications of projected major development proposals and regeneration initiatives in South Tyneside over a 15-year period. The consultants found that whilst the impacts of future development on the highway network may be relatively small on an individual site-by-site basis, the cumulative effects of these impacts on the highway network would be significant and result in a lack of transport choices. Congestion in some cases could inhibit the commercial viability of local businesses and have a harmful impact upon local amenity. The study recommended a realistic combination of measures, which included improvements to road links, and junctions on the highway network, public transport improvements and the provision of new and improved cycling and footpath routes.
- 8.5 The original study modelled 12 potential development sites and generated trips for each in order to assess the implications of new development on the existing highway network and public transport systems. JMP obtained Transport Assessments (TAs) for developments where the Council had received planning applications, and where Transport Assessments were not available the latest TRICs* database was interrogated to generate development traffic. New sites have come forward during the preparation of LDF Area Action Plans and the Site Specific Allocations Development Plan Document, and some of the original list of sites have been developed or are no longer relevant (for example the Tyne Wear Park). JMP were commissioned in late 2007, to complete a supplementary transportation study (to the original report) to model an updated list of potential development sites, to provide an evidence base for a developer contribution tariff for strategic transport improvements, and to further examine the potential for cluster travel plan/area travel plan approaches in South Tyneside.
- 8.6 The supplementary transportation study was completed in May 2008, and examined development profiles and trip generation for a sample of 20 potential development opportunity sites. These sites are listed in the margin. The report acknowledges that a number of strategic transport improvement schemes are proposed for the Borough. These include the A19 New Tyne Crossing, which is funded through a Public Private Partnership and the construction of a grade-separated junction at the A19/A184 Testos Roundabout now programmed to commence in 2012 and put forward as a contender for Major Scheme funding from Regional Funding Allocations.

* TRICS® is the system that challenges and validates assumptions about the transport impacts of new developments. It is the only national (UK and Ireland) trip generation and analysis database, containing trip generation data and site information for over 2,800 sites. Trip rates are based upon land use, size and location.

The Transformation Study identified the impact of anticipated new development traffic on key junctions and links on the highway network and current/future capacity issues. A range of hard and soft improvement measures have been proposed to mitigate against this impact and have been costed accordingly.

- 8.7 The consultant's original Transformation and Regeneration Study (2006) identified estimated costs for highway improvement measures, enhancement of public transport services and improvements to the pedestrian and cycling networks in South Tyneside, which would be necessary to accommodate anticipated future traffic growth. As part of the recent supplementary work completed in 2008, the proposed strategic transport improvements have been updated to reflect the revised list of potential development sites included in the modelling exercise.
- 8.8 The total estimated cost of the proposed improvement measures is £2,022,600, and includes proposed highway improvements at a cost of £1,064,600, proposed public transport improvements at £500,000 and proposed pedestrian and cycle improvements at £458,000. The costs have been estimated at 2008 prices, and are based on previous similar works in the region. The estimated costs do not include any costs that may be incurred for works to public utility apparatus. A full breakdown of the recommended improvement measures and estimated costs is included in the consultant's supplementary report, which can be viewed on line as a supporting technical paper to this Supplementary Planning Document at: www.southtyneside.info/planning/strategic/ldf
- 8.9 Works to Testos Roundabout are estimated by the consultant's to cost £15 million, the Metro Reinvigoration Project which includes the dualling of the Jarrow to Pelaw line is estimated to cost approximately £14.4 million over a five year period, and the development of Monkton Fell Metro Station is estimated to cost £3.5 million. Funding secured from Local Transport Plan bids will be used to meet the Council's costs of investment in strategic transport improvements, which stem from overall increases in transport demand across the Borough. However, the Council considers that it is reasonable to seek a developer contribution towards the cost of investment in off site strategic transport improvements, which has arisen as a result of new development taking place, through the use of planning obligations.

Calculation of Developer Contributions for Strategic Transport Improvements

- 8.10 New development is likely to increase travel demand and place a strain on existing transport infrastructure. In contributing towards the cost of transport facilities or services, a developer can mitigate or compensate for the impact of a new development proposal, and the potential problem of unsustainable growth can be addressed at an early stage. JMP compared the methods used by a number of local authorities for the calculation of developer contributions. The consultants found that some local authorities adopt a very simplistic calculation methodology, whilst others use a complex set of variables based on type and size of development but with sliding scales dependent on location and proximity to specific measures. In comparison with other local authorities in England, the Council's tariff is reasonably modest and has been set with regard to the local economy and viability of sites in the Borough.

- 8.11 The developer contribution methodology for South Tyneside uses three basic variables:
- type of development;
 - size of development (gross floor area or developable hectares); and
 - location within the Borough.
- The variable for different types of development, such as residential, food retail, non-food retail and office use means that appropriate trip generation rates are used for calculating the increased burden on roads and community facilities. The scale of development is measured in numbers of dwellings for residential development, and gross floor area for other land uses such as retail and office developments.
- 8.12 The Borough has been divided into four zones for the purpose of the developer contribution calculation. The town centres of South Shields, Hebburn and Jarrow are judged to be the most accessible via public transport, cycling and walking and therefore the most sustainable development locations, requiring modest developer contributions for strategic transport improvements. The cost of offsetting the demands of new trip generation in more peripheral areas of the Borough, where there is less public transport provision, will be greater and this is reflected in the tariff. The four location zones are:
- South Shields;
 - Hebburn and Jarrow;
 - Edge of Settlement; and
 - Out of Settlement / Urban Fringe
- (This includes the urban fringe villages of Whitburn, Cleadon, East Boldon, West Boldon, and Boldon Colliery).
- 8.13 The details of the developer contribution tariff are provided in Table 8.1 on the next page. Developer contributions will be used to fund the costs of identified strategic transport improvements (which may include highway improvement measures, enhancement of public transport services and improvements to pedestrian and cycling networks) in South Tyneside relevant to the particular development proposal, and judged to be necessary to accommodate anticipated future traffic growth. The tariff does not cover the provision of transport infrastructure that would be required to connect a new development site to the adjacent local network, as these works will be required as part of the agreed development scheme (possibly as part of a S278 Highways Act agreement) and these costs are expected to be borne by the developer. Guidance on the Council's requirements for site-specific transport, car and cycle parking and traffic management is set out in chapter 10 in section C.

Table 8.1: Developer Contribution Tariff and Thresholds for Strategic Transport Improvements

Use Class	Contribution Rates				Minimum Thresholds	
	South Shields	Hebburn & Jarrow	Edge of Settlement	Out of Settlement/ Urban Fringe	Min size	Unit
	£/sqm (except C3)	£/sqm (except C3)	£/sqm (except C3)	£/sqm (except C3)		
A1 food shops	15	30	60	150	250	sqm
A1 non- food shops	8	16	32	80	800	sqm
A2 financial & professional services	2.5	5	10	25	1000	sqm
A3 restaurants & cafes	1	2	4	10	300	sqm
A4 drinking establishments	1	2	4	10	300	sqm
A5 hot food takeaways	1	2	4	10	250	sqm
B1 business (a) offices not A2	2.5	5	10	25	1500	sqm
B1 business (b) and (c)	1	2	4	10	1500	sqm
B2 general industrial	1	2	4	10	2500	sqm
B8 storage or distribution	0.5	1	2	5	3000	sqm
C1 hotels	2.5	5	10	25	2500	sqm
C2 residential institutions	1	2	4	10	1000	sqm
C3 dwelling houses (£ per dwelling)	50	100	200	250	50	dwelling
D1 non-residential institutions	1	2	4	10	500	sqm
D2 cinemas and concert halls	5	10	20	50	500	sqm
D2 sports and casinos	2.5	5	10	25	500	sqm
Sui generis	to be negotiated	to be negotiated	to be negotiated	to be negotiated	N/A	N/A

Source: Transformation and Regeneration Proposals in South Tyneside. Supplementary Report, May 2008. JMP Consultants Ltd

The minimum thresholds applied are taken from the indicative thresholds for transport assessments included in the Department for Transport (DfT) Guidance on Transport Assessments (March 2007)

The contribution rates proposed in 2008 will be regularly reviewed to take account of market conditions and appropriate inflationary price increases

Application of the Developer Contribution Tariff

- 8.14 The developer contribution tariff gives a standard charge in £ per sqm or £ per dwelling based upon the location of the development and the land use proposed. Minimum thresholds are specified by use class, and for example, all planning applications for 50 dwellings or more, and use class A1 food shops of 250sqm gross floor area or more will be required to make a financial contribution towards strategic transport improvements.
- 8.15 The following hypothetical scenarios are provided as guideline examples of the strategic transport tariff:

Use Class	Location zone	Floorspace/dwellings	Contribution rate	Tariff
A1 food shops	Hebburn	3,000sqm	£30 per sqm	£90,000
A1 non-food shops	South Shields	4,000sqm	£8 per sqm	£32,000
B1 (a) business	Jarrow	5,000sqm	£5 per sqm	£25,000
C3 dwelling houses	Edge of Settlement	100 dwellings	£200 per dwelling	£20,000
D2 cinemas/ concert halls	South Shields	2,000sqm	£5 per sqm	£10,000

- 8.16 The consultants studied development profiles for the 20 potential development sites in South Tyneside, and calculated developer contributions for each site. Using the JMP methodology, a total sum of more than £1,830,000 might be generated from the development of all 20 sites. The eight central South Shields sites included in the modelling exercise might collectively generate a developer contribution for strategic transport improvements, over time, of more than £200,000.
- 8.17 In the detailed reports, the consultants calculated the contribution to be obtained from each site, and allocated money to highway, public transport, cycling and pedestrian improvements across the transport network. Depending on where the potential development site was located (east or west of the A19), a decision was taken as to which site should contribute to which improvement proposal in order to allow developer contributions, in the first instance, to be distributed to improvements in the local area of the development site. The model showed that the developer contributions generated from individual sites may not necessarily cover the cost of each proposed improvement, and some reallocation or redistribution of cumulative funds may be necessary.

New Development Proposals

- 8.18 The detailed calculations contained in the JMP studies are based on the best information available at the time, and are not intended to give a definitive answer for the modelled sites. The calculation of the financial contribution required for a new development proposal will depend on the final agreed details of the development and any other relevant material considerations, which may include the current or previous use of the site.
- 8.19 The Council will apply the strategic transport improvements tariff set out in this Supplementary Planning Document to new development proposals for allocated and windfall sites that exceed the identified minimum thresholds set out in Table 8.1. Developer contributions will be used to fund the strategic transport improvements that have been identified in the JMP transportation studies as necessary to support anticipated new development in the Borough. The Council will however review the list of necessary strategic transport improvements on a regular basis to take account of when new development proposals come forward, including any windfall developments. The estimated costs of strategic transport improvements will be updated to reflect appropriate inflationary price increases and the contribution rates for strategic transport improvements proposed in 2008 will also be kept under review.
- 8.20 It will be necessary to pool developer contributions for the larger strategic transport improvements, and the Council will set up a fund in the transport capital budget to collect and roll forward these sums. The developer contribution for strategic transport improvements will usually be required upon commencement of development or at an appropriate stage in the development to be agreed with the Council. Management and maintenance of strategic transport improvements (which may include investment in highway improvements, public transport improvements and pedestrian and cycle improvements) will normally be borne by the relevant highway authority or will be negotiated on a site-by-site basis as part of the detailed terms of a Section 106 agreement.

9. Recreational Open Space, Children's Play Facilities and Sports Facilities



Regional Spatial Strategy (July 2008)

South Tyneside Local Development Framework
Core Strategy (adopted June 2007)

South Tyneside Unitary Development Plan
(adopted October 1999)

Planning Policy Guidance 17: Planning for open space,
sport and recreation (2002)

Assessing needs and opportunities: A companion guide to
PPG17 (2002)

Recreational Open Space Provision in South Tyneside
(2001)

South Tyneside Playing Pitch Strategy 2002-2011
(2003)

South Tyneside Council Play Strategy
"Making Play Work in South Tyneside" (2007)

See chapter 12 regarding Social and Community facilities
and chapter 14 regarding public realm enhancements.

Relevant Development Plan Policies:

LDF Core Strategy Policy ST1: Spatial Strategy for South Tyneside

The use of planning obligations is essential for delivering the Council's overall spatial strategy for sustainable development.

LDF Core Strategy Policy SC2: Reviving our Town Centres and Other Shopping Facilities

This policy promotes and supports the provision of new and improved sports and leisure facilities.

LDF Core Strategy Policy SC6: Providing for Recreational Open Space, Sport and Leisure

This promotes the provision of high quality recreational open space, playing fields and outdoor sporting and play facilities.

Saved UDP Policy RL4: Standards of Open Space Provision

The Local Planning Authority will aim to achieve a defined standard of recreational open space provision. This will include unrestricted access to 3.78 hectares per 1,000 population of public or private open space across the Borough. All dwellings should have access to a district park within 3 kilometres, a neighbourhood park within 1 kilometre, a local park within 400 metres, and a pocket park/small open space within 200 metres.

Saved UDP Policy RL5: Protection and Retention of Existing Recreational Open Space

The Local Planning Authority will only grant planning permission for the development or change of use of existing recreational open spaces in circumstances identified in saved policy RL5.

Saved UDP Policy RL6: Protection and Retention of Playing Fields

The Local Planning Authority will only grant planning permission for the development of existing playing fields where there would be no reduction of recreational open space provision below the standard set out in RL4, including the standard for playing pitch provision of 1.21 hectares per 1,000 population.

- 9.1 Open space, sport and recreation have an important part to play in the creation of sustainable communities. One of the Council's fundamental aims is to increase and widen opportunities for participation in sport and physical activity in South Tyneside for all sections of the community, and thereby create strong, healthy, safe and sustainable communities. The provision of recreational open space is encouraged in the Regional Spatial Strategy (Policy 2: Sustainable Development), which promotes the creation of green infrastructure and linked, multifunctional green space in and around the regions towns and cities, and open space can help to enhance the quality of the built environment and support nature conservation.
- 9.2 The Council recognises that there is currently an uneven distribution of recreational open space across the Borough, some of which is of poor quality and low amenity value. Particular deficiencies exist in South Shields

PPG 17: Planning for open space, sport and recreation states that open space can include all open space of public value, "including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which offer important opportunities for sport and recreation and can also act as a visual amenity." The following types of open spaces can be identified: parks and gardens; natural and semi-natural urban green spaces; green corridors; outdoor sports facilities; amenity green space; provision for children and teenagers; allotments, community gardens and city (urban) farms; cemeteries and churchyards; accessible countryside in urban fringe areas and civic spaces.

The South Tyneside Unitary Development Plan (adopted 1999) previously defined open space as "open grassed, wooded or landscaped land, local parks, parkland (including the Coastal Leas and Whitburn Cliffs), and small amenity areas greater than 0.2 hectares in size." Incidental open space and highway verge was not included in the definition, although it was recognised that these small areas of green space can have amenity value in highly urbanised areas. The UDP definition also excluded golf courses and cemeteries.

Town Centre, Rekendyke and Westoe, Harton and Horsley Hill, Simonside and Brockley Whins, Whiteleas, and Cleadon. Priority Areas for Open Space Provision are illustrated on the LDF Core Strategy Key Diagram.

- 9.3 LDF Core Strategy Policy SC6 "Providing for Recreational Open Space, Sport and Leisure" sets out the Council's overall policy, which is to promote the provision of high quality recreational open space, playing fields and outdoor sporting and play facilities. The re-use of previously developed "brownfield" sites will be encouraged in order to tackle the deficiencies in open space provision, and the Council will seek to protect and improve the quantity, quality and accessibility of open space and outdoor sports, leisure and children's play facilities throughout the Borough. Measures to enhance opportunities for recreational pursuits will be supported, together with proposals to extend the Borough's strategic Linked Open Space System into the wider countryside, and assist with the implementation of the Great North Forest's recreational framework.
- 9.4 Saved Unitary Development Plan (UDP) Policy RL4 refers to a Borough wide standard of 3.78 hectares per 1,000 population as relevant, at that time, for assessing the future provision of recreational open space across South Tyneside. The policy recognised that the assessment of open space provision should take into account existing quality of provision, distance from households and the age group that is served by the open space. The 3.78 hectares per 1,000 standard will be reviewed as part of the forthcoming Open Space Strategy, which is described later in this section.
- 9.5 Saved UDP Policy RL5 seeks to protect and retain existing recreational open space. The Local Planning Authority considers that it is important to achieve a balance between the need to make provision for development and protecting existing open space. The impact of the loss of existing recreational open space will depend upon its location and use, and the availability of alternative open space nearby. Some loss may be acceptable, depending upon the level of alternative provision, which may meet existing needs. In circumstances where there is an existing deficiency, the loss of open space will not be acceptable and the Local Planning Authority will resist development.
- 9.6 Saved UDP Policy RL6 discourages the development of playing fields where this would result in the reduction of recreational open space provision below the overall Borough wide standard. This policy also identified a standard for playing pitch provision of 1.21 hectares per 1,000 population as relevant for monitoring purposes at that time. This has since been superseded by the recommended standard from the Playing Pitch Strategy, which is 0.81 hectares per 1,000 population.

Open Space Strategy

- 9.7 The Council intends to commence work on an Open Space Strategy during 2008/2009, which will form a Supplementary Planning Document to the Local Development Framework. The Open Space Strategy will include a comprehensive, updated audit of the quantity and quality of all existing open space provision in the Borough. From this evidence base, an action plan for the Council's parks, playing pitches, children's play facilities, trees and woodlands and allotments will be produced. The Strategy will demonstrate areas of the Borough where there are deficiencies in quantity or quality of recreational open space, and will identify new minimum standards for the provision of recreational open space, children's play facilities, outdoor sports facilities and sports pitches across the Borough.
- 9.8 Pending completion of the Open Space Strategy, this Supplementary Planning Document sets out the Council's requirements for developer contributions for the provision of recreational open space, children's play facilities and sports facilities, and is based upon the adopted open space standard contained in the South Tyneside Unitary Development Plan (UDP), and more recently recommended local standards for playing pitch and children's play facility provision described in Table 9.1. This Supplementary Planning Document will be reviewed and updated following completion of the Open Space Strategy and other work to update the evidence base for sport and recreation facilities provision currently being progressed by the Council in collaboration with Sport England.

New Residential Development and the Provision of Recreational Open Space

- 9.9 New residential development generally creates the need for additional recreational open space. Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation states that "Local Authorities will be justified in seeking planning obligations where the quantity or quality of provision is inadequate or under threat, or where new development increases local needs." This is increasingly relevant since new housing is generally being built to higher densities and smaller private gardens are provided.
- 9.10 The Council will take into account the scale and nature of the proposed residential development and the likely demand for recreational open space that will be generated. Detailed planning obligation negotiations will also consider existing local provision of recreational open space and the availability of suitable land within the development site when determining opportunities for on or off site provision.

Threshold of 5 dwellings or more

The Council regards 5 dwellings to be the size of site that is likely to be a commercial development. The emerging Site Specific Allocations DPD includes a number of small housing allocations of 5 or more dwellings, and adopted Core Strategy Policy SC4 "Housing Needs, Mix and Affordability" also refers to a threshold of 5 dwellings or more within the Urban Fringe villages for the Council's affordable housing policy.

Family dwelling

A family dwelling will have two or more bedrooms.

Major planning application

Residential development of 10 dwellings or more is classed as a **major planning application**.

- 9.11 This Supplementary Planning Document sets out guidance for the provision of recreational open space as follows:
- 9A: Provision of Children's Play Facilities;
 - 9B: Provision and Enhancement of Playing Pitches;
 - 9C: Provision of Public Open Space and
 - 9D: Provision for Built Sports Facilities.
- 9.12 The Council will require new residential development, of 5 family dwellings or more, to make an appropriate contribution to the provision and maintenance of children's play facilities on the basis that it will increase local needs. Planning applications for residential development of 5 family dwellings or more should therefore usually be accompanied by a draft S106 agreement to cover a developer contribution for children's play facilities (section 9A). On major planning applications of 10 dwellings or more, and pending the completion of the Open Space Strategy, the Council may also seek to negotiate a contribution towards the provision and enhancement of playing pitches and the provision of public open space. These negotiations will proceed on a site-by-site basis and will be based upon the guidance contained in this Supplementary Planning Document and Circular 05/2005 (sections 9B and 9C). The Council has started to develop the evidence base for a planning obligation tariff for sports facility provision, and this will be included in a future version of this document (section 9D).
- 9.13 The Council will allocate developer contributions for recreational open space in accordance with its adopted development plan policies and the priorities identified in the Council's Play Strategy. Where appropriate, the Council may also use developer contributions secured from new housing developments to improve or enhance existing facilities off site in order to cater for the extra demand as a result of the new development taking place.

Exceptions

- 9.14 Some types of residential development such as one-bedroom housing, sheltered housing for elderly persons, sheltered housing with dedicated care facilities, housing for special needs groups and residential care homes have different requirements for the provision of recreational open space. In these cases the payment of a commuted towards the provision of children's play facilities will not be required. However, developments involving these types of housing will be expected to submit appropriate landscaping schemes with their planning applications in order to meet the Council's urban design objectives, and to ensure the creation of high quality living environments as part of their development proposals.

Table 9.1 Open Space Standards for South Tyneside

Type of Open Space	Standard per 1,000 population
Children's Play Areas	0.7 ha
Sports Pitches	0.81ha
Other Public Open Space	1.87ha
Totals	3.38ha

The UDP identified a standard of 1.21 hectares per 1,000 population for playing pitches. The Council updated this playing pitch standard as part of its work on the South Tyneside Playing Pitch Strategy 2002-2011, and more recently to reflect the 2001 Census data and the revised local ward and Community Area Forum boundaries. The latest review gave a revised recommended figure of 0.81 hectares per 1,000 population for playing pitch provision. The overall Borough-wide open space standard has therefore been reduced accordingly from 3.78 hectares to 3.38 hectares, to reflect the updated target. This will however, be reviewed in the Open Space Strategy.

In 2006, there were 45 fixed equipment play areas in South Tyneside. This included:

- 29 fixed equipment children's play areas
- 12 multi use games areas (MUGAs) and
- 4 wheeled sports areas.

9A. Provision of Children's Play Facilities

Quantity Standards for the Provision of Children's Play Areas

- 9.15 The National Playing Fields Association (NPFA, now known as Fields in Trust) 'six acre standard' recommends a minimum standard for outdoor playing space to be available for sport, active recreation and children's play. This is equivalent to a minimum level of provision of 2.43 hectares per 1,000 population. This includes public (and some private) formal playing pitches, outdoor equipped playgrounds, and casual or informal play space within housing areas that is of a suitable size and nature for its intended purpose, and is safely accessible and available to the general public. The 2.43 hectares standard includes a recommended minimum provision of 0.6-0.8 hectares for children's play areas.
- 9.16 PPG17: Planning for Open Space, Sport and Recreation recommends that local authorities undertake detailed assessments of needs and an audit of existing facilities in order to set open space standards locally and justify planning obligations. In its adopted UDP, the Council identified a local, Borough-wide standard for recreational open space provision as 3.78 hectares per 1,000 population. The Council's report, "Recreational Open Space Provision in South Tyneside" (May 2001) later reviewed open space provision in the Borough and recommended the use of the NPFA (1992 revision) standard of 0.6-0.8 ha as a basis for monitoring children's play area provision across the Borough. Pending the completion of the Council's Open Space Strategy, this Supplementary Planning Document therefore uses a guideline standard of 0.7hectares (7,000sqm) per 1,000 population for the provision of children's play areas. (Table 9.1).

The Council's Play Strategy and Local Priorities

- 9.17 The Council produced its Play Strategy, "Making Play Work in South Tyneside" in 2007, and this incorporates the earlier "Swings and Roundabouts" guidance on fixed equipment play areas. The Strategy will be reviewed on an annual basis to monitor the progress made in achieving the objectives, outcomes and priorities identified in the report. The Play Strategy, together with the Parks Strategy, will feed into the Council's overarching Open Space Strategy.
- 9.18 The Play Strategy included an audit of the fixed equipment play areas within the Borough. Some of these are dedicated play spaces whilst others form part of formal parks or recreational open spaces. The audit was carried out between March and November 2006, and ranked the 45 play sites in terms of their overall value and quality (condition, play value and accessibility). The Council's long-term aim is to bring all of the play sites up to good quality and good value (a score of over 60%) over the next ten years, but it is also acknowledged that some

areas within the Borough do not have local access to play sites, for example in Brockley Whins/Biddick Hall, Horsley Hill, Hebburn South, Fellgate/Hedworth, Cleadon and Whitburn.

- 9.19 The Council's Play Strategy adopts the following local standards for future play area provision:
- **Borough-wide play facilities.** The Council plans to provide three or four of this type of facility in the Borough, and they would include a range of play equipment, including skateboard facilities and games courts with some element of on site management. Boldon Recreation Park is a recent example of a Borough wide facility covering approximately 10,000sqm. It includes a children's play area, space for a skate park, a multigames ball court, a picnic open space area, soft and hard landscaping, lighting and artwork. South Marine Park is another example of this type of major facility, and it is anticipated that others will be provided in Jarrow and Hebburn. Provision of these facilities will be subject to availability of funding.
 - **Community/neighbourhood play facilities.** These facilities will be the Council's main priority for play provision. All children should have unrestricted access to a community play area within 400m of their home. These facilities could cover approximately 0.7 ha (7,000sqm) and would include a range of equipment for younger and older children, kick-about areas, safety surfacing, lighting and fencing to meet the needs of the local community. A number of these facilities are currently being provided through the Cleaner Greener Safer Initiative and Big Lottery Grant, for example a play area at Biddick Hall Primary School, a multi use games area at Chuter Ede Community Centre and a play area at Saxon Way in Jarrow.
 - **Informal play spaces.** These are small incidental public play spaces usually within 100m of children and young people's homes.
- 9.20 The Council's overall play policy is to provide a range of suitable and accessible play spaces for children of all ages, but with the emphasis being upon fewer and larger equipped play sites. The priority will be for new facilities to be provided in those areas with the highest levels of deprivation, and a rolling programme to improve fixed equipment play areas will be put in place as and when funding becomes available. Full consultation with local communities will take place prior to development of individual play sites within the play strategy.

Developer Contributions for the Provision of Children's Play Facilities in South Tyneside

- 9.21 All new residential development of 5 family dwellings or more will be required to pay a commuted sum for the provision and maintenance of children's play facilities, in order to meet the need generated by the development. The Government's revised 2004-based household projections suggest an average household size by 2021 for South Tyneside of 2.15 persons. Hence, the Council's requirement for the provision of areas for children's play will be 7sqm per person or 15sqm per family dwelling, as demonstrated in table 9.2.

Table 9.2: Open Space Standard for the Provision of Children's Play Areas

Type of Open Space	Standard per 1,000 population	Standard per person	Equivalent per family dwelling	Threshold to trigger payment of a commuted sum
Children's Play Areas	0.7 ha	7sqm	15sqm	5 family dwellings

- 9.22 The Council regards a family dwelling as having two or more bedrooms. The play space requirement per family dwelling (15sqm) has been divided across two different types of play space provision (Table 9.3). In South Tyneside, the priorities are for community/neighbourhood play facilities and Borough-wide play facilities. The community/neighbourhood play facility (10sqm/dwelling) and Borough-wide play facility (5sqm/dwelling) elements will usually be translated into a commuted sum to be paid to the Council, as a developer contribution. The commuted sums collected will be allocated to children's play facility provision in accordance with the Council's adopted development plan policies, and the priorities in the Play Strategy (2007).

Table 9.3: Priorities for the Provision of Children's Play Facilities on Residential Developments

Type of Children's Play Facility	Proportion	Equivalent to
Community/Neighbourhood Play Facilities	67%	10sqm/dwelling
Borough Wide Play Facilities	33%	5sqm/dwelling
Totals	100%	15sqm/dwelling

- 9.23 The formula for calculating the commuted sums payable is set out on page 28, and is based upon the Council's estimated costs for providing play facilities at 2008 prices, which is included at Table 9.4. These costs will be subject to inflationary price increases over time, and will be regularly reviewed in an accompanying technical paper to this Supplementary Planning Document, which can be viewed on line at: www.southtyneside.info/planning/strategic/ldf

- 9.24 Alternatively, the developer may wish to obtain their own cost estimates for delivery (and maintenance for a specified period) of an agreed level of play facility provision for consideration and scrutiny by the Council.

Costs for the Provision and Maintenance of Children's Play Facilities

- 9.25 The Council has estimated the capital costs of providing Community/Neighbourhood play facilities and Borough Wide Play Facilities, and maintenance costs over a period of ten years. These are average costs based upon play areas recently developed in the Borough. A breakdown of the estimated costs is included in an accompanying technical paper.

Table 9.4 Estimated costs for the provision and maintenance of children's play facilities.

Type of Children's Play Facility	Guideline Size of Open Space	Capital Cost (including installation)	Maintenance Cost (over 10 years)	Total cost
Community/Neighbourhood Play Facilities	7,000sqm	£206,000	£55,200	£261,200
Borough Wide Play Facilities	10,000sqm	£386,000	£67,200	£453,200

Maintenance Costs

- 9.26 All children's play facilities must be maintained to a satisfactory quality standard. If the developer provides the play facility, then the developer will be responsible for its maintenance, for an agreed period, after which the Council will take over responsibility for maintenance. Where a commuted sum is agreed for play provision, this will include a cost for maintenance for ten years, after which the Council will usually take over responsibility for maintenance. The commuted sum payable for children's play facilities should usually be paid upon occupation of the approved development, or at a stage of the development to be agreed with the Council.

Formula for Calculating Commuted Sums for Children's Play Facilities

Multiplier

$$A \times B = C$$

$$C \div D = E$$

$$E \times F = G \text{ (total capital cost)}$$

$$E \times H = I \text{ (total maintenance cost)}$$

$$G + I = J \text{ (total commuted sum)}$$

Key

A = Provision in sqm per family dwelling (from Table 9.3)

B = Number of dwellings proposed

C = Amount of provision for the proposed development

D = Size of Community Park and Borough Wide Facility (7,000sqm and 10,000sqm from Table 9.4)

E = Percentage Multiplier (rounded to 4 decimal places)

F = Capital costs per Community Park and Borough Wide Facility (from Table 9.4)

G = Total capital costs

H = Maintenance costs per Community Park and Borough Wide Facility (from Table 9.4)

I = Total maintenance costs

J = Total commuted sum

N.B: Appropriate retail prices index increases (excluding mortgage interest payments) will be applied to commuted sums for children's play facilities and will be calculated in the detailed terms of the S106 agreement.

Guideline Examples

1. As a guideline, a planning application for 20 family dwellings would be required to provide a commuted sum of £12,002 for the provision of children's play facilities. (This amounts to approximately £600 per dwelling using 2008 costs).
2. As a guideline, a planning application for 100 family dwellings would be required to provide a commuted sum of £59,985 for the provision of children's play facilities. (This amounts to approximately £600 per dwelling using 2008 costs).

Example 1: 20 Family Dwellings	Example 2: 100 Family Dwellings
Commuted Sum for Community Play Facilities	Commuted Sum for Community Play Facilities
Capital costs	Capital costs
10sqm per dwelling x 20 dwellings = 200sqm	10sqm per dwelling x 100 dwellings = 1,000 sqm
200sqm ÷ 7,000sqm = 0.0286	1,000 sqm ÷ 7,000sqm = 0.1429
0.0286 x £206,000 = £5,891.60	0.1429 x £206,000 = £29,437.40
Maintenance costs	Maintenance costs
0.0286 x £55,200 = £1,578.72	0.1429 x £55,200 = £7,888.08
Total for capital and maintenance = £7,470.32	Total for capital and maintenance = £37,325.48
Commuted Sum for Borough Wide Play Facilities	Commuted Sum for Borough Wide Play Facilities
Capital Costs	Capital Costs
5sqm per dwelling x 20 dwellings = 100sqm	5sqm per dwelling x 100 dwellings = 500sqm
100sqm ÷ 10,000sqm = 0.0100	500sqm ÷ 10,000sqm = 0.0500
0.0100 x £386,000 = £ 3,860	0.0500 x £386,000 = £19,300
Maintenance costs	Maintenance costs
0.0100 x £67,200 = £672	0.0500 x £67,200 = £3,360
Total for capital and maintenance = £4,532	Total for capital and maintenance = £22,660
Total commuted sum for play facilities = £12,002	Total commuted sum for play facilities = £59,985

The guideline examples are included to illustrate the formula that will be used to calculate commuted sums for children's play facilities. The examples are based upon estimated costs obtained in 2008. These costs will be subject to retail prices index increases (excluding mortgage interest payments) appropriate at the time the S106 agreement is negotiated.

South Tyneside Playing Pitch Strategy (2002-2011)

Summary of 'surpluses' (+) and shortfalls (-) in publicly accessible playing pitch provision (i.e. pitches benefiting from a secured community use agreement) to meet forecast needs-based requirements by 2011:

Community Area Forum Sub-Area:	Senior Football	Junior Football	Mini-Soccer	Rugby	Cricket	Hockey (ATP)
Boldon / Cleadon / Whitburn	+7	+1	-6	+1	+3	-1
East Shields	+13	+2	-1	-	+1	-
Hebburn	+4	+1	+4	+1	-1	-1
Jarrow	+5	-3	-5	-1	-1	-
Shields Riverside	-9	-3	-9	-2	-2	-
West Shields	-	+5	-5	-1	-	-
Total:	+20	+3	-22	-2	-	-2

Existing provision: 128.42ha
 Required provision: 120.46ha
 Recommended standard: 0.81ha per 1,000 popn

Summary of key recommendations:

- convert underused senior football pitches to mini-soccer pitches;
- investigate ways to improve the drainage of pitches;
- encourage more schools to adopt secured community use agreements for their pitches;
- develop 3 additional rugby pitches;
- improve the carpet of hockey artificial turf pitches;
- install additional cricket nets, scoreboards and sightscreens on sites currently lacking;
- improve ancillary and social facilities up to an adequate standard with sufficient accommodation;
- relocate teams on sites with no ancillary accommodation to underused sites with facilities;
- improve female changing accommodation; and
- develop more junior cricket, rugby and hockey teams

9B. Provision and Enhancement of Playing Pitches

- 9.27 The UDP identified a Borough-wide standard of 3.78 hectares per 1,000 population for publicly accessible open space. This included 1.21 hectares per 1,000 population for playing pitches. This was superseded by the South Tyneside Playing Pitch Strategy 2002-2011, which identified a local need by 2011 for 0.75 hectares per 1,000 population. The Council updated the playing pitch standard to reflect the 2001 Census data and the revised local ward and Community Area Forum boundaries, which gave a revised recommended figure of 0.81 hectares per 1,000 population for playing pitch provision. The overall Borough-wide standard has therefore been reduced accordingly from 3.78 hectares to 3.38 hectares per 1,000 population to reflect the updated playing pitch target.
- 9.28 The South Tyneside Playing Pitch Strategy made a number of recommendations for enhancements to playing pitch provision, including the creation of more mini soccer pitches and additional rugby pitches, improved drainage of playing pitches, better female changing facilities, improvements to artificial turf hockey pitches and a more consistent pricing policy across local authority pitches and education facilities. The Council's preferred option may now be to assemble two or three strategic playing pitch facilities across the Borough, each with up to six good quality pitches and associated ancillary and social facilities.
- 9.29 The Open Space Strategy will provide an up-to-date audit of the quantity and quality of playing pitch provision across the Borough, and an action programme for planned enhancements. Once this updated evidence base has been assembled, an appropriate tariff will be introduced to secure a developer contribution for enhancements to playing pitch provision and associated facilities to meet the additional needs generated by new residential development. In the meantime, and where appropriate, the Council may encourage residential development of 10 dwellings or more (which is classed as a major planning application) to contribute towards the provision and enhancement of playing pitches in accordance with the recommendations of the Playing Pitch Strategy. Consideration will need to be given to the maintenance of any provision or enhancement of playing pitches.

9C. Provision of Public Open Space

- 9.30 There may be circumstances where it is appropriate for the Council to require a developer to provide public open space as a valuable contribution to the amenity of a residential development, subject to the scale and nature of the proposed development and the need for public open space in the local area. The South Tyneside Unitary Development Plan previously defined open space as, "open grassed, wooded or landscaped land, local parks, parkland (including the Coastal Leas and Whitburn Cliffs) and small amenity areas greater than 0.2hectares in size". This definition will however be reviewed as part of the forthcoming Open Space Strategy.

- 9.31 In appropriate circumstances, and pending the completion of the Open Space Strategy, the Council may require a commuted sum to be paid to cover the cost of providing and maintaining a guideline area of 1,000sqm of public open space as part of a residential development of 10 dwellings or more. The Council has estimated the average cost of providing and maintaining 1,000sqm of public open space for a period of ten years to be £40,426 at 2008 prices, and a breakdown of the estimated cost for providing public open space is included in a supporting technical paper to this Supplementary Planning Document. Alternatively, the developer may wish to obtain their own cost estimate for the provision and maintenance of an agreed area of public open space for consideration and scrutiny by the Council.

9D. Provision for Built Sports Facilities

The Sport England Facilities Calculator calculates the amount and cost of facilities required for new residential development and is based on local demographics. The calculator can be accessed on the Sport England website: www.sportengland.org

Sport England also produces a Sports Facility Costs sheet, which is updated every other quarter. This gives the most recent costs for the development of a range of different sport facilities and can also be viewed at: <http://www.sportengland.org/kitbag>

- 9.32 LDF Core Strategy Policy SC2 seeks to promote and support new and improved sports and leisure facilities, where they form part of established out of centre leisure and recreation facilities, and the provision of community use school sports facilities through the Building Schools for the Future initiative where they will not adversely impact on the vitality and viability of existing facilities in established centres.
- 9.33 The Council is currently in discussions with Sport England and Genesis Strategic Management Consultants regarding the development of a robust needs and evidence base for sports facility provision in South Tyneside, which will help with the Council's strategic planning for sports facilities to meet community needs. It is recognised that an assessment of the quantity and quality, the location and the mix of built facilities (for example, swimming pools and sports halls) in the Borough is needed. The development of a Sports Facility Strategy will also help to inform discussions on sports provision as part of the Building Schools for the Future and Transforming Our Primary Schools programmes. The Council will use this evidence base to develop an appropriate planning obligation tariff for sports facility provision in the future.

Section C: Site Specific Requirements

10. Transport, Parking and Traffic Management



Relevant Development Plan Policies:

LDF Core Strategy Policy ST1: Spatial Strategy for South Tyneside

The use of planning obligations is essential for delivering the Council's overall spatial strategy for sustainable development.

LDF Core Strategy Policy ST2: Sustainable Urban Living

This policy sets out the need for travel plans to be submitted for development proposals that would have significant transport implications.

LDF Core Strategy Policy A1: Improving Accessibility

This supports public transport, walking and cycling initiatives that maximise the accessibility of new development and also gives priority to encouraging public transport improvements within the Borough and to other key locations outside the Borough. Transport Assessments will be required for major development proposals, and all new development must comply with the Council's parking standards, which will be set out in a Supplementary Planning Document.

Saved UDP Policy T17: Car and Cycle Parking

Applications for development will be required to provide car and cycle parking facilities, with landscaping and lighting, in accordance with the parking standards set out in the development plan.

Highways Act 1980

Department for Transport Circular 02/2007:
Planning and the Strategic Road Network

Department for Transport Guidance on Transport
Assessments (March 2007)

Regional Spatial Strategy for the North East
(July 2008)

See chapter 8 Strategic Transport Improvements

- 10.1 Where appropriate, developer contributions will be required towards off-site strategic transport infrastructure as described in Chapter 8: Strategic Transport Improvements, of this Supplementary Planning Document. However, it is also important to address the impact that new development may have upon the local transport infrastructure. This is to ensure that on-site estate roads, footpaths, bridleways, cycle routes, parking spaces, lighting and bus stops/lay-bys are adequately connected to the existing highway network in South Tyneside.
- 10.2 Where possible, the likely impact of new development on local transport infrastructure will be identified in master plans and development briefs. Major development proposals must be supported by detailed Transport Assessments, prepared in consultation with the Council and the Highways Agency, in order to make sure that new development does not have a negative impact upon local highways and the Trunk Road network. Appropriate highway improvement and mitigation measures should be considered in line with Circular 02/07: Planning and the Strategic Road Network.

Further guidance on Travel Plans will be set out in a forthcoming Supplementary Planning Document.

- 10.3 The need for local transport infrastructure improvements will be assessed as part of the appraisal of a planning application, and will vary from site to site. These works will usually form part of the approved development to be paid for by the development (for example an improved access junction). A Section 278 agreement under the Highways Act (1980) will normally be required to cover these works, but in some cases the agreed work might be carried out by the Council and recharged. Appropriate works may also include traffic management measures to mitigate the impact of development, and travel plans may be a useful tool, especially where a development is likely to have a significant impact on the transport network. A developer may be required to fund other measures, for example in lieu of car parking provision or to pay for Traffic Regulation Orders, which can only be implemented by the highway authority. Enhancements to or provision of bus services may also be sought, and in this case a planning obligation may need to include a commuted sum to subsidise the service until it becomes self-sustaining. Where judged to be necessary to make the proposed development acceptable in planning terms, these transport, parking and traffic management works will be negotiated through S106 agreements.
- 10.4 Regional Spatial Strategy Policy 54: Parking and Travel Plans, requires travel plans to be prepared for all major development proposals that will generate significant additional journeys. LDF Core Strategy Policy ST2 also sets out the need for travel plans to be submitted for development proposals that would have significant transport implications. On relevant planning applications the Council will secure travel plans through the use of planning conditions or through the negotiation of a S106 agreement. Travel Plans are designed to encourage the use of more sustainable modes of transport such as walking, cycling and public transport. In some cases, they are also designed to promote more innovative and creative solutions to congestion such as car sharing, car clubs, teleworking, teleconferencing and home shopping. They can also help to limit necessary improvements to the Borough's highway network. Due to the high percentage of internal work trips generated within South Tyneside, there is good potential to encourage a shift towards more sustainable modes of transport. The introduction of travel plans together with proposed public transport initiatives, improved pedestrian and cycle facilities and demand management proposals may potentially yield a modal shift in all traffic of 10%-20%.

11. Employment and Training



Regional Spatial Strategy for the North East

"The Spirit of South Tyneside" Sustainable Community
Regeneration Strategy and Local Area Agreement

Culture and Well Being Strategy

Learning, Skills and Employment Strategy

Social Clauses

Relevant Development Plan Policies:

LDF Core Strategy Policy ST1: Spatial Strategy for South Tyneside

The use of planning obligations is essential for delivering the Council's overall spatial strategy for sustainable development.

LDF Core Strategy Policy E1: Delivering Economic Growth and Prosperity

Investment in education and training will be encouraged at existing facilities and at new facilities at accessible locations, in order to encourage people to develop the qualifications and skills that are attractive to business and vital to new enterprise. Targeted training and employment agreements will be used to assist in maximising the benefit of developments that occur in the Borough.

- 11.1 LDF Core Strategy Policy E1 sets out the Council's spatial strategy for delivering economic growth and prosperity and our commitment to investment in education and training. New development can contribute towards this strategy by generating opportunities for employment and training, and by encouraging the use of local businesses and the voluntary and community sectors. Particular benefits can be achieved in terms of:
- assisting people into jobs;
 - developing workplace based skills;
 - supporting a stronger economic base through encouraging the use of local suppliers;
 - establishing links between employment and education to help create a flexible and highly skilled workforce; and
 - creating "best value" principles through encouraging collaborative working with key sector stakeholders.
- 11.2 The Council is implementing a programme of Social Clauses that includes actions for education, apprenticeships, training, vacancy filling and requiring contractors and subcontractors to participate in training programmes. The Council will encourage and support measures taken by developers, contractors and sub-contractors to implement its Social Clauses, for example by providing access to external funding for pre-apprenticeship training.
- 11.3 Where appropriate, the Local Planning Authority may use planning conditions to secure targeted recruitment and training and other relevant Social Clauses. For example, a planning condition may require a developer to submit a construction training and employment method statement to maximise job opportunities and training for people who are not currently in work.

What are Social Clauses?

- Targeted recruitment and training requirements, ensuring that apprenticeship and other opportunities help to alleviate unemployment
- Work Placements opportunities designed to support education and learning
- Targeted vacancy filling, maximising the use of employment support partners
- Supporting the integration of the local supply chain, helping to develop a wider business base
- Provision of opportunities for social enterprises, which have explicit social, economic or environmental aims
- Participation in promotion of education initiatives, supporting the transition between school and work
- Participation in forums created to promote sector development, sharing good practice to stimulate improvement
- Participation in forums created to promote community development, maximising the benefits of a strong voluntary and community sector

- 11.4 In other circumstances, the Council will seek to negotiate relevant Social Clauses through S106 agreements on major planning applications of 10 dwellings or more and 1,000sqm gross floorspace or more for the construction phase of the development, and end use where appropriate. The agreement will aim to secure the following:
- numerical requirements for targeted training and recruitment and work placements;
 - agreed procedures for advertising of job vacancies through the Council's approved network;
 - contact with local suppliers, including social enterprises; and
 - co-operation with training providers and schools.
- 11.5 Developers should engage with the Council's Area Planning Group, and the Economic Development Team which manages the Social Clauses Programme in the Borough, at an early stage in the planning application process in order to agree the most relevant social clauses for individual projects, and to ensure that access to funding, other support and incentives is maximised.
- 11.6 The Council has the following targets for Social Clauses, which will be negotiated with planning applicant's on a project-by-project basis in accordance with the guidance included in Circular 05/2005 on Planning Obligations.

No	Social Clause
1	To provide a target of 10% of the labour required in connection with the carrying out of the development, by new entrants that have an apprenticeship, trainee or employment contract with the developer or any sub contractors or any element of the supply chain and are engaged in a training programme. This may include Youth Trainee Apprenticeships and other apprenticeships.
2	To provide a target of 5% of the labour required in connection with the carrying out of the development as Work Placements.
3	Every vacancy, including those with sub-contractors or any element of the supply chain, to be notified to an agency approved by the Council in writing. At least 7 days lead time must be provided before the vacancy is filled from other sources. A vacancy is a post, which needs to be filled by means of external advertising, and includes temporary positions and part time hours positions.
4	Provision of supply chain integration opportunities for additional small businesses where an additional small business is defined as a company with less than 50 employees that has no previous record of working with the contractor.
5	Co-operation with training providers and schools.

12. Social and Community Facilities



See also chapter 9: Recreational Open Space, Children's Play Facilities and Sports Facilities regarding sports, leisure and recreation facilities.

Relevant Development Plan Policies:

LDF Core Strategy Policy ST1: Spatial Strategy for South Tyneside

The use of planning obligations is essential for delivering the Council's overall spatial strategy for sustainable development.

LDF Core Strategy Policy SC1: Creating Sustainable Urban Areas

This policy focuses and promotes development within the built-up areas of the Borough, where it sustains and improves the provision of accessible basic local services and community facilities, and focuses high trip generating uses within the town centres.

- 12.1 Social and community facilities such as hospitals and health centres, churches, cemeteries, libraries and community centres are vital to the health and welfare of the Borough's residents, and the Council continues to be one of the major providers of social and welfare facilities in the Borough.
- 12.2 LDF Core Strategy Policy SC1 explains that the Council will promote the establishment of accessible basic local services and community facilities in areas where there are deficiencies, and will actively encourage the provision of social and community facilities in mixed-use development proposals. Community facilities may also include cultural facilities such as performance spaces and art centres, and development proposals will be encouraged, within the built up areas, where they strengthen the distinctive historic and cultural qualities of the Borough's towns and villages.
- 12.3 Large-scale housing and commercial development may generate an increased demand for social and community facilities and it is essential that adequate community provision is established and maintained across the Borough. On relevant major planning applications, the social and welfare needs of residents and workers will need to be assessed in order to determine the likely requirements for social and community facilities. As an example, the Asda development at Boldon Colliery provided a village hall as part of the agreed scheme.
- 12.4 For people with young children, everyday activities such as shopping, medical visits and calling at administrative offices, can be complicated by a lack of suitable facilities, including toilets, changing rooms, supervised play areas and nurseries/crèche facilities. The provision of such facilities not only provides a valuable social resource but also can be economically beneficial and help to attract additional visitors and customers. A shortage of crèches, nurseries and playgroups can deter and prevent individuals from taking up employment opportunities

and deny them the economic and social benefits of working. Developers will be encouraged to contribute towards the provision of childcare facilities.

- 12.5 On major planning applications, and where the need for facilities is demonstrated, the Council will seek to negotiate a developer contribution towards the provision of social and community facilities, including cultural facilities and childcare facilities, through a Section 106 planning agreement or obligation. The size and nature of a development proposal will influence the type and scale of social and community facilities that would be appropriate. Negotiations on these matters will therefore proceed on a site-by-site basis.

13. Affordable Housing



Relevant Development Plan Policies:

LDF Core Strategy Policy ST1: Spatial Strategy for South Tyneside

The use of planning obligations is essential for delivering the Council's overall spatial strategy for sustainable development.

LDF Core Strategy Policy SC3: Sustainable Housing Provision

This sets out the spatial planning policy for the creation of and promotion of sustainable residential communities.

LDF Core Strategy Policy SC4: Housing Needs, Mix and Affordability

This policy sets out the Council's aim to provide a range and choice of good quality, energy-efficient and affordable homes for all. It identifies the housing needs of different Housing Market Areas across the Borough and the Council's thresholds for provision of affordable housing.

Saved UDP Proposal H4/1: Identified Housing Development Sites

This allocates sites for housing development, which will contribute towards the housing needs identified in the development plan. Where appropriate, this may be achieved by the use of a planning obligation or agreement.

Housing Strategy 2008-2012 (April 2008)

SPD 4: Affordable Housing (Adopted August 2007)

What is affordable housing?

SPD4: Affordable Housing sets out the forms of affordable housing as:

- social rented accommodation; and
- intermediate housing (shared ownership and shared equity).

- 13.1 New housing developments, which exceed the dwellings threshold set out in the adopted LDF Core Strategy, will be expected to provide an element of affordable housing. Core Strategy Policy SC4 identifies those housing types, sizes, and tenures most in need across the Borough's housing market areas, and this informs the provision of affordable housing in new developments. The Council will seek to secure at least 25% of dwellings as affordable units on any development of 15 units or more or 0.5 hectares or more (whichever gives the greatest number of dwellings). For the urban fringe villages (Whitburn, Cleadon, East Boldon, West Boldon and Boldon Colliery) the site threshold for providing affordable housing is set at developments of 5 units or more. The target is negotiable, within reason, between sites to ensure genuine affordability and to reflect local housing needs.
- 13.2 The Council's Housing Market Needs Survey was reviewed in 2004, and indicated a need for at least 550 affordable homes to be provided over the next five years. House prices have risen much faster than incomes, and the increased demand for social housing means that the need for affordable housing is now likely to exceed the findings of the 2004 study. An up-to-date housing needs survey was carried out during late 2007 and early 2008, to ascertain current housing market issues and the needs of local people in South Tyneside. This information will feed into a Strategic Housing Market Assessment (SHMA) later in 2008. The Council's Housing Strategy for 2008-2012 was approved in April 2008, and the Housing Needs Survey and Strategic Housing Market Assessment will provide an up-to-date evidence base for the Council's future housing policies. This will all help to guide future negotiations on affordable housing provision.

- 13.3 Further details of the Council's approach to affordable housing provision are set out in SPD4: Affordable Housing, which states that affordable housing will be secured and controlled by planning obligations that are likely to cover the following issues:
- How completed dwellings or land are to be transferred to an approved development partner, including costs and phasing of handover;
 - How the occupancy of the affordable housing is to be reserved for people in housing need;
 - The number, size and tenure of affordable housing or the area of land to be made available, or the level of financial contribution if it is to be provided off site;
 - Pre-emption clauses requiring that no more than a specific proportion of the site will be sold or occupied before the affordable housing has been contractually secured;
 - Where applicable, the means of restricting 'staircasing' to full ownership on grant-funded low cost home ownership properties; and
 - How the dwellings completed as affordable units are retained as such to benefit future occupants.
- 13.4 Individual planning obligations will need to be tailored to meet the specific requirements of the site and any other material considerations. It is therefore important that contact is made with the Council's Area Planning Group and Housing Futures Team in advance of any planning application for new housing development being submitted, in order to identify the proportion of affordable housing likely to be required in a particular location, as well as to discuss the appropriate dwelling mix and type. The Council works with a number of Registered Social Landlords (RSL) and can provide developers with details of potential approved development partners.

14. Public Realm, Public Art, Heritage and Conservation



Merchant Court, Monkton Business Park South
Winner of Award for Place Making
South Tyneside Good Design Awards (2008)

Urban Design Compendium 1 and 2
(English Partnerships/The Housing Corporation)

By Design: Better Places to Live (DTLR/CABE)

Design Review (CABE)

Delivering great places to live (Building for Life)

By design-urban design in the planning system: towards
better practice (ODPM/CABE)

Manual for Streets (Department for Transport/
Communities and Local Government)

SPD1: Sustainable Construction and Development

South Tyneside Urban Design Framework

Relevant Development Plan Policies:

LDF Core Strategy Policy ST1: Spatial Strategy for South Tyneside

The use of planning obligations is essential for delivering the Council's overall spatial strategy for sustainable development.

LDF Core Strategy Policy ST2: Sustainable Urban Living

This policy aims to ensure that the highest standards of urban design are promoted so that buildings and their settings make a positive contribution to the local area.

LDF Core Strategy Policy SC1: Creating Sustainable Urban Areas

This focuses and promotes development where it creates a strong sense of place by strengthening the historic and cultural qualities and townscape of the Borough's towns and villages, and encourages high quality design.

LDF Core Strategy Policy EA1: Local Character and Distinctiveness

This policy seeks to conserve the best qualities of South Tyneside's built and natural environment. It aims to improve the distinctive urban characters of South Shields, Jarrow and Hebburn, and preserve the special and separate characters of the urban fringe villages.

Saved UDP Policy ENV5: Principles of Good Design and Access

This policy seeks to increase the quality of design of new buildings and the environment. Where appropriate, the Local Planning Authority will use planning conditions, and where appropriate, negotiate planning obligations to ensure that development achieves the required standards of good design and access.

Saved UDP Policy ENV6: Historic Buildings

This sets out the policy framework for the preservation, restoration and sensitive adaptation of historic buildings in the Borough. Where appropriate, the Local Planning Authority will seek planning obligations to ensure that any planning consents preserve the special interests of historic buildings and their setting.

Saved UDP Policy ENV7: Conservation Areas

This policy seeks to preserve or enhance the character and appearance of the Borough's conservation areas through applying strict development and design control to new development. Where appropriate, the Local Planning Authority will seek planning obligations to ensure that character and appearance of a conservation area is maintained.

Saved UDP Proposal ENV8/1: Archaeology: Nationally Important Remains

This proposal sets out the presumption in favour of the physical preservation of all nationally important archaeological remains and their settings. The preparation of long-term management plans will be encouraged.

- 14.1 The Council is committed to achieving high quality development throughout the Borough. Previously the Council has relied upon the generic policies in its Unitary Development Plan relating to the built environment, good design

South Shields Foreshore is an important leisure and tourism destination of regional importance, and is one example of the Council's commitment to public realm enhancement. The South Shields Foreshore Masterplan (2008) and Street Furniture Guide (2008) seek to encourage the use of a consistent and coordinated palette of street furniture. The Council recognises that the integration of new development using a common theme (for example, using the same standards for the design of street furniture and the use of materials) can enhance new development proposals and improve the quality of design in its wider context

Conservation Area Management Plans:

SPD10: Westoe Conservation Area*

SPD11: West Boldon Conservation Area*

SPD12: Whitburn Conservation Area*

SPD13: St Paul's Jarrow, Conservation Area*

* Denotes SPDs adopted in August 2007

and access, historic buildings and conservation areas, but is now developing a more robust framework of design policies and guidance. South Tyneside's Urban Design Framework provides generic and tailored guidance on achieving high quality urban design in developing and restoring the distinctive character areas of the Borough.

- 14.2 In accordance with adopted Core Strategy Policies ST1, ST2, SC1 and EA1, the Council seeks to create high quality public spaces throughout the Borough. This includes the establishment of new spaces and the enhancement of existing spaces in urban, sub-urban or rural locations. In all situations, the works must add to the vitality and enjoyment of the space, creating stimulating places that are safe, easy to maintain and make a positive response to the distinctive character of the area.
- 14.3 Particular priority will be given to the town and district centres, Area Action Plan areas, and key regeneration sites, including South Shields Town Centre and Waterfront, South Shields Riverside Regeneration Area, South Shields Foreshore, Hebburn Town Centre and Central Jarrow. Other priorities include the Borough's conservation areas and sites of biodiversity importance. (See chapter 15: Biodiversity and Geodiversity).
- 14.4 Public art can make a positive contribution to the quality of the environment, add to cultural value and promote understanding of the local heritage. Adopted Core Strategy Policy ST2 seeks to ensure that buildings and their settings make a positive contribution to the local area. On major planning applications, and where appropriate, the Council will encourage developers to provide, or commission, publicly accessible artwork, to form an integral part of the overall design concept of the development. The artwork may be provided on or off site.
- 14.5 Saved UDP policies ENV5, ENV6 and ENV7 set out the Council's intention, where appropriate, to negotiate planning obligations to ensure that the character and appearance of the Borough's conservation areas and the special interests of historic buildings and their settings is preserved and enhanced. Saved UDP Proposal ENV8/1 requires that nationally important archaeological remains and their settings are protected and enhanced, and where appropriate the Council will seek to negotiate long term management plans or mitigation measures as planning obligations.
- 14.6 Specific guidance for the management of conservation areas in South Tyneside is currently being developed. Conservation Area Management Plans are set out in a series of adopted Supplementary Planning Documents, which also refer to Conservation Area Character Appraisals. The Council may seek to negotiate S106 agreements where it is reasonable to require developers to contribute towards specific Conservation Area Management Plan priorities, and other heritage initiatives that seek to enhance or promote awareness and understanding of Conservation Areas, such as the publication of self-guided walk leaflets, village gateway features, and blue plaque schemes.

- 14.7 Where possible, the Council will identify the requirement for developers to contribute towards public realm, public art, heritage and conservation in detailed development briefs or masterplans. In other circumstances, the need for appropriate public realm, public art, heritage and conservation works will be discussed at an early stage in the negotiation of a planning application, and will have regard to the site location, and the scale and nature of the development proposal. It may be reasonable to secure such works through the use of planning conditions, or it may be more appropriate for the Council to negotiate a S106 agreement with a developer to seek on or off site provision.

15. Biodiversity and Geodiversity



PPS1: Delivering Sustainable Development

PPS 9: Biodiversity and Geological Conservation (2005)

Durham Biodiversity Action Plan (2007)

Relevant Development Plan Policies:

LDF Core Strategy Policy ST1: Spatial Strategy for South Tyneside

The use of planning obligations is essential for delivering the Council's overall spatial strategy for sustainable development.

LDF Core Strategy Policy EA3: Biodiversity and Geodiversity

This policy seeks to optimise the conditions for wildlife, implement the Durham Biodiversity Action Plan and tackle habitat fragmentation. The Council will also maintain, restore and enhance biodiversity and geological conservation interests and ensure that new development would result in no net loss of biodiversity value of identified priority habitats.

- 15.1 PPS1 advises that where adverse impacts of development proposals are unavoidable, planning authorities and developers should consider possible mitigation measures, and where this is not possible, compensatory measures may be appropriate.
- 15.2 PPS9 sets out some key principles for assessing the impacts of planning decisions on biodiversity and geological conservation. It states that planning policies and planning decisions should aim to:
- maintain and enhance, restore or add to biodiversity and geological conservation interests; and
 - prevent harm to biodiversity and geological conservation interests.
- Where a planning decision would result in significant harm to biodiversity and geological interests that cannot be prevented or adequately mitigated against, PPS9 advises that appropriate compensation measures should be sought. Ultimately, planning permission should be refused if that significant harm cannot be prevented, adequately mitigated against, or compensated for.
- 15.3 Policy EA3 of the adopted Core Strategy sets out measures for optimising conditions for biodiversity and geodiversity conservation interests. It also identifies priority areas for the enhancement and extension of priority habitats (identified in the Durham Biodiversity Action Plan) in key wildlife corridors. These include:
- South Pier to Trow Point – coastal sand dunes;
 - Trow Point to Whitburn Steel – coastal grasslands, maritime cliffs and magnesian limestone grassland;
 - Cleadon North Farm to Cleadon Hill – magnesian limestone grassland;
 - Cleadon Lane to Marsden – magnesian limestone grassland;
 - River Tyne – mudflats salt marsh and otter;
 - Bede's World to River Tyne – mudflats, salt marsh and otter;

Durham Wildlife Trust is currently developing its Living Landscapes proposals as part of the national Living Landscapes campaign developed by the Wildlife Trusts. This provides an opportunity to develop a range of mitigating projects that can have real significance not only in South Tyneside but also across the wider region. The Trust is particularly interested in schemes designed to facilitate the adaptation of our countryside to climate change and allow the movement of habitats and species across the landscape in response to changing climate.

- West Fellgate Farm to River Don – rivers and streams;
- Boldon Fellgate Farm to River Don – water vole and otter;
- Boldon North Bridge to Bede's World – water vole and otter.

- 15.4 The Policy also seeks the enhancement and creation of new areas of the following priority habitats:
- magnesian limestone grassland at Downhill and the Cleadon Hills;
 - rivers and streams, reed bed, swamp, fen and marsh on the River Don; and
 - lowland heathland / early successional brownfield land in the Wardley Colliery area
- 15.5 The Council aims to ensure that new development results in no net loss of biodiversity value of identified priority habitats, as defined in the Durham Biodiversity Action Plan. Where development is considered to have a potential impact on habitats and wildlife, measures will be required to minimise any adverse effects. Appropriate measures may involve retaining some features on site, replacing them elsewhere, additional planting to strengthen and reinforce wildlife corridors, or the development and implementation of a management plan for the site. On a site-by-site basis, the Council may therefore use Section 106 agreements to secure financial contributions to mitigate the impact of a development on habitats and wildlife. Negotiated agreements will need to make provision for the management and maintenance of biodiversity and geological conservation interests.
- 15.6 For example, a potential development site may include a green space consisting of hedgerows, a pond, trees and grassland. The site could also include a feature of geodiversity value. A Section 106 agreement or planning obligation would then be negotiated to manage this part of the site, and perhaps create footpath links for people to enjoy. A management agreement or plan prepared by the developer would set out the strategy and responsibilities for the future maintenance of the site including access, enjoyment, interpretation and education where appropriate.
- 15.7 There may also be opportunities to create new habitats or reinforce existing ones in association with new development. Such opportunities will be explored with developers and secured through planning obligations where appropriate. Parties other than the Council, such as Durham Wildlife Trust, may be engaged to spend the developer contributions arising from planning obligations on nature conservation.



PPS1: Delivering Sustainable Development

PPS 12: Local Spatial Planning

PPS23: Planning & Pollution Control

SPD1: Sustainable Construction and Development
(Adopted August 2007)

16 Water and Sewerage Infrastructure

Relevant Development Plan Policies:

LDF Core Strategy Policy ST1: Spatial Strategy for South Tyneside

The use of planning obligations is essential for delivering the Council's overall spatial strategy for sustainable development, and to ensure that any adverse environmental impact of new development is avoided or minimised.

LDF Core Strategy Policy ST2: Sustainable Urban Living

This policy requires "sustainable urban drainage systems" and water conservation features including "grey water recycling" and other technologies to be used wherever possible.

Saved UDP Policy ENV5: Principles of Good Design and Access

This policy seeks to ensure that all development protects groundwater, surface water, the sea and aquatic habitats.

- 16.1 LDF Core Strategy Policy ST1 seeks to ensure that any adverse environmental impact of new development is avoided or minimised, and Circular 05/2005 on Planning Obligations suggests that it will be sensible for a joined-up approach to be taken to the planning of all infrastructure and services that will be needed for a site. Proposals for new development must be capable of being accommodated by existing or planned water and sewerage infrastructure services (whether supplied by utilities providers or the development itself), and must not have a seriously harmful impact on existing systems, thereby worsening the services enjoyed by the existing community.
- 16.2 Where necessitated by new development, the provision of additional water and sewerage infrastructure capacity will be essential to the timely implementation and functioning of developments. In some circumstances, it may be appropriate to use a planning obligation to facilitate the delivery of water and sewerage infrastructure required for new development and necessary for its effective and efficient phasing.
- 16.3 LDF Core Strategy Policy ST2 requires sustainable urban drainage systems (SUDS) and water conservation features including grey water recycling and other technologies to be used wherever possible, and in some circumstances it may be appropriate to use a planning obligation to secure details of adoption and maintenance. Guidance on sustainable urban drainage systems is contained in chapter 6 of the Council's Supplementary Planning Document 1 on Sustainable Construction and Development (adopted August 2007).

Appendix 1: Sustainability Appraisal Report

Appendix 1: Sustainability Appraisal Report (May 2008)

1. Introduction

The Purpose of this Report

- 1.1 This report provides the conclusions of the appraisal of the Supplementary Planning Document on Planning Obligations and Agreements (SPD5) revised consultation draft version as at 22 May 2008.

Introduction to Sustainable Development

- 1.2 A widely used definition of sustainable development is:

"Development which meets the needs of the present without compromising the ability of future generations to meet their own needs".

Sustainable development, as defined by Government in Planning Policy Statement 1 *Delivering Sustainable Development* should be pursued:

"...in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment, and a just society that promotes social inclusion, suitable communities and personal well being, in ways that protect and enhance the physical environment and optimise resource and energy use."

- 1.3 The new Sustainable Development Strategy *Securing Our Future: delivering the UK Sustainable development strategy* was published in March 2005. Four priority areas for immediate action are contained within this, which at the same time recognise a need for changing behaviour to bring about long-term sustainability improvements. The four areas for action are:
- Sustainable Consumption and Production
 - Climate Change and Energy
 - Natural Resource Protection and Environmental Enhancement, and
 - Sustainable Communities

1.4 Appropriate Assessment

Articles 6(3) and 6(4) of the European Directive 92/43/EC on the conservation of natural habitats and of wild fauna and flora ('the Habitats Directive') requires land use plans to ensure that the protection of the integrity of Designated European Sites is part of the planning process. The process of ascertaining any effects on site integrity is known as Appropriate Assessment. Appropriate Assessment (AA) and Sustainability Appraisal (SA) are two separate processes with their own legal requirements. Nonetheless draft guidance from the Department of Communities and Local Government *Planning for the Protection of European Sites: Appropriate Assessment* recommends that they be undertaken in conjunction and that evidence gathered to inform a SA should also inform an AA and vice-versa. There is a three-stage approach, usually involving:

- **Screening** to identify any likely impacts of the plan on Designated European Sites either alone or in combination with other plans or projects;

- **Appropriate Assessment**, where there are any likely significant impacts of their effect on the structure of the Sites and their conservation objectives;
- **Mitigation** of any such impacts and mitigation measures. At all stages the precautionary principle is applied in making such judgements.

SPD5 provides additional information and guidance on adopted policies of the South Tyneside Local Development Framework Core Strategy, which were subject to Appropriate Assessment during the preparation of the Core Strategy. It does not introduce new policies or proposals for specific sites within the Borough, but seeks to provide generic guidance on planning obligations and agreements. The Council considers that the impact of this document would not in any way affect the protection of the integrity of Designated European Sites and further Appropriate Assessment is not therefore required for this document, but Appropriate Assessment may be necessary for some significant planning applications. At chapter 15, Biodiversity and Geodiversity, the document provides additional guidance on the planning obligations that may be appropriate to maintain and enhance biodiversity and geological interests in the Borough

Overview of this Integrated Sustainability Appraisal and Strategic Environmental Assessment

- 1.5 This is the South Tyneside Planning Obligations and Agreements Supplementary Planning Document (SPD) Sustainability Appraisal Report. It sets out the Sustainability Appraisal (SA) process that was followed. It also provides contact details and how to comment on the document during the public consultation period. This SA Report incorporates an Environmental Report under the Environmental Assessment of Plans and Programmes Regulations 2004 No. 1633.

Background

- 1.6 The purpose of the SPD is to provide developers, landowners, the community and the Council with guidance and greater certainty on the planning obligations or contributions that will be needed to allow development to be suitably accommodated in the Borough with acceptable impact. The Planning Obligations and Agreements SPD, along with other planning documents from the emerging South Tyneside Local Development Framework (including 'saved' policies from the Unitary Development Plan), will be a material consideration in determining planning applications and assessing their sustainable credentials.
- 1.7 This SPD provides the detail to implement LDF Core Strategy Policy ST1, Spatial Strategy for South Tyneside. There are also a number of other, relevant policies within the Core Strategy, including those dealing with Sustainable Urban Living (Policy ST2), Improving Accessibility (Policy A1), Delivering Economic Growth and Prosperity (Policy E1), Creating Sustainable Urban Areas (Policy SC1), Reviving our Town Centres and other Shopping Centres (Policy SC2), Housing Needs, Mix and Affordability (Policy SC4), Providing for Recreational Open Space, Sport and Leisure (Policy SC6), Local Character and Distinctiveness (Policy EA1), and Biodiversity and Geodiversity (Policy EA3). Reference is also made to policies contained within the Council's saved UDP and full details of the links with these policies are shown in the document.
- 1.8 The SPD has been subject to consultation as part of the LDF process, although Office of the Deputy Prime Minister (ODPM) guidance for Supplementary Planning Documents suggests that the consultation group may be narrower in focus than for Development Plan Documents (such as the Core Strategy, Area Action Plans and Site-Specific Allocations), as there is likely to be more focused, particular interest in a document of this type.

The Purpose and Scope of the Sustainability Appraisal

- 1.9 The purpose of the Sustainability Appraisal (SA) is to promote sustainable development through better integration of sustainability considerations into the final preparation and adoption of the Planning Obligations and Agreements SPD. A non-mandatory Strategic Environmental Assessment and SA were completed for the LDF Core Strategy Submission Draft, which commenced public examination in October 2006. The scoping report developed for the Core Strategy by Entec UK has been transferred to this SA to avoid any duplication of effort, as the baseline and appraisal framework are the same.
- 1.10 The SA considers the SPD's implications from a social, economic and environmental perspective, by assessing the draft SPD against available baseline data and sustainability objectives.
- 1.11 SAs are mandatory for SPDs under the requirements of the Planning and Compulsory Purchase Act 2004. Appraisals of SPDs should also fully incorporate the requirements of the European Directive 2001/42/EC, known as the Strategic Environmental Assessment (SEA) Directive. The Environmental Assessment of Plans and Programmes Regulations 2004 transpose this Directive into English law.
- 1.12 The Directive seeks to promote sustainable development and in consequence, this appraisal considers the effects of policies on social, economic and environmental objectives that collectively define sustainability within the district. Where those effects are considered likely to be significantly detrimental, mitigating measures are proposed. These will take the form of proposed amendments to the document's wording.
- 1.13 There will always be significant tensions in the process of appraisal. The process makes explicit the potential conflict between economic growth and environmental impacts. Whilst these cannot always be resolved, the appraisal, in highlighting these is able to provide this information to decision-makers. Decisions can then be taken that are informed, based on evidence and that have sought to balance potentially competing interests.
- 1.14 Whilst no local authority plan can claim to achieve sustainability in its own right, but its contribution towards realising sustainability can always be improved. For South Tyneside, this completed SA aims to aid this process.
- 1.15 Entec UK Ltd (Entec) assisted South Tyneside with the SA of the LDF Core Strategy and the first two Area Action Plans, and this methodology has informed subsequent development plan and supplementary planning documents in a consistent and independently devised process.

Approach to the work

- 1.16 The work comprised the following stages:
- Appraisal of the SPD's contribution to the economic, social and environmental objectives (including some consideration of an alternative option).
 - Completion of the SA Report that focuses upon the key sustainability issues arising from the appraisal and any proposed mitigation measures.

Appraisal of SPD Sustainability Performance

- 1.17 The appraisal focuses upon the whole Document, rather than the policies that it supports. Policies in the Core Strategy were subject to appraisal regimes that were in force at the time that they progressed through the development plan process towards adoption.
- 1.18 The sustainability performance of the SPD was evaluated using the same appraisal framework used to complete the appraisal of the LDF Core Strategy. Close attention was paid to the appraisal findings of those policies related to planning obligations and agreements in the LDF Core Strategy. Some attention was also given to the relative merits of a 'reasonable alternative'.
- 1.19 The framework is intended to allow the potential impacts to be assessed against the 22 Sustainability Appraisal (SA) objectives, as listed in the SA matrix, which includes the SA objectives, baseline information, indicators and commentary including suggested mitigation measures, as well as the appraisal itself. The criteria used to aid the appraisal covered the following issues:
- **Timing of Effect** – does the effect occur immediately or later, and does it last indefinitely or only temporarily?
 - **Severity of Effect** – will the overall effect be marginal or significant?
 - **Cumulative and Synergistic Effects** – does the effect exceed some threshold that results in some significant impact?
 - **Direction of Effort** – is the policy moving towards or away from the sustainability objective?
 - **Trans-boundary Effects** – does the effect impact on adjoining authorities or regions?
 - **Urban/ Rural Effects** – will the policy have different impacts on the core urban settlements and the outlying urban fringe areas?
- 1.20 A list of the 22 sustainability objectives (which are set out in full in the separate Sustainability Appraisal Matrix) for the South Tyneside LDF and used to appraise this SPD have been produced by analysing objectives from the following documents:
- UK Sustainable Development Strategy – Securing Our Future (HM Government 2005)
 - Regional Planning Guidance for the North East (2002);
 - The Emerging Regional Spatial Strategy and associated Sustainability Appraisal (February 2008);
 - Integrated Regional Matrix and Framework (SustainE 2004);
 - South Tyneside Unitary Development Plan and accompanying Environmental Appraisal (1999);
 - South Tyneside LDF Core Strategy and associated Sustainability Appraisal documents (Adopted 2007);
 - South Tyneside Regeneration Strategy (2004); and
 - SEA Directive requirements.
- 1.21 The SEA Directive requires that the assessment should include:
- "The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors"* (Annex 1f of the SEA Directive).

- 1.22 For each objective, a number of key questions are also presented, to help identify the different issues to be considered and provide more detail on the purpose of the objective.

The Appraisal Workshop

- 1.23 The workshop to appraise this SPD was held at South Shields Town Hall on Thursday 22 May 2008. The workshop included six officers who were not directly involved in the production of the document. The workshop was attended by:

- Matt Hawking, Senior Countryside Officer, South Tyneside Council
- Kevin Broadbent, Transport Policy Manager, South Tyneside Council
- Les Milne, Urban Design Manager, South Tyneside Council
- Melanie Holland, Strategic Housing Manager, South Tyneside Council
- Cheryl Tolladay, Senior Landscape Architect, South Tyneside Council and
- Tom Tweddell, Employment Development Coordinator, South Tyneside Council

In addition, the workshop was facilitated by:

- Ben Stubbs, Planning Policy Officer, South Tyneside Council,
- Fiona McGloin, Planning Policy Officer, South Tyneside Council and
- Elaine Langman, Senior Planning Policy Officer, South Tyneside Council

Completion of the SA Report

- 1.24 The findings of the appraisal are presented in this report and is structured from this point as:

- The completed SA Matrices (Table A2.2)
- Key findings of the SA process
- Identification of any missed opportunities and changes/ mitigation recommendations (Table A2.1)

- 1.25 The Council has the opportunity to respond to the comments made in this report; however, it remains at the Council's discretion whether it decides to accept or decline the proposed amendments to the SPD. The final Document is, however, obliged to contain a schedule of all the comments made in the consultation, how they were taken account of and why. (See Appendix 3: Responses to the revised consultation draft (July 2008)).

2. Key Findings of the Sustainability Appraisal

Overview

- 2.1 This section provides the evidence base for the prediction and assessment of the potential effects of the Planning Obligations & Agreements SPD.
- 2.2 This SPD contains four main sections:
- 1) The first section outlines the purpose of planning obligations and agreements and highlights national, regional and local planning policy, including the South Tyneside Local Development Framework, emerging Regional Spatial Strategy for the North East and national Planning Policy.
 - 2) The second section includes two tariffs for securing developer contributions towards the provision of strategic transport improvements, and recreational open space, children's play facilities and sports facilities.
 - 3) The third section sets out the planning obligations which will be assessed on a site-by-site basis and includes issues such as: transport, car parking and traffic management; employment and training; social and community facilities; affordable housing, public realm, public art, heritage and conservation; and biodiversity and geodiversity.
 - 4) The final section (appendices) contains the responses to the first consultation draft SPD5 and this SA report.
- 2.3 This document was appraised in its entirety and the following matrix (Table A2.2) provides scoring detail which includes a measure of significance, timing duration of effect, an indication as to whether the effect is trans-boundary or cumulative and whether the effect is likely to have a positive or negative impact. Consideration was also given to whether the guidance contained in the SPD may have a differential impact on the core urban settlements and the outlying urban fringe areas. Commentary is also included within the final column of the matrix as a justification for the scoring and to flag up any mitigation measures and recommendations on how certain aspects of the policy can be improved.
- 2.4 The supporting information for the SPD was also considered during the appraisal, although not appraised separately.

Summary of the Potential Effects of the SPD

- 2.5 This section provides a summary of the overall, likely effects of the draft SPD as a whole and highlights the significant potential environmental, economic and social effects of implementing it.
- 2.6 An alternative option has also been considered to the adoption of the SPD, which is a 'business as usual' approach. This option relates to the existing policy framework in place concerning planning obligations and agreements, which comprises the adopted Local Development Framework Core Strategy and saved policies from the South Tyneside Unitary Development Plan (UDP).

- 2.7 While this approach is straightforward it assumes that all planners using the policies were familiar with the measures that might be taken to secure planning obligations and agreements with developers. In practice this was not always the case, and it was therefore decided that it was essential that the Council provided certainty to developers on where and when planning obligations would be sought. Hence, this supplementary material was considered to be necessary.
- 2.8 Table A2.2 (on the next page) sets out in full areas where the SPD will potentially have a positive impact. It also highlights those areas where there is potential to impact negatively, or for the SPD to have a potentially uncertain impact. Significant outcomes of the appraisal of the SPD are summarised below (Table A2.1) and measures are proposed to improve the impact of the SPD.

Table A2.1: Recommended Actions to Improve the Sustainability of SPD5

Objective	Issues Arising	Recommended Action	Action Taken
1. To create and retain wealth	In the short term the SPD might have a negative effect, since the introduction of developer contribution tariffs might inhibit some marginal investments in the Borough.	The SPD is intended to provide greater certainty for developers seeking to locate in South Tyneside, and is based upon guidance contained in Circular 05/2005 on Planning Obligations. The proposed tariffs have been set at a modest rate to reflect viability of sites in the Borough, and the current economic climate. The investment in community infrastructure is considered to be essential in order to achieve the Council's overall spatial strategy for sustainable development.	Chapters 6 and 7 of the document have been amended to explain that the document and the developer contribution rates will be kept under regular review to take account of market conditions, but also appropriate inflationary price increases.
11. To protect and enhance the Borough's diversity of cultural heritage	The SPD includes general principles for the use of planning obligations to protect and enhance heritage and conservation in the Borough, and may help to clarify the Council's commitment to securing high quality design and a sense of place.	The preparation of new urban design guidance has been discussed.	An Urban Design Framework is planned as a future SPD.

Table A2.2: SA Matrix

SPD 5 Planning Obligations & Agreements	Questions	Timescale		Impact	Scale			Rural	Urban	Commentary
		Short term	Long term	Severity	Cumulative	Local	Trans-boundary			
1. To create and retain wealth	Will new businesses be created? Will it generate sustainable economic growth? Will it generate new employment? Will it increase average household income?	✓	✓	Short term T Long term T T	T	T	T	X	T	<p>In the short term the SPD might have a negative effect, since additional tariffs might inhibit some investment. However, it was noted that the proposed tariffs are modest and they may generate positive spin offs such as employment in construction or in transport development, and the overall impact was considered to be positive.</p> <p>A fundamental objective of SPD5 is to ensure that development is sustainable. In the short and long term it is anticipated that the use of planning obligations for targeted recruitment and training will support employment growth, and the social clauses programme will help to establish a stronger economic base by encouraging the use of local suppliers.</p> <p>The planning obligation tariff for off site strategic transport improvements may generate some additional employment opportunities, and may have some marginal positive effects across the wider region.</p>
2. To help businesses start up, grow and develop	Will it stimulate an entrepreneurial culture? Will it improve business development and enhance competitiveness? Will it promote growth in key sectors? Will it encourage business diversity?	✓	✓	T	T	T	T	X	T	<p>The impacts of the SPD on this objective are likely to be indirect, but there may be some positive effects for business development for example in the food sector and encouragement of the use of local suppliers and produce.</p> <p>Improvements to strategic transport infrastructure, secured through the use of</p>

SPD 5 Planning Obligations & Agreements	Questions	Timescale		Impact Severity	Scale			Rural	Urban	Commentary
		Short term	Long term		Cumulative	Local	Trans-boundary			
										planning obligations, may support business development in the Borough.
3. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	<p>Will this reduce outward migration?</p> <p>Will this reduce unemployment rates?</p> <p>Will this increase employment rates?</p> <p>Will this reduce the rate of worklessness?</p>	✓	✓	T	T	T	T	X	T	<p>The SPD seeks to increase targeted recruitment and training, which should mean that people are less likely to travel outside the Borough for employment and training. There may also be some additional employment opportunities in construction and transport.</p> <p>The measures included in the SPD may have a short term impact, but a more holistic improvement of employment opportunities, housing choices, sustainable transport infrastructure, cultural facilities etc is necessary to achieve this objective.</p> <p>Trans boundary effects are likely to be marginal, since traffic movements into and out of the Borough are likely to improve.</p>
4. To establish and retain a flexible and highly skilled workforce through training and education	<p>Will it improve people's skills?</p> <p>Will it improve educational performances against the national average?</p> <p>Will it encourage retention of people with higher-level skills?</p> <p>Will this encourage links between education and employment at all educational levels?</p>	✓	✓	T T	T	T T	X	X	T	<p>The SPD should have a positive impact in increasing targeted recruitment and training.</p> <p>The Social Clauses Programme will support improvement of skills, encourage good links between education and employment for example through apprenticeships and work placements, and will provide opportunities for development of social enterprises. The implications of the Social Clauses Programme are Borough wide, but the</p>

SPD 5 Planning Obligations & Agreements	Questions	Timescale		Impact Severity	Scale			Rural	Urban	Commentary
		Short term	Long term		Cumulative	Local	Trans-boundary			
	Will this encourage social inclusion?									majority of the residents of the Borough will be located in the core urban settlements. No impact upon the outlying rural areas is anticipated.
5. To encourage self-sufficiency and local production in Borough	Will it encourage self-sufficiency and local production in South Tyneside?	✓	✓	T	T	T	X	X	T	<p>The promotion of local business supply chains will encourage self-sufficiency and the use of locally sourced materials.</p> <p>The strategic transport improvements tariff seeks to encourage development in the most sustainable town centre locations. The tariff will be proportionately higher in edge of settlement, or out of settlement locations.</p>
6. To prevent deterioration and where possible improve local air quality levels for all	Will it prevent deterioration or improve local air quality?	✓	✓	T	T	T	T?	T	T	<p>The SPD may have a marginal positive impact upon local air quality levels. The promotion of sustainable transport improvements including cycling initiatives and introduction of travel plans may have a positive local effect.</p> <p>There may be some trans-boundary effects across strategic transport routes.</p>

SPD 5 Planning Obligations & Agreements	Questions	Timescale		Impact	Scale			Rural	Urban	Commentary
		Short term	Long term		Cumulative	Local	Trans-boundary			
7. To protect and enhance the quality of the Borough's land and groundwater, rivers and seawaters	<p>Will it reduce pollution of land, groundwater, rivers and the sea?</p> <p>Will it protect and enhance the quality of the Borough's groundwater, rivers and seawaters?</p> <p>Will it encourage use of the Borough's natural assets?</p>	X	X	X	X	X	X	X	X	There is no direct relationship between the SPD and this objective, which is addressed by other policies and regulations.
8. To protect and enhance the Borough's coastline and water frontage	<p>Will it manage the coastline in accordance with the Shoreline Management Plan?</p> <p>Will it reduce and minimise the risk to people and properties of flooding?</p> <p>Will it reduce the risk of damage to property by storm events?</p>	X	X	X	X	X	X	X	X	There is no direct relationship between the SPD and this objective. Other relevant strategies address these issues.
9. To reduce the causes and the impacts of climate change	<p>Will it lead to an increased proportion of energy needs being met from renewable sources?</p> <p>Will it reduce greenhouse gas and CO2 emissions in line with national targets?</p> <p>Will it improve the Standard Assessment Procedure (SAP) rating of housing in the Borough?</p>	✓	✓	T	T	T	T	T	T	<p>The SPD promotes the use of sustainable transport and the implementation of Travel Plans, but the impact on the overall objective will be marginal. There may be some trans boundary impact, since CO2 travels beyond the Borough.</p> <p>New development proposals must satisfy relevant Building Regulations and SPD1 Sustainable Construction and Development.</p>

SPD 5 Planning Obligations & Agreements	Questions	Timescale		Impact Severity	Scale			Rural	Urban	Commentary
		Short term	Long term		Cumulative	Local	Trans-boundary			
10. To protect and enhance the Borough's biodiversity and geology	<p>Will it protect and enhance the Borough's biodiversity?</p> <p>Will it protect and enhance the Borough's designated sites of scientific and natural resource interest?</p> <p>Will it protect and strengthen populations of priority species and enhance priority habitats?</p>	✓	✓	T T	T	T T	T	T	T	<p>SPD5 lays down principles for the protection of biodiversity and geological conservation interests and for the prevention of harm. Priority habitats (identified in the Durham Biodiversity Action Plan) are also noted in this document.</p> <p>The SPD may help to strengthen the Council's approach, and there may be a positive cumulative impact if some sites are linked. There may be some trans boundary impact as species may move across Borough boundaries.</p> <p>In the short term the use of planning obligations may help to prevent harmful impacts, but mitigation measures will depend upon site circumstances and any other material considerations. In the long term the SPD may help to create better habitats, but other measures also exist to protect priority sites and habitats.</p>
11. To protect and enhance the Borough's diversity of cultural heritage	<p>Will it protect and enhance the Borough's diversity of cultural heritage?</p> <p>Will it protect and enhance the Borough's sites and features of historical and archaeological importance?</p> <p>Will it encourage the interpretation and use of cultural assets in the Borough?</p>	✓	✓	T	T	T	X	T	T	<p>The SPD includes general principles for the use of planning obligations to protect and enhance heritage and conservation in the Borough.</p> <p>The SPD may help to clarify the Council's commitment to securing high quality design and a sense of place. New urban design guidance is planned.</p> <p>The impact of the SPD on these issues may initially be marginal, but will hopefully become more significant especially at the local level.</p>

SPD 5 Planning Obligations & Agreements	Questions	Timescale		Impact	Scale			Rural	Urban	Commentary
		Short term	Long term		Cumulative	Local	Trans-boundary			
12. To ensure good accessibility for all to jobs, facilities, goods and services in the Borough	<p>Will it encourage travel (domestic and freight) by means other than private car or HGV?</p> <p>Will it help to reduce traffic congestion and improve road safety?</p> <p>Will it encourage mixed-use development in accessible locations?</p> <p>Will it encourage and promote the use of e-infrastructure including broadband ICT?</p> <p>Will it ensure good accessibility for all to jobs, facilities, goods and services in the Borough to appropriate standards?</p>	✓	✓	T T	T	T T	T	X	T T	<p>The SPD includes proposals for a strategic transport improvement tariff to make sure that new development in the borough is sustainable. Developer contributions would be used to help to improve accessibility and reduce congestion.</p> <p>Implementation of sustainable transport policies would encourage the use of public transport, walking and cycling. The SPD also promotes the use of travel plans, which should encourage a modal change to more sustainable forms of transport.</p>
13. To minimise the amount of waste produced and promote sustainable waste management	<p>Will it ensure that the management of waste is consistent with the waste management hierarchy (avoid, reduce, re-use, recycle and residual disposal through the BPEO)?</p> <p>Will it encourage more recycling/ composting?</p> <p>Will it reduce waste production?</p> <p>Will it divert waste from landfill?</p>	X	X	X	X	X	X	X	X	<p>There is no direct relationship between the SPD and this objective. Other relevant strategies address these issues, including SPD1 Sustainable Construction and Development.</p>
14. To make prudent use of natural resources	<p>Will it minimise the use of water?</p> <p>Will it minimise the demand for raw and finite materials?</p> <p>Will it minimise the use of fossil fuels?</p>	X	X	X	X	X	X	X	X	<p>There is no direct relationship between the SPD and this objective. Other relevant strategies address these issues, including SPD1 Sustainable Construction and Development.</p>

SPD 5 Planning Obligations & Agreements	Questions	Timescale		Impact	Scale			Rural	Urban	Commentary
		Short term	Long term		Cumulative	Local	Trans-boundary			
15. To promote sustainable design and enhance the natural and built environment	<p>Will it encourage high-quality design?</p> <p>Will it encourage higher-density development in accessible locations?</p> <p>Will it promote the construction of homes and commercial buildings to recognised energy efficiency standards, e.g. Eco-Homes and BREEAM?</p> <p>Will it enhance the existing natural and built environment?</p> <p>Will it encourage use of recycled and sustainable building materials and construction methods?</p>	✓	✓	T	T	T	T	X	T	<p>The SPD promotes the development of recreational open space, it encourages high quality design and provides a framework to protect and enhance biodiversity and geodiversity. It also encourages development in accessible locations. The use of planning obligations may therefore assist with this overall objective, but the impact may be only marginal.</p> <p>It was discussed that development might come forward at higher densities to compensate for the introduction of a financial contribution as a planning obligation.</p> <p>SPD1 Sustainable Construction and Development is particularly relevant to this objective.</p>
16. To protect and enhance the quality and distinctiveness of the Borough's land and landscapes	<p>Will it minimise development of Greenfield land?</p> <p>Will it encourage the remediation of potentially historically affected land?</p> <p>Will it protect special landscape features?</p> <p>Will it maintain or enhance the Borough's stock of trees?</p>	✓	✓	T	T	T	X	T	T	<p>The SPD may have a marginally positive impact on this objective, with the potential for more significant impact in the future.</p> <p>The use of planning obligations may help to increase investment in green spaces and the stock of trees, and may assist with the protection and enhancement of priority sites and habitats. Trees are not specifically promoted in the SPD, and perhaps could be included in the open space or biodiversity sections.</p>

SPD 5 Planning Obligations & Agreements	Questions	Timescale		Impact Severity	Scale			Rural	Urban	Commentary
		Short term	Long term		Cumulative	Local	Trans-boundary			
17. To maximise the opportunity to redevelop previously developed land (PDL)	Will it maximise the use of PDL?	✓	✓	T	T	T	X	X	T	The SPD promotes the development of the most sustainable sites, particularly through the application of the strategic transport improvement tariff. Many redevelopment sites may be PDL with poor access. Improving transport and access may help to maximise the opportunities to redevelop land.
18. To ensure everyone has the opportunity of living in a decent and affordable homes and tenure of choice	Will it encourage a mix of housing types, sizes and tenures that meet identified needs? Will it ensure adequate provision of affordable housing? Will it reuse existing housing stock where appropriate?	✓	✓	T	T	T	X	X	T	The SPD may help to secure affordable housing, but the affordable housing policy does not address the private housing stock, and so does not necessarily deliver the tenure of choice for people. It may be appropriate to keep the affordable housing policy under regular review to ensure that the obligation does not become too onerous. Achievement of a decent home standard is a more fundamental issue for the housing strategy, and availability of funding
19. To reduce crime and anti-social behaviour and the fear of crime and anti-social behaviour	Will it reduce crime and anti-social behaviour levels and the fear of these activities? Will it encourage community-led safety? Will it promote the adoption of design measures that reduce crime and the opportunity for it?	✓	✓	T	T	T	X	✓	T	The provision of good housing stock, investment in play space and the promotion of high quality design and a sense of place may make a positive but marginal contribution to this objective. There will also be opportunities for designing out crime initiatives, and more sustainable communities may be created by appropriately located mixes of housing fostering good estate

SPD 5 Planning Obligations & Agreements	Questions	Timescale		Impact Severity	Scale			Rural	Urban	Commentary
		Short term	Long term		Cumulative	Local	Trans-boundary			
										management.
20. To improve health and well-being and reduce inequalities in health care and access to it for all	<p>Will it improve access to equal health care for all?</p> <p>Will it reduce health care inequalities among all groups of the Borough?</p> <p>Will it promote a healthier lifestyle with facilities and opportunities for recreation and leisure for all?</p>	✓	✓	T	T	T	X	X	T	<p>The SPD seeks to secure contributions towards social and community facilities and support aspirations for healthy, safe and sustainable communities through the provision of recreational open space.</p> <p>The open space proposals seek to provide for healthier lifestyles and sustainable transport and travel may improve access to health care facilities.</p> <p>The impact of the SPD on this objective is however likely to be marginal.</p>
21. To promote equality and diversity and protect and strengthen community cohesion	<p>Will it promote equality throughout the Borough?</p> <p>Will it address the needs of minority groups within the Borough?</p>	✓	✓	T	T	T	X	X	T	<p>The SPD refers to the Social Clauses Programme, which includes initiatives to promote equality and diversity and support community development. Employment and training initiatives in the construction sector look to attract people from a diverse range of groups, including for example women and ethnic communities.</p>

SPD 5 Planning Obligations & Agreements	Questions	Timescale		Impact	Scale			Rural	Urban	Commentary
		Short term	Long term		Cumulative	Local	Trans-boundary			
Sustainable Development Objectives										
22. To increase public involvement in decision making and civic activity	Will it encourage participation in public consultation at all ages and all levels? Will it encourage community inclusion? Will it encourage public empowerment?	✓	✓	T	T	T	X	T	T	<p>The Council actively seeks public involvement in the preparation of its LDF documents, and this is set out in the Statement of Community Involvement (SCI). At draft stage the SPD will be issued for consultation in order to take account of public opinion during the formulation of the planning obligation proposals.</p> <p>The Council's Social Clauses Programme includes consultation with the voluntary sector, business forums, residents associations and the community sector.</p> <p>This document does not however seek to recommend a process for public involvement in decision-making and civic activity.</p>

Key

A	Move away significantly	A	Move away marginally	T	Move towards marginally	T	Move towards significantly	X	No Relationship	?	Uncertain	✓	Operates at this timescale	-	Not Applicable
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Conclusions on the Performance of the SPD.

- 2.9 A fundamental objective of the SPD is to ensure that development is sustainable, and the SPD has been assessed to generally perform well in the short and long term against economic development objectives. It is anticipated that the use of planning obligations for targeted recruitment and training will help to support employment growth, and the social clauses programme will help to establish a stronger economic base by encouraging the use of local suppliers (1). This effect may impact in the short term but will become more significant over time. Measures included in the SPD may help to ensure stable levels of employment, but a more holistic improvement of employment opportunities, housing choices, sustainable transport infrastructure, cultural facilities etc will be necessary for everyone to share and contribute to greater prosperity (3). Targeted recruitment and training initiatives will also support improvement of skills, encourage good links between education and employment and provide opportunities for development of social enterprises (4).
- 2.10 The SPD was judged to have some positive environmental impacts but other areas of no direct relationship. No specific measures are included in the document to mitigate coastal flood risk (8), but it was acknowledged that there are other more relevant strategies that address this issue including the adopted LDF Core Strategy and SPD1: Sustainable Construction and Development. The SPD promotes the use of sustainable transport and the implementation of Travel Plans, but the impact on the overall objective to reduce the causes and impacts of climate change was considered to be marginal (9). The SPD lays down principles for the protection of biodiversity and geological conservation interests, and for the mitigation of harmful impacts. In the long term the SPD may secure measures to help to enhance priority habitats but it was acknowledged that other strategies also exist to protect priority habitats and sites (10).
- 2.11 The SPD may help to clarify the Council's commitment to securing high quality design and a sense of place. The impact may initially be marginal, but will hopefully become more significant especially at the local level (11). There was considered to be no direct relationship between the document and objectives to: minimise waste (13.); make prudent use of natural resources (14.). The SPD promotes the development of the most sustainable sites, particularly through the application of the strategic transport improvements tariff and may help to encourage the use previously developed land (17.). In general, the document scored better at more local impacts. It was found to move towards promoting sustainable design (15.), and protecting and enhancing the quality and distinctiveness of the Borough's land and landscapes (16.).
- 2.12 With regard to social objectives, the document was found to score positively for access to jobs through the promotion of sustainable transport choices (12.), and scored well for securing affordable housing, but the achievement of a decent home standard was considered to be a more fundamental issue for the wider housing strategy (18). The SPD refers to Social Clauses, which include strategies to promote equality and diversity and support community development, so some marginal impact was noted (21.). The Council actively seeks public involvement in the preparation of its LDF documents, but this SPD does not seek to recommend a process for public involvement in decision-making and civic activity so the direct effect is marginal against this social objective (22).

Does this SA comply with the SEA Directive?

- 2.13 Whilst the term 'sustainability appraisal' has been around for a number of years, it is with the implementation of the SEA Directive that the process has moved from being solely a qualitative process to one that relies more substantively on an evidence base. The guidance from the ODPM has detailed how SAs could be

undertaken in a manner to include the requirements of the SEA Directive. The ODPM guidance details the following four phases in the process of developing a Local Development Document:

- Pre-production – evidence gathering (including establishing the social, economic and environmental baseline);
- Production – preparation and refinement of issues and options, assessing effects, determining preferred options, consultation and submission of development documents;
- Examination – representations, independent examination and binding report; and
- Adoption – adoption and monitoring.

For each of these stages, there are a number of requirements outlined in the integrated SA/ SEA guidance.

Appendix 2: Statement of Consultation

Appendix 2: Statement of Consultation for Supplementary Planning Document 5: Planning Obligations and Agreements

1. Introduction

The Statement of Consultation describes the consultation that has been undertaken in the preparation of Supplementary Planning Document 5: Planning Obligations and Agreements (SPD 5) of the South Tyneside Local Development Framework. This is in accordance with the Planning & Compulsory Purchase Act 2004 and the Town & Country Planning (Local Development) (England) Regulations 2004 (Part 5).

In 2004, the Government introduced a new type of development plan known as the Local Development Framework (LDF). A key part of the LDF is SPD 5, which supports several strategic policies set out in the Development Plan, notably Core Strategy policy ST1. SPD 5 provides developers, landowners, communities and the Council with further guidance on the planning obligations and agreements that will be required to ensure that new development can be accommodated in the Borough, with acceptable impact and within the principles of sustainable development. This SPD and all other documents of the South Tyneside LDF are prepared and developed in an open, inclusive and fair manner.

The Statement of Consultation sets out how we have consulted on SPD 5 at pre-adoption stage, as required under Regulation 17 "Public Participation". It also details the way in which representations were incorporated into the final draft version, as prescribed in Regulation 18 "Representations on Supplementary Planning Documents".

2. The Consultation Process

The revised consultation draft SPD was made available for public consultation for over 4 weeks from Wednesday 30th July to Friday 29th August 2008. The Regulations prescribe that a four to six week period is adequate for SPDs. A report updating Council Members on the progress of SPD 5 was also presented to Planning Committee on Tuesday 26th August 2008.

2.1. Which bodies were consulted

A comprehensive group of bodies and individuals was consulted in the preparation of this SPD, in accordance with the Act and Regulations. This included: statutory, specific and general consultees; those who responded to the first consultation draft document; the Area Planning Group's agents and applicants consultation list; all Members of the Council; relevant Council officers; and others who requested to be kept informed about progress on the LDF.

The specific consultation bodies included:

- The Regional Planning Body – Government Office for the North East
- North East Assembly
- ONE North East
- English Heritage
- Natural England

- The Environment Agency
- The Coal Authority
- The Highways Agency
- Sport England
- Gateshead Council
- Newcastle City Council
- North Tyneside Council
- City of Sunderland Council

2.2. Where the revised draft SPD 5 was made available

Copies of the revised draft SPD were made available for inspection free of charge at the following locations:

- **South Tyneside Council Offices** (between the hours of 8:30 am and 4:30pm Monday to Friday)
 - Town Hall and Civic Offices, Westoe Road, South Shields, NE33 2RL
 - Jarrow Town Hall, Grange Road, Jarrow, NE32 3PH
 - Hebburn Civic Centre, Campbell Park Road, Hebburn, NE31 2SW
- **South Tyneside Libraries** (during normal opening hours)
 - Boldon Lane Library, Boldon Lane, South Shields, NE34 0LZ
 - Chuter Ede Library Access Point, Chuter Ede Community Centre, Galsworthy Road, South Shields, NE34 9UG
 - Cleadon Park Library, Sunderland Road, South Shields, NE34 6AS
 - East Boldon Library, Boker Lane, East Boldon, NE36 0RY
 - Hebburn Library, Station Road, Hebburn, NE31 1PN
 - Jarrow Library, Cambrian Street, Jarrow, NE32 3QN
 - Primrose Library, Glasgow Road, Jarrow, Primrose, NE32 4AU
 - South Shields Central Library, Prince Georg Square, South Shields, NE33 2PE
 - Whitburn Library, Mill Lane, Whitburn, SR6 7EN

In addition, the revised draft SPD was available on request free of charge for residents and organisations within South Tyneside, and could be viewed or downloaded from the Council's website at: www.southtyneside.info/planning/strategic/ldf. A charge applied for any other requests made from those located outside of the Borough.

A Statutory Notice advertising the consultation was placed in 'The Shields Gazette' on Wednesday 30th July 2008. The wording of the advertisement is replicated in Annex 2 of this Statement. A press release about the revised draft SPD5 was also published in 'The Shields Gazette' on Monday 28th July 2008.

2.3. How we consulted

Consultation letters and emails were sent to the organisations and individuals noted in Section 2.1, and the full consultees list set out in Annex 1 of this Statement. In addition, paper copies of the revised consultation draft SPD5 were sent to the specific consultees, all of those who responded to the first draft consultation document and to other individuals and organisations on request. All Members of the Council's Cabinet and Planning Committee received paper copies of the revised consultation draft document.

3. Key Messages from the Consultation

At the close of the consultation period, a total of 21 external consultees responded with support for or comments on the SPD. The table set out in Appendix 3 presents the comments received and the Council's response. The actions taken to address the comments received are highlighted in bold.

Annex 1:
Bodies, groups and individuals consulted as part of the consultation process

External – specific, general and other consultees				
Title	Name		Position	Organisation
Ms	Caroline	Burden	Planning Team, Regional Group	Government Office for the North East
Ms	Mary	Edwards	Planning Team, Regional Group	Government Office for the North East
Mr	Malcolm	Bowes	Assistant Director	North East Assembly
Mr	Andy	Groves	Planning and Transport Manager	ONE North East
Ms	Wendy	Hetherington	Statutory Planning Specialist Advisor	ONE North East
Mr	Alan	Hunter	Regional Planner	English Heritage
Ms	Jenny	Loring	Government Team	Natural England
Ms	Sarah	Wickerson	Planning Liaison Officer	The Environment Agency
Mr	Ian	Radley	Director – Network Strategy (North East)	Highways Agency
Mr	Carl	Banton	Head of Planning and Local Authority Liaison	The Coal Authority
Miss	Rachael	Bust	Deputy Head of Planning and Local Authority Liaison	The Coal Authority
Mr	Dave	McGuire	Senior Strategic Planning Manager	Sport England
Mr	Paul	Dowling	Director of Development and Enterprise	Gateshead Council
Mr	Kevin	Vigars	Access Development Officer	Gateshead Council
Mr	Colin	Percy	Team Manager Planning Policy	Newcastle City Council
Mr	Ian	Ayris	Historic Environment Manager	Newcastle City Council
Mr	David	Heslop	Tyne & Wear County Archaeologist	Newcastle City Council
Mr	Paul	Dillon	Assistant Planning Manager	North Tyneside Council
Mr	Gary	Clasper	Principal Planner	City of Sunderland
Mr	Christopher	Snarr	LDF Team Manager	The Planning Inspectorate
Miss	Nicola	Allan	Barrister	Trinity Barristers
Ms	Carol	Horlock		Adam Holmes Associates
Mr	T	Elliot		ADAS Newcastle
Mr	John	Bryers	Chairman	Age Concern
Mr	Gordon	Metcalf		Alfred McAlpine Developments
				Ancient Monument Society
	Surjah	Hunter		Apna Ghar

Ms	Liz	Elliott		Arbeia Roman Fort
				Architectural and Archaeology Society
Mr	John	Naylor		Architectural Association London
				Arriva Trains Northern
	Mohinder	Singh		Asian Cultural Society of South Tyneside
				Association of North East Councils
Ms	Abbey	Muguith		Bangladeshi Youth Organisation
	Lalon	Shar		Bangla Awaz
Miss	S	Taylor		Banks Development Division
Ms	Amy	Sharpe		BDP Planning
Mr	Lionel	Hehir	LSP Partner	Bettering the Environment in South Tyneside
Mr	David	Barlow		Bett Homes
The Rt. Revd.	John Lawrence	Pritchard		Bishop of Jarrow
				BLISS=Ability
Ms	Maria	Anderson		Boldon Colliery Newtown Management
Mr	Peter	Newport	Director	British Chemical Distributors and Traders Association
				British Gas
Mr	R	O'Neil	District Co-ordinator	British Gas Trans Co
				British Geological Survey
Mrs	Kathy	Atkinson		British Horse Society (North)
				British Telecommunications Group Plc (BT)
				British Waterways
				Brodies Solicitors
				Bullen Consultants
Mrs	Jo	Boaden		Business Link North East
Ms	Michelle	Duggan		Business Link North East
Mrs	Sarah	Green	Regional Director	CBI North East Region
				Carbon Trust
Mr	Paul	Clarke	Director	Carpenter Planning Consultants
	Jabriail	Aziz	Advice Worker for BME Communities	Citizen's Advice Bureau
	Shuley	Alam		CREST
				Council for British Archaeology
Ms	Janice	Chandler		DAT Co-ordinator
Mr	Ian	Belnavis	Public Policy Officer	Commission for Racial Equality

Mr	Alec	Duguid		Deaf Service Advisory Group
				Disability Rights Commission
Ms	Wendy	Socket	Planning & Development	Colliers CRE
Mr	Chris	Thomas		Chris Thomas Ltd.
Mr	Paul J	Shuker	Consultant	Chesterton Planning and Economics
Mr	Matt	Olley	Regional Planner	Countryside Properties (Northern) Ltd.
Ms	Heather	Evans		Cyclists Touring Club
				David L Walker Chartered Surveyors
Ms	Annette	De Pol		De Pol Associates
Mr	Tom	Mullaney		Development Planning Partnership
Ms	Laura	Ross		Dev Plan
Ms	Diane	Bowyer		DPDS Consulting Group
Ms	Rebecca	Maxwell		Driver Jonas
				Dunelm Castle Homes
Mr	Mark	Newsome		Durham Bird Club
Ms	Lara	Baker	Principal Planner	DPP
Dr	Nic	Best	Regional Policy Officer	Campaign to Protect Rural England
				Church Commissioners
Ms	Liz	Brown	Inclusive Environments Group	Commission for Architecture and the Built Environment
Ms	Sarah	Burgess	Senior Planning Advisor	Commission for Architecture and the Built Environment
Dr	Richard	Simmons	Chief Executive	Commission for Architecture and the Built Environment
			Public Enquiries (Planning)	Department for Constitutional Affairs
				Department of Employment & Skills
				Department of Work & Pensions
			The Diocesan Secretary	Diocesan Board of Finance
				Durham Wildlife Trust
Mr	Ben	Thurgood	Planning Manager	Energis Communications Ltd.
				Energy Saving Trust
Mr	Ian	Lyle		England and Lyle
Mr	Steve	Gawthorpe	Area Director North East	English Partnerships
Mr	Graham	Smith	Planning Director	English, Welsh and Scottish Railway
Mr	Bob	Rawlinson	Property Estate Manager (North)	English, Welsh and Scottish Railway
Mrs	Angela	Stewart		Equal People
				Fields in Trust

				First Transpennine Express
				FOCAST
				Forestry Commission
				Freight Transport Association
				Friends of the Earth
				General Aviation Awareness Council
	M	Glen		Glenkemp
Mr	Peter	Huntley		Go North East
Mr	Andy	Gamblin		Go North East
Mr	Steve	Scoffin	Director	Great North Forest
Mr	Scott	Munro		GVA Lamb & Edge Planning Development & Regeneration Unit
	Ashley	Stratford		Halcrow Group Limited
Mr	Mark	Graham		Halcrow Group Limited
Ms	Sara	Hill		Hallam Land Management Ltd.
Mr	Tony	Purvis		Harbour View Residents
Ms	Sarah	Riddle		Haslam Homes
				Health and Safety Executive
				Help the Aged
Dr	Shobha	Srivastava		Hindhu Nari Sangh
Ms	Julie	Jacques	Head of Investment	Housing Corporation
Mr	Tony	Inkster		Inkcroft Homes
				Insignia Richard Ellis (St. Quentin)
Mr	Richard	Arkell		Integer Consulting
			Secretary	Institute of Directors
Ms	Chris	Rowell	Manager	Jarrow Neighbourhood Management Partnership
Mr	Dave	Peebles		Jobcentre Plus
Mrs	Marion	Fay		John Clay Residents Association
Mr	Andrew	Cook	Planning Consultant	Lambert Smith Hampton
Ms	Emma	Williams	Planning Consultant	Lambert Smith Hampton on behalf of NOMS / HM Prison Service
			The Secretariat	Lambert Smith Hampton on behalf of NOMS / HM Prison Service
Mr	Mark	Thompson		Lamb & Edge
Mr	Chris	Roberts	Regional Director	Learning and Skills Council
Mr	Simon	Lindsay	LSP Partner	Learning and Skills Council
				Mandale Properties Ltd.

Mr	Stuart	McGill		MCA Tyne
				McCarthy and Stone (Developments) Ltd.
				MENCAP
				Mental Health in South Tyneside
				Mental Health Matters
	A	Gladstone	Secretary	Midway Residents Association
				MIND
Mr	James	Boulton	Associate	Ministry of Defence
Ms	Carolyn	Wilson	Project Manager	Mobile Operators Association
	P	Brown	Development Manager	Morrison Developments Ltd.
	J A	Southern	Director	M H Southern and Company
Mr	David	Graham	Senior Associate Director	Nathaniel Lichfield and Partners
Mr	Neil	Morton	Senior Associate Director	Nathaniel Lichfield and Partners
				National Air Traffic Services Ltd.
				National Express
				National Farmer's Union
Ms	Rosalind	Eyre	Land & Development Stakeholder & Policy Manager	National Grid
Mr	Martin	Thomas	Navigation Support Officer	Navigation Directorate
Ms	Jill	Stephenson	Town Planner	Network Rail
Mr	Graeme	Mason	Planning and Property Manager	Newcastle International Airport
Mr	Mike	Parker	Director General	Nexus (Tyne & Wear Passenger Transport Executive)
				Northern Electric Distribution Ltd.
Supt.	Dave	Pryer	Area Commander	Northumbria Police
Mr	Brian	Stobbs	Architectural Liaison Officer	Northumbria Police
Mr	Mike	McCabe		Northumbria Sight Service
				Northumbria Tourist Board
			Sewerage Undertaker	Northumbrian Water
				North East Ambulance Service
				North East Centre for Diversity and Race Equality
				North East Chamber of Commerce
Mr	Graeme	Bell	Director	North East Civic Trust
Mr	Tony	Stephenson	Head of the Secretariat	North East Housing Board
Mr	Andy	Bower	Renewables Developer	nPower Renewables
				NTL UK

Mr	Martin	Booth	Deputy Director of Co-ordination of the Civil Estate	Office of Government Commerce
Ms	Kate	Ashbrook	General Secretary	Open Space Society
	R	Smith		Peacock and Smith
Mr	Kevin	Lillie	Planning Aid Co-ordinator	Planning Aid North
Mr	Keith	Wilson	Managing Director	Port of Tyne Authority
Mr	Brian	Darling	Estates Manager	Port of Tyne Authority
Mr	David	Leighton	Development Executive	Rail Freight Group
Mr	Aidan	Thatcher	Senior Planner	Rapleys LLP
Ms	Hazel	McCallion	Regeneration Manager	Rekendyke Partnership
	Ian	Jefferson		RFCA
Mr	Campbell	Moffat		Royal Mail
Mr	Michael	Jones		Sanderson Weatherall Limited
				Seaways Guest House
Mr	Alastair	Willis		Signet Planning
				Small Business Service
Mr	Michael	Appleton		Smiths Gore
	Robin	Witchell		Smiths Gore
				Society for the Protection of Ancient Buildings
				South Tyneside Arts Studio
	Syed Faruk	Hussein		South Tyneside Bangladeshi Muslim Cultural Association
Mr	Roy	Merrin		South Tyneside Churches Together
Ms	Anne	Seymour		South Tyneside Churches Together
Mr	Jim	Bennett	Principal	South Tyneside College
	Salah	Kouache	South Tyneside College Overseas Students	South Tyneside College
Ms	Mary	Walton	Patients Council	South Tyneside Community Health Council
Ms	Kelly	Smith		South Tyneside Council for Voluntary Service
Ms	Allyson	Stewart	LSP Partner	South Tyneside Council for Voluntary Service
Ms	Marian	Stead		South Tyneside Council on Disabilities
Mr	Bryan	Atkinson		South Tyneside Friends of the Earth
Mr	Lionel	Hehir		South Tyneside Groundwork
Ms	Lorraine	Lambert	Chief Executive	South Tyneside Health Care NHS Trust
Mr	Peter	Davison		South Tyneside Health Care NHS Trust
				South Tyneside LGBT Forum
Ms	Margaret	Tarn		South Tyneside Multicultural Project

	J E	Brennan	Director of Policy and Legal Services	South Tyneside NHS Trust
Mr	John	Blythe	Day Opportunities Manager	South Tyneside Primary Care Trust
Ms	Denise	Burke	Community Health Officer	South Tyneside Primary Care Trust
Mr	Roy	MacLachlan		South Tyneside Primary Care Trust
Ms	Ruth	McKeown		South Tyneside Primary Care Trust
Mr	Mark	Overton		South Tyneside Primary Care Trust
Mr	Ivan	Lunn		South Tyneside Visually Impaired Council
				South Tyneside Womens Aid Group
Mr	Yusef	Abdullah		South Tyneside Yemeni Arab Community Welfare Association
				Stagecoach Busways
	T J	Knight		Storey Sons and Parker
	Chris R	Fordy	Partner	Strutt and Parker
				St. Joseph's RC VA Comprehensive
Mr	Steve	Bhowmick		SustainE
Mr	Mike	Young		Tarmac Limited
Mr	Doug	Scott		TEDCO
				Telewest Communications Networks Ltd.
Ms	Annette	Elliot	Retail Planning Liaison Manager	The Co-operative Group Ltd.
				The Crown Estate
Mr	Ray	Spencer		The Customs House Trust Ltd.
Mr	Kevin	Kerrigan		The Development Planning Partnership
				The Go-Ahead Group Plc
Mr	Andrew	Ryder	Policy Development Co-ordinator	The Gypsy and Traveller Law Reform Coalition
Ms	Gina	Bourne	Regional Planner - Northern Region	The Home Builders Federation
Mr	David	Miliband	Member of Parliament	The Labour Party
Mr	Stephen	Hepburn	Member of Parliament	The Labour Party
Mr	Stephen	Hughes	Member of the European Parliament	The Labour Party
Mr	Martin	Callanan	Member of the European Parliament	The Conservative Party
Ms	Fiona	Hall	Member of the European Parliament	The Liberal Democrats Party
Mr	Nick	Dolan		The National Trust
				The Planning Bureau Ltd.
Ms	Judith	Taylor	The Secretary (Northumbria Area)	The Ramblers Association
				The Royal Society for the Protection of Birds
				The Woodland Trust

	P	Morgan		Town Planning Consultancy
				Trinity House Lighthouse Service
				Twentieth Century Society
Mr	Mark	Ellis	Co-ordinator	Tyne & Wear Anti-Facist Association
			The Chief Fire Officer	Tyne & Wear Fire and Rescue Service
Mr	Derek	Smith		Tyne & Wear Fire and Rescue Service
Mr	Alan	Pollock	Chair	Tyne & Wear Joint Local Access Forum
				Tyne & Wear Museums
				Tyne & Wear Passenger Transport Authority
Mr	Ian	Stratford	Clerk to the PTA	Tyne & Wear Passenger Transport Authority
			Partnership Manager	Tyne & Wear Sport
Mr	Paul	Winch		Tyne Crossings Alliance
Mr	Steve	Beach		United Utilities
				Victorian Society
				Wardell Armstrong
				Watson Burton
Ms	Laura	Sole	World Heritage Site Project Officer	Wearmouth-Jarrow Candidate World Heritage Site
Miss	Emma	Frew	Development Manager	West Harton Churches Action Station
	J	Watson		Whitburn Community Association
Mr	Brian	Hoyle		Whitburn Village Residents Association
	Pat	Blakemore		Wibraham & Co. Solicitors
				Wimpey Homes
Mr	Graeme	Blenkinsopp		WiseMove Land & Property Consultants Ltd.
				Women's Health in South Tyneside
				Women's National Commission
Mr	Anthony	Holmes		WSP Developments
	J F	Turnbull		Youngs Chartered Surveyors
Ms	Louise	Nicholson	Planning Manager	Yuill Homes

External – respondents to first consultation draft SPD5 (May 2007). These consultees received a paper copy of revised consultation draft SPD5.				
Mr	Phil	Jones	Assistant Director	North East Assembly
	Pat	Ritchie	Assistant Chief Executive-Strategy	One North East
Mr	Alan	Hunter	Regional Planner	English Heritage
Ms	Sarah	Wickerson	Planning Liaison Officer	The Environment Agency
Mr	Ian	Radley	Planning Manager North East	Highways Agency
Mr	Richard	Fordham	Planning Manager	Sport England
Ms	Rose	Freeman	Planning Assistant	The Theatres Trust
Ms	Laura	Edwards	Regional Planner-Northern Region	Home Builders Federation
Mr	James	Johnson	Land Manager	Persimmon Homes (North East) Limited
Mr	Roy	Donson	Regional Planning Manager	Barratt Northern
Ms	Sandra	Thompson	Associate	Signet Planning

The Council consulted its current list of 190 individuals and organisations who have requested to be kept informed about the South Tyneside Local Development Framework.

The Area Planning Group's list of agents and applicants were also consulted:

A M Watt	D Jackson	Home Group	Paramount Windows
A Wilson	D & J Glaziers	Howarth Lichfield Partnerships	Parkers & Young
Ainsworth Sparks Associates	D W Watson	Ian Belsham Chartered Architects	Parr Architects Ltd.
Alston Murphy Associates	David Ash Partnership	Ian Darby Partnerships	Pattison Myles Partnership
Anglian Home Improvements	David Johnson Architects	Jane Darbyshire & David Kendall Ltd.	Pennine Windows
Angus Leybourne	David Lawson Design	Jenkins Partnership	Persimmon Homes (NE) Ltd.
Anthony Watson	Dean Apes	John D Waugh	Peter Gass
Asset Loft Conversions	Derek Tunnah Design Ltd.	Ken Campbell Contractor	P J Hind Design & Technical Services
Atkins Design Solutions	Dixon Dawson Architects	Knight Frank	Planning & Architectural Services
B Ratcliffe	Dorin Construction	Lambton Conservatories	R Henderson
Barratt Newcastle Ltd.	Doyle & Holmes	Lumsden Carroll Construction	Race Cottam Associates
Bellway Homes (NE) Ltd.	Dr J Martin Architect	M & H Windows	Red Box Design Group
Bett Homes (North East) Ltd.	Drawn Plans.co.uk	Mario Minchella	Regency Windows (NE) Ltd.
Bowey Homes	Environmental Design Partnership	Mauchlen Weightman & Elphick	Reid Jubb Brown Partnership
Brittania Windows	England & Lyle	Maughan Reynolds & Partners	RPS Consultants

Browne, Smith, Baker
 Budget Windows
 Building Design Partnership Ltd.
 CC Conservatories Ltd.
 Cecil M Yuill Ltd.
 Cheviot Windows
 Chipchase Associated Ltd.
 Christopher Brummitt
 Classic Conservatories
 CM Design
 Complete Seal Windows
 Continental Windows
 Corbridge Design
 Coulson Swinburne Moses
 Crown Windows Ltd.
 Crusader
 Consults Building Consultants
 Cussins Ltd.

FE Hodgeson Architects
 G L Hearn Planning
 G P S Design
 Garden Room Construction
 Gemini Windows
 Geoffrey Purves & Partners
 George Wimpey North Ltd.
 Glass Care
 Glenrose Developments
 Gray, Fawdon & Riddle
 Greenall Design Group
 Greenall Winskell Kish
 Groundwork South Tyneside
 H Shaw
 Halsall Lloyd Partnership
 Hannay & Hannay
 Hi Spec Fabrications
 HMM Architects

McInerney Homes
 McLean Homes
 Miller Homes
 Mr B Darling
 Mr D Bamburgh
 Mr D Dickinson
 Gary Craig Architectural Services
 Mr I Guard
 Mr J Horton
 Mr M McCann
 Mrs K Fannon
 NA Scholefield
 Napper Collerton Partnership
 Nathaniel Lichfield
 N Harbison
 Nicholas Nairn Architects
 Orange
 OTEC Ltd.

Ryder
 Smiths Gore
 Stewart Macklam 'TRESKO'
 Storey SSP
 TAO Architecture
 W D Kirtley
 Ward Hadaway
 Waring & Netts
 Wearmouth Architectural Design
 Weatherall Green & Smith

Internal – Members of the Council				
Title	Name		Position	Organisation
Cllr.	Iain	Malcolm	Leader of the Council	South Tyneside Council
Cllr.	Alan	Kerr	Deputy Leader of the Council	South Tyneside Council
Cllr.	Joanne	Bell	Lead Member – Safer and Stronger Communities	South Tyneside Council
Cllr.	Michael	Clare	Lead Member – Environment, Housing and Transport	South Tyneside Council
Cllr.	Tracey	Dixon	Lead Member – Culture and Wellbeing	South Tyneside Council
Cllr.	Jim	Foreman	Lead Member – Children and Young People	South Tyneside Council
Cllr.	Tom	Hanson	Lead Member – Independent and Healthy Lives	South Tyneside Council
Cllr.	Ed	Malcolm	Lead Member – Resources	South Tyneside Council
Cllr.	Eddie	McAtominey	Lead Member – Jobs, Enterprise and Regeneration	South Tyneside Council
Cllr.	John	McCabe	Chair of the Planning Committee	South Tyneside Council
Cllr.	Sylvia	Spraggon	Vice Chair of the Planning Committee	South Tyneside Council
Cllr.	Peter	Boyack	Member of the Planning Committee	South Tyneside Council

Cllr.	Bill	Brady	Member of the Planning Committee and Lead Member – Equality and Diversity	South Tyneside Council
Cllr.	Jane	Branley	Member of the Planning Committee	South Tyneside Council
Cllr.	Jim	Capstick	Member of the Planning Committee	South Tyneside Council
Cllr.	Tom	Defty	Member of the Planning Committee	South Tyneside Council
Cllr.	George	Elsom	Member of the Planning Committee	South Tyneside Council
Cllr.	Steve	Harrison	Member of the Planning Committee	South Tyneside Council
Cllr.	Eileen	Leask	Member of the Planning Committee	South Tyneside Council
Cllr.	Joan	Meeks	Member of the Planning Committee	South Tyneside Council
Cllr.	Jeffrey	Milburn	Member of the Planning Committee	South Tyneside Council
Cllr.	Lawrence	Nolan	Member of the Planning Committee	South Tyneside Council
Cllr.	Tom	Piggott	Member of the Planning Committee	South Tyneside Council
Cllr.	Barrie	Scorer	Member of the Planning Committee	South Tyneside Council
Cllr.	Jim	Sewell	Member of the Planning Committee	South Tyneside Council
Cllr.	Anne	Walsh	Member of the Planning Committee	South Tyneside Council
Cllr.	Geraldine	White	Member of the Planning Committee	South Tyneside Council
			Members Library	South Tyneside Council

All 54 Councillors were consulted on the revised consultation draft SPD 5, as well as Members of the Council's Cabinet and Planning Committee noted above.

Internal – Council officers				
Title	Name		Position	Organisation
Ms	Irene	Lucas	Chief Executive	South Tyneside Council
			Assistant Chief Executive – Policy	South Tyneside Council
Mr	Keith	Harcus	Assistant Chief Executive – Performance	South Tyneside Council
			Executive Director – Regeneration and Resources	South Tyneside Council
			Executive Director – Neighbourhood Services	South Tyneside Council
			Executive Director – Children and Young People	South Tyneside Council
Mr	Paul	Walker	Head of Regulatory Services	South Tyneside Council
Mr	Andrew	Wainwright	Assistant Head of Regulatory Services	South Tyneside Council
Ms	Lynda	Fothergill	Head of Communications	South Tyneside Council
Mr	Rick	O'Farrell	Head of Enterprise and Regeneration	South Tyneside Council
Mr	Bill	Buckley	Head of Streetscape	South Tyneside Council

Ms	Sylvia	Brown	Head of Community Services	South Tyneside Council
Mr	Tony	Duggan	Head of Cultural Services	South Tyneside Council
Mr	Keith	Hannah	Head of Directorate Support – Neighbourhood Services	South Tyneside Council
Mr	Mike	Conlon	Head of Change Management	South Tyneside Council
Mr	Peter	Cutts	Head of School Inclusion and Achievement	South Tyneside Council
Ms	Christine	Smith	Head of Transition and Wellbeing	South Tyneside Council
Mr	David	Bowman	Assistant Head of Policy	South Tyneside Council
Mr	Paul	Robinson	Assistant Head of Performance	South Tyneside Council
Mr	Bryan	Atkinson	Assistant Head of Cultural Services	South Tyneside Council
Miss	Leanne	Knowles	Personal Assistant to Head of Regulatory Services	South Tyneside Council
Ms	Kath	Lawless	Planning Group Manager	South Tyneside Council
Mr	Robin	Bissell	Interim Housing Futures Manager	South Tyneside Council
Mr	Dave	Winder	Spatial Planning Manager	South Tyneside Council
Ms	Melanie	Holland	Strategic Housing Manager	South Tyneside Council
Mrs	Anne	Connolly	Housing Renewal Manager	South Tyneside Council
Mr	Les	Milne	Urban Design Manager	South Tyneside Council
Mr	John	Edwards	Transport Futures Manager	South Tyneside Council
Mr	Kevin	Broadbent	Transport Policy Manager	South Tyneside Council
Mr	Guy	Currey	Economic Development Manager	South Tyneside Council
Mr	Mike	Harding	Corporate Legal Manager	South Tyneside Council
Mr	Andrew	Whittaker	Waste Services Manager	South Tyneside Council
Mr	Mike	Linsley	Senior Area Manager – Jarrow and Hebburn	South Tyneside Council
Mr	Richard	Jago	Cultural Operations Manager	South Tyneside Council
Mr	Nick	Huston	Development Team Manager	South Tyneside Council
Miss	Andrea	King	Principal Planning Policy Officer	South Tyneside Council
Mrs	Elaine	Langman	Senior Planning Policy Officer	South Tyneside Council
Miss	Fiona	McGloin	Planning Policy Officer	South Tyneside Council
Mr	Ben	Stubbs	Planning Policy Officer	South Tyneside Council
Mr	Mervyn	Butler	Planner/UNISON	South Tyneside Council
Miss	Lucy	Burnell	Historic Environment Officer	South Tyneside Council
Mr	Matthew	Hawking	Senior Countryside Officer	South Tyneside Council
Miss	Clare	Rawcliffe	Countryside Officer	South Tyneside Council
Miss	Lisa	Roberts	Rights of Way Officer	South Tyneside Council
Mrs	Kate	Curry	Strategic Housing Policy Officer	South Tyneside Council

Mrs	Natalie	Spears	Strategic Housing Policy Officer	South Tyneside Council
Miss	Tracey	Hutchinson	Performance Monitoring Officer	South Tyneside Council
Mrs	Lindsay	Riddle	Project Officer – Cleadon Park	South Tyneside Council
Miss	Andrea	Wood	Project Assistant – Cleadon Park	South Tyneside Council
Mr	Ron	Potts	Temporary Housing Accountant	South Tyneside Council
Mr	Andrew	Chester	Housing Policy Support Officer	South Tyneside Council
Mr	Trevor	Male	Transport Policy Officer	South Tyneside Council
Mr	Peter	Foley	Transport Policy Officer – Development Control	South Tyneside Council
Mrs	Deborah	Crooks	School Travel Plan Co-ordinator	South Tyneside Council
Ms	Patricia	McDermott	Work Place Travel Plan Officer	South Tyneside Council
Miss	Myra	Gofton	Administrative Support Officer	South Tyneside Council
Mr	Gordon	Atkinson	Area Team Leader – East Team	South Tyneside Council
Mrs	Val	Brown	Senior Planner – East Team	South Tyneside Council
Mr	Garry	Simmonette	Senior Planner – East Team	South Tyneside Council
Mr	James	Thorpe	Senior Planner – East Team	South Tyneside Council
Ms	Christine	Matten	Senior Planner – East Team	South Tyneside Council
Ms	Helen	Wiltshire	Senior Planner – East Team	South Tyneside Council
Mrs	Rekha	Chowdhury	Planning Assistant – East Team	South Tyneside Council
Mr	John	Bundock	Area Team Leader – West Team	South Tyneside Council
Mr	Steve	Landells	Deputy Area Team Leader – West Team	South Tyneside Council
Mr	Mark	Brooker	Planner – West Team	South Tyneside Council
Mr	Peter	Cunningham	Senior Planner – West Team	South Tyneside Council
Mrs	Suzanne	McDermott	Senior Planner – West Team	South Tyneside Council
Ms	Christina	Snowdon	Senior Planner – West Team	South Tyneside Council
Mr	Malcolm	Watson	Senior Planner – West Team	South Tyneside Council
Mr	Dave	Gamble	Planning Assistant – West Team	South Tyneside Council
Mr	Martin	Eggenton	Senior Planning Enforcement Officer – West Team	South Tyneside Council
Mr	Mark	Lawson	Planning Enforcement Officer – West Team	South Tyneside Council
Miss	Tricia	Trewick	Senior Development Control Support Officer	South Tyneside Council
Miss	Danielle	Brown	Development Control Support Officer	South Tyneside Council
Mrs	Maggie	Hallway	Development Control Support Officer	South Tyneside Council
Mr	Ian	Rutherford	Lead Environmental Health Officer, Environmental Protection	South Tyneside Council
Mr	Alan A	Armstrong	Lead Environmental Health Officer, Housing	South Tyneside Council
Mrs	Joanne	Chastney	Lead Environmental Health Officer, Housing	South Tyneside Council

Ms	Veronica	Jukes	Senior Environmental Protection Officer	South Tyneside Council
Mr	Dave	Elliot	Highways and Transportation Design Manager	South Tyneside Council
Ms	Claire	Cardinal	Economic Regeneration Project Manager	South Tyneside Council
Mr	Paul	Graves	Economic Regeneration Project Manager	South Tyneside Council
Mrs	Jill	Romero	Support Administrator	South Tyneside Council
Ms	Vicky	Smith	Regeneration Officer – Regeneration Strategy	South Tyneside Council
Mrs	Pat	Richardson	Research Assistant	South Tyneside Council
Mr	Tom	Tweddell	Employment Development Co-ordinator	South Tyneside Council
Mr	Fred	Pippet	Information Officer	South Tyneside Council
Mrs	Janice	Sheffer	Information Support Officer	South Tyneside Council
Mr	Hugh	McShane	Community Network Manager	South Tyneside Council
Mr	Paul	Baldasera	Local Strategic Partnership Team	South Tyneside Council
Mr	Peter	Howson	Asset Management Team Leader	South Tyneside Council
Mr	Ron	Weetman	Assistant Head of Streetscape	South Tyneside Council
Mrs	Carol	Unwin	Landscape Team Leader	South Tyneside Council
Ms	Cheryl	Tolladay	Senior Landscape Architect	South Tyneside Council
Mr	Allan	Maving	Facilities Officer	South Tyneside Council
Mr	Ben	Broome	Principal Solicitor	South Tyneside Council
Ms	Julie	Turner	Senior Area Manager	South Tyneside Council
Mr	Philip	Render	Area Team Leader – Jarrow and Hebburn	South Tyneside Council
Ms	Tracey	Richardson	Area Team Leader – Riverside and West Shields	South Tyneside Council
Mr	Alan	Richardson	Community Involvement Team Leader	South Tyneside Council
Ms	Janet	Aynsley	Community Involvement Co-ordinator	South Tyneside Council
Mr	Jim	Holloway	Sports Development Manager	South Tyneside Council
Mr	Richard	Barber	Cultural Development Officer	South Tyneside Council
Ms	Laura	Sole	Project Liaison Officer – World Heritage Status	South Tyneside Council
Mr	Tony	Renwick	Asset Manager	South Tyneside Council
Mr	Stanley	Johnson	Building Schools for the Future Project Director	South Tyneside Council
Mr	Paul	Wellwood	Building Schools for the Future Project Manager	South Tyneside Council
Ms	Alison	Morris	Primary School Reorganisation Manager	South Tyneside Council
Mrs	Margaret	Welch	Parent Commissioner	South Tyneside Council

Annex 2:

Advertisement wording of the Statutory Notice – proposals matters and consultation (as published in ‘The Shields Gazette’, Wednesday 30th July 2008)

SOUTH TYNESIDE COUNCIL**THE TOWN AND COUNTRY PLANNING (LOCAL DEVELOPMENT) (ENGLAND) REGULATIONS 2004****LOCAL DEVELOPMENT FRAMEWORK FOR SOUTH TYNESIDE COUNCIL:****NOTICE OF MATTERS AND STATEMENT OF AVAILABILITY OF DOCUMENTS UNDER REGULATION 17****SUPPLEMENTARY PLANNING DOCUMENT 5: PLANNING OBLIGATIONS AND AGREEMENTS**

South Tyneside Council has prepared a revised Draft Supplementary Planning Document on Planning Obligations and Agreements (SPD 5).

The SPD provides additional guidance in support of Local Development Framework Core Strategy Policy ST1 “Spatial Strategy for South Tyneside” and covers the following topics: strategic transport improvements; recreational open space, children's play areas and sports facilities; transport, car parking and traffic management; employment and training; social and community facilities; affordable housing; public realm, public art, heritage and conservation; and biodiversity and geodiversity.

The Document is available for inspection free of charge at the following locations:

South Tyneside Council Offices (between the hours of 8:30 am and 4:30pm Monday to Friday)

Town Hall and Civic Offices, Westoe Road, South Shields

Jarrow Town Hall, Grange Road, Jarrow

Hebburn Civic Centre, Campbell Park Road, Hebburn

South Tyneside Libraries (during normal opening hours)

Boldon Lane Library Boldon Lane, South Shields, NE34 0LZ

Chuter Ede Library Access Point, Chuter Ede Community Centre, Galsworthy Road, South Shields, NE34 9UG

Cleadon Park Library Sunderland Road, South Shields, NE34 6AS

East Boldon Library, Boker Lane, East Boldon, NE36 0RY

Hebburn Library, Station Road, Hebburn, NE31 1PN

Jarrow Library, Cambrian Street, Jarrow, NE32 3QN

Primrose Library, Glasgow Road, Jarrow, Primrose, NE32 4AU

South Shields Central Library, Prince Georg Square, South Shields, NE33 2PE

Whitburn Library, Mill Lane, Whitburn, SR6 7EN

The Document is also available on request free of charge for residents or organisations within the Borough (a charge applies for any other requests) from the postal or e-mail addresses below or can be downloaded from the Council's website at <http://www.southtyneside.info/planning>

Representations on the Document are invited and can be made in writing to the address below or via e-mail to ldf@southtyneside.gov.uk or via the response page on the website.

Representations can be made between 30 July and 29 August 2008.

The Supplementary Planning Document will be reviewed in the light of comments made, prior to being adopted by the Council. The adopted version must include a statement setting out: who was consulted, how those persons were consulted, a summary of the main issues raised in those consultations, and how those issues have been addressed in the adopted SPD.

Representations on the current document may be accompanied by a request to be notified when the Council has adopted the revised document.

**Head of Regulatory Services
South Tyneside Council
Town Hall and Civic Offices
Westoe Road
South Shields
NE33 2RL**

30 July 2008

Appendix 3: Responses to the revised consultation draft (July 2008)

Ref. no.	Respondent	Response	Council Response (actions are noted in bold)
SPD5/01	David S Tripcony	I cannot see the necessity of spending £15 million on work to Testo's roundabout. It is only a few years since the last work was carried out on it. Since the lights and extra lanes were put in the traffic flows well even at the busiest periods and also I believe it to be quite safe and could easily cope with a large increase in traffic. It is stated that we need to improve accessibility between South East Northumberland and Doxford park – I would like to ask why? What will we gain from it? Unless this money comes from Government funds then I do not see why South Tyneside should foot the bill for this unnecessary work.	Testo's grade separation scheme is the Highways Agency proposal and will be funded from their programme, not by the Council. The need is based on modelled junction capacity taking account of future background traffic growth plus additional traffic resulting from the New Tyne Crossing project. This modelling predicts that certain arms of the junction would be over capacity. The grade separation would also improve safety by reducing the numbers of potential vehicle conflicts, and by building in facilities for pedestrians, cyclists and horse riders. South Tyneside forms part of the Tyne and Wear City Region and it is important for the Borough to be well connected to neighbouring areas if people are to have good access to homes, jobs, services and education. The A19 plays a major role in the movement of people and goods in the City Region, and the Council will encourage improvements in transport infrastructure to support this strategic corridor. Comments noted.
SPD5/02	Government Office for the North East	Our advice on SPDs in general is that: <ul style="list-style-type: none"> all of the matters covered in SPDs must relate to policies in a development plan document or a saved policy in a development plan (paragraph 4.40 of PPS12), and SPDs should state clearly which DPD policies or saved policies they support; section 19(5) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to produce a Sustainability Appraisal of SPDs and a report of the findings; regulation 17 of the Town and Country Planning (Local Development) (England) Regulations 2004 sets out the requirements for publicising and consulting on draft SPDs. 	The SPD includes reference to relevant DPD policies or saved UDP policies. The SPD includes a Sustainability Appraisal and a report of findings. Consultation on the first and revised draft SPD has been conducted in accordance with Regulation 17 of the Town and Country Planning (Local Development) (England) Regulations 2004. Comments noted.
SPD5/03	National Grid	National Grid have no particular comments to make in respect of the document, however, I should be grateful if you would continue to consult with National Grid and keep me informed of progress on the Local Development Framework.	Comments noted.
SPD5/04	Barratt Homes	On reading the document, I was heartened to note that you had accepted a lot of my previous comments and I looked forward to reading a much-changed document. Whilst I recognise it has been significantly changed in part, it still suffers from much of the guidance being subject to further guidance. As such the document is limited in its usefulness.	The Council revised the first draft of SPD5 to take account of the constructive comments received from Barratt Homes. The Council's Local Development Framework is still evolving, and it is useful to explain where further Supplementary Planning Documents are planned, for example for Travel Plans, and where further planning obligation tariffs

		<p>The benefit of collecting all the obligations together in a single document is that they can all be seen collectively and a realistic estimate made of the consequences upon economic viability and thereby delivery of development. Unfortunately with information missing, the value of your document is undermined.</p> <p>I have no objection to the principle of a comprehensive obligations document despite the impending proposals for a Community Infrastructure Levy because I feel the levy will be some time away before it can be brought forward. However, I feel that with one eye on the levy you have misled yourself. Until the levy proposals are enacted, subject to regulation and brought forward via a Development Plan Document, Circular 05/2005 will remain. This Circular provides for the fundamental principle that any obligation should be necessary for the development to go ahead and related in scale and kind to the development; the levy would change relationship between charge and the development. However, whilst Circular 05/2005 remains the policy framework with its legal implications then your tariff proposals are unsound.</p> <p>Despite these general comments, I attach some detailed comments on the document for your consideration.</p> <p>1. Introduction</p> <p>1.1 The comments set out below are made in order that the matters appear in the document and do not represent a priority of the issues. However, it is considered that the document taken as a whole is flawed to the extent that it cannot be adopted as a Supplementary Development Document at this time and be used as a material consideration in development decisions.</p> <p>1.2 The justification for the various elements of the document is based on Core Strategy policies. The key policy on which it all hangs is Policy ST1. However, this does not set out a requirement for planning obligations. The policy only states "The use of Planning Obligations is essential in delivering this overall strategy". This is a statement of the obvious and could have said, "Development will be implemented by granting planning consents". The statement has no policy or justification for this SPD.</p> <p>1.3 Other policies on which the SPD is allegedly based makes no mention of planning gain. The Council's Local Development Scheme provides for the</p>	<p>will be developed, for example for sports facility provision.</p> <p>The Council considers that it is important to provide guidance on its approach to planning obligations and agreements prior to the Introduction of the Government's new Community Infrastructure Levy, which is yet to be agreed.</p> <p>The Council sets out in this SPD what is required from developers in the form of planning obligations, and the guidance is intended to provide greater certainty for developers from the outset. All negotiations over planning obligations will have regard to the guidance contained in Circular 05/2005, and it is agreed that a planning obligation must be necessary to make the proposed development acceptable in planning terms and it must be fairly and reasonably related in scale and kind to the development. (See paragraph 3.3).</p> <p>Paragraph 6.5 of the SPD has been clarified to state that, "All negotiations over planning obligations will have regard to the guidance contained in Circular 05/2005 (summarised in chapter 3 of this document), the specific details of the development proposal and the viability of the scheme".</p> <p>1.1 The SPD has been prepared to accord with national, regional and local planning policy and has been revised to take account of representations received on two consultation draft documents. It is now considered to be appropriate to advertise the adoption of the SPD and for it be regarded as a material consideration in the determination of future planning applications.</p> <p>1.2 Chapter 4 of the SPD has been expanded to include the full text of Policy ST1, which provides the parent adopted DPD policy for further guidance on planning obligations. It seeks to ensure that development maximises the community benefits of regeneration but avoids or minimises any adverse environmental impacts, congestion or harm to natural and cultural assets.</p> <p>1.3 In each chapter reference is made to relevant adopted development plan policies and to saved UDP policies, which refer to the use of</p>
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		<p>production of a Development Control Policies DPD. This may well be a document that contains a policy (policies) on which this SPD can be based but it is not provided by the Core Strategy.</p> <p>2. Paragraph 6.2</p> <p>2.1 This paragraph in the context of validation states that "it will be appropriate for the draft heads of terms or draft S106 Agreements to be negotiated prior to the submission of a planning application". This is not appropriate and goes beyond the government document "The Validation of Planning Applications". That document at paragraph 27 states that "Validation of applications for planning permission should essentially be an administrative process to check that the right documents and fee...have been submitted". Validation is not a process requiring the local planning authority to be satisfied about the content of the information. Therefore, there is no requirement for pre-negotiation.</p> <p>2.2 The government's document also states that the local list should have been subject to consultation and published on the website (paragraph 11). A search of the website has not revealed a local list and so validation will not require the local list information at the present time.</p> <p>3. Paragraph 6.8</p> <p>3.1 There is no provision with Circular 05/2005 or Planning Obligations: Practice Guidance for a developer to contribute to the costs of monitoring planning obligations. Indeed Circular 05/2005 at paragraph B5 says that "This will require monitoring by local planning authorities, which in turn may involve joint working by different parts of the authority". There is no mention of developer involvement or contribution. It is clear that this is a planning authority duty, which they have to fund.</p> <p>3.2 When the government recently proposed the increase in planning fees, it published a report in May 2007 "Planning Costs and Fees". That report, used to justify the recent massive increase in fees, says at paragraph 1.6 "...it has long been the Government's policy that the would-be developer should pay for the work of validating, publicising, assessing and deciding each planning application."</p>	<p>planning obligations e.g. ENV5, ENV6 and ENV7.</p> <p>2.1 The Validation of Planning Applications in Tyne & Wear at paragraph 29 states that, "The need for a planning obligation should be fully discussed with the Council at pre-application stage" and that, "Applications which generate a requirement for a planning obligation should be accompanied by a statement which contains draft heads of terms. Precise requirements should be clarified in pre-application discussions".</p> <p>The validation document has been subject to public consultation and sets out the information that must be submitted for planning applications to be made valid. The SPD does not say that pre negotiation is a requirement, but it does recommend a process for the preparation of planning obligations and agreements (Figure 1), which is intended to secure the determination of planning applications within statutory timescales. Pre application negotiations will therefore be useful.</p> <p>The Validation of Planning Applications in Tyne & Wear can be viewed on the Council's website at: http://www.southtyneside.info/ and http://www.southtyneside.info/search/document_view.asp?mode=8&pk_document=16692</p> <p>This has been added to the SPD at paragraph 6.2 as a margin note.</p> <p>3.1 At paragraph B50, Circular 05/2005 states that it is important that once planning obligations have been agreed, "they are implemented or enforced in an open and transparent way". Paragraph 6.8 of SPD5 explains that the Council will undertake the monitoring of planning obligations but will expect a monitoring contribution to be made where a particular scheme involves a complex legal agreement with numerous obligations, or where the nature of the planning obligation involves prolonged monitoring over a considerable period of time. This is intended to cover exceptional circumstances.</p> <p>Paragraph 6.8 of the SPD has been amended to make it clear that this will apply in exceptional circumstances.</p>
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		<p>Monitoring is not mentioned. Monitoring of S106 Agreements is akin to planning enforcement. There is no proposal anywhere to require planning fees to cover enforcement. Monitoring costs should be omitted.</p> <p>4. Paragraph 7.3</p> <p>4.1 This paragraph refers to planning obligation tariffs as set out in Section B. Whilst there is no objection to the use of standard formulae as set out in paragraph B35 of Circular 05/2005, "Standard charges and formulae applied to each development should reflect the actual impacts of the development or a proportionate contribution to an affordable housing element and should comply with the general tests in this Circular on the scope of obligations", it is considered that some of the proposals in Section B are outside of this Circular advice.</p> <p>5. Section 8 – Strategic Transport Improvements</p> <p>5.1 The attempt of the Council to provide information on a scale of contribution and to work out a fair system is recognised and welcomed. However, it is fundamentally flawed. There is no relationship between the contributions to be raised as a consequence of a particular development and the scheme to which it is to fund. It fails the basic test of Circular 05/2005.</p> <p>5.2 In addition the analysis is unclear. A tariff system of the sort envisaged by the Community Infrastructure Levy requires: –</p> <ol style="list-style-type: none"> An analysis of the infrastructure required and its cost. The amount of public funding and thereby the shortfall. The amount of development that could contribute to the shortfall. A contribution rate for types of development. An economic analysis of the effect of the contributions at (d) upon the viability of development. In the event that (d) and (e) are not compatible, a re-worked scheme of reduced infrastructure, reduced tariff or additional development. <p>5.3 None of the above are clearly provided but in any case should not be provided across the Council area but rather on the basis of a direct relationship between development and infrastructure.</p>	<p>4.1 At paragraphs 8.4 to 8.9 of the SPD5 details of the two transportation studies undertaken by JMP Consultants Ltd (Transport Consultants and Engineers) are provided. The relationship between the developer contributions sought and the modelled impacts of potential development sites on the highway network is explained. It is not possible to reproduce the full modelling work in the SPD, but the process involved making an assessment of the trip generations from each site, assigning these to the road network according to a travel to work pattern model, and calculating the proportion of the contribution this traffic makes to the need to carry out improvements. Each individual site may thus be responsible for a proportion of the costs at a number of different junctions. The study approach was to sum the total effects of generated traffic and the total requirements for network enhancements and apportion this through the methodology included in the SPD. Contributions will need to be pooled and improvements programmed over several years according to priority (junctions reaching limit of capacity first).</p> <p>5.2 This SPD has been prepared as further guidance on Section 106 Agreements, and not the proposed Community Infrastructure Levy. The JMP Transformation Study identified the impact of background traffic growth and development traffic on key junctions and links and current/future capacity issues. A range of hard and soft measures have been proposed to mitigate against the potential impact and cost accordingly. The research analysed the infrastructure required and its cost and the amount of development that could contribute. The developer contribution tariff proposes a contribution rate for different types of development set with regard to the local economy and viability of sites within the Borough, and minimum thresholds have been identified. None of the proposed highway schemes qualify for specific major schemes allocations from Government. LTP capital allocations are the only source of funding available, but this is already fully committed to projects such as local safety schemes, traffic calming, cycle routes, pedestrian crossings, safe routes to school projects etc and there are insufficient funds for these network enhancements, made</p>
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		<p>necessary by new development. JMP Consultants Ltd modelled the flows generated by each development and distributed these throughout the road network. The impact on each link and junction has been distributed proportionately and a contribution to each measure identified.</p> <p>The Transportation Study Supplementary Report (JMP Consultants Ltd, May 2008) will be made available online at www.southtyneside.info/planning/strategic/ldf as a supporting technical paper to the Supplementary Planning Document.</p> <p>6. Section 9 – Recreational Open Space, Children's Play Areas and Sports Facilities</p> <p>6.1 At paragraph 3.7 there is a stated preference for on-site provision of obligations but this element seems to work on the basis of contributions being mainly for off-site provision. This is confusing.</p> <p>6.2 There are various vague references "may encourage" (para. 9.28) and "may be circumstances to provide public open space" (para. 9.29), which do nothing for the understanding of the working of the policy.</p> <p>6.3 The absence of a sports facility provision contribution makes the policy incomplete and potentially unfair. In the absence of this contribution current developers will not be required to make any provision or payment. However, later developers could have to make a larger and more proportionate contribution because earlier development has taken place without contributing.</p> <p>7. Section 10 – Transport, Car Parking and Traffic Management</p> <p>7.1 The need for further guidance makes this section meaningless. It offers nothing, which will enable a developer to calculate a contribution, and so has no point.</p> <p>8. Section 11 – Employment and Training</p> <p>8.1 Paragraph 11.3 has no apparent relationship to development. Whereas the use of local labour and apprenticeships are a laudable objective, which Barratt would support, it is not a matter upon which a planning application should be judged. It is unreasonable and unrelated to planning.</p>	<p>6.1 The Council's play policy is to provide fewer and larger equipped play sites, which would mean that not all play facilities, could be delivered on-site.</p> <p>Paragraph 3.9 of the SPD has been amended to clarify off site provision for children's play areas and paragraphs 9.10, 9.11 and 9.12 clarify guidance for the provision of recreational open space on residential developments.</p> <p>6.2 Pending the completion of the Council's Open Space Strategy it is not considered appropriate to be any more prescriptive at paragraphs 9.28 and 9.29. A planning obligation will only be sought where it meets the policy tests in Circular 05/2005. 6.3 It is necessary to research the evidence base for sports facility provision in the Borough prior to the introduction of an appropriate developer contribution.</p> <p>7.1 It is considered reasonable to provide guidance on the need for developers to address travel planning matters, which are likely to result in other transport related requirements and costs. It is intended to be helpful to inform the reader where a further SPD on Travel Plans is proposed.</p> <p>8.1 Adopted LDF Core Strategy Policy E1 requires major developments to contribute towards local training and employment opportunities. The Regional Spatial Strategy for the North East also includes relevant social and economic planning policies. The Borough has high levels of unemployment and it is important for the Council to maximise targeted</p>
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			amended the revised consultation draft of SPD5 to take account of further representations received from Barratt Homes and other consultees during a second round of consultation in July 2008 (see Appendix 3). It is now considered to be appropriate for the Council to adopt the final version of SPD5 and issue the statement of adoption to consultees.
SPD5/05	Cyclists Touring Club	<p>8.13, last sentence. Delete 'car' (so that parking then covers car and cycle parking).</p> <p>10. Transport, Car Parking and Traffic Management – In the heading delete 'Car' (so that parking then covers car and cycle parking). This is then consistent with saved UDP policy T17: Car and Cycle Parking.</p> <p>10.1. 'Cycleways' is not a good word to use, as a cycleway is often a designated cycle route, e.g. Hadrian's Cycleway, which can be off or on-road. Cycle track is the official term for off-road cycle routes although in a new development we would only expect to see cycle tracks installed if they provided short cuts to the existing highway network. New estate roads should be designed to slow motor vehicles so that dedicated provision for cyclists is not needed.</p>	<p>Paragraph 8.13 of the SPD has been amended to refer to car and cycle parking.</p> <p>Chapter heading 10 of the SPD has been amended to delete the word car as suggested.</p> <p>Paragraph 10.1 of the SPD has been amended to replace 'cycleways' with 'cycle routes'.</p>
SPD5/06	Northumbria Police	This is clearly an opportunity for future development to consider neighbourhood policing and the provision of fully integrated services provided in partnership. I am confident that the police in South Tyneside will be appropriately consulted in future planning applications where a Section 106 Agreement or Obligation may impact upon/improve community safety or crime prevention.	Comments noted.
SPD5/07	North East Assembly	<p>Under section 38 (3) of the Planning and Compulsory Purchase Act (2004), the Regional Spatial Strategy (RSS) (July 2008) is part of the statutory development plan. Under the plan-led system, this means that the determination of planning applications will be made in accordance with the RSS and other development plan documents, unless material considerations indicate otherwise.</p> <p>The purpose of the document is to provide developers; landowners; the community; and the council, with advice and assistance on planning obligations or contributions. A planning obligation, also known as a 'section 106 agreement,' is a legally binding agreement between a local authority and a developer/landowner. The agreement requires a developer to carry out certain works, or provide a contribution towards the provision of infrastructure, services, or facilities, which are required to enable the development to proceed. Planning obligations can also mitigate potentially negative impacts of development.</p>	<p>At paragraph 4.1 the SPD describes the components of the statutory development plan, including the Regional Spatial Strategy for the North East.</p> <p>Comments noted.</p>

		<p>The NEA welcomes the development of a supplementary planning document (SPD) on planning obligations within the council's local development framework and commented on the first draft in July 2007. The revised document has addressed the issues of conformity highlighted in the NEA's response to the first draft.</p> <p>The only additional issue that the NEA wishes to highlight is that the document states that the council may look to secure travel plans through the use of planning obligations. With the adoption of the RSS this could be strengthened as RSS policy 54 requires travel plans to be prepared for all major development proposals that will generate significant additional journeys.</p> <p>Overall the document is considered to be in general conformity with the RSS, and will assist in the implementation of a number of objectives of regional policy.</p>	<p>Supportive comments welcomed.</p> <p>Paragraph 10.4 of SPD5 has been strengthened to refer to RSS policy 54 Parking and Travel Plans, which requires travel plans to be prepared for all major development proposals that will generate significant additional journeys. Additional reference has also been made to LDF Core Strategy Policy ST2 regarding travel plans.</p> <p>Supportive comments welcomed.</p>
SPD5/08	Commission for Architecture and the Built Environment	<ol style="list-style-type: none"> 1. Design is now well established in planning policy at national and regional levels, and LDFs offer an opportunity to secure high-quality development, of the right type, in the right place, at the right time. 2. Robust design policies should be included within all LDF documents and the Community Strategy, embedding design as a priority from strategic frameworks to site-specific scales. 3. To take aspiration to implementation, local planning authorities' officers and members should champion good design. 4. Treat design as a cross-cutting issue – consider how other policy areas relate to urban design, open space management, architectural quality, roads and highways, social infrastructure and the public realm. 5. Design should reflect understanding of local context, character and aspirations. 6. You should include adequate wording or 'hooks' within your policies that enable you to develop and use other design tools and mechanisms, such as design guides, site briefs, and design codes. <p>You might also find the following CABI Guidance helpful.</p> <ul style="list-style-type: none"> • "Making design policy work: How to deliver good design through your local development framework" • "Protecting Design Quality in Planning" • "Design at a glance: A quick reference wall chart guide to national design policy". <p>These, and other publications, are available from our website www.cabi.org.uk</p>	<p>Comments noted.</p> <p>Additional reference to relevant design guidance has been included in the margin of Chapter 14 of the SPD.</p> <p>Noted.</p>
SPD5/09	English Heritage	<p>I would confirm my satisfaction with the content of the revised draft consultation document. I am also pleased with the way in which the Council has responded to</p>	<p>Supportive comments welcomed.</p>

		<p>the comments and observations set out in my earlier letter of 21 May 2007.</p> <p>I welcome, too, the intention as expressed in Section 2, Table A2.1, concerning the Sustainability Appraisal that the Council intends to prepare an Urban Design Framework SPD. I look forward to the opportunity to comment on this in due course. I assume it will expand upon the work done on the design guide for South Tyneside in 2004.</p>	The Urban Design Framework SPD will expand upon the previous Urban Design Guidance. English Heritage will be consulted on the SPD at the appropriate time.
SPD5/10	Durham Wildlife Trust	<p>Durham Wildlife Trust welcomes the SPD on Planning Obligations and Agreements, in particular the reference to working with external organisations such as Durham Wildlife Trust to develop appropriate schemes to compensate for any biodiversity loss resulting from developments within South Tyneside.</p> <p>Durham Wildlife Trust would welcome the opportunity to work with South Tyneside Council to develop a series of schemes across the area that can be implemented via Section 106 and other planning agreements. Of particular interest are schemes designed to facilitate the adaptation of our countryside to climate change and allow the movement of habitats and species across the landscape in response to changing climate. Durham Wildlife Trust is currently developing its Living Landscapes proposals as part of the national Living Landscapes campaign developed by the Wildlife Trusts. This provides an opportunity for the Council to develop a range of mitigating projects that can have real significance not only in South Tyneside but across the wider region.</p>	<p>Supportive comments welcomed.</p> <p>Reference to the Living Landscapes campaign has been included in the margin of chapter 15 of the SPD.</p>
SPD5/11	<p>England & Lyle Chartered Town Planners</p> <p>Representation on behalf of Northumbrian Water Ltd. (NWL).</p>	<p>Appendix 1: Responses to first consultation draft SPD5 (May 2007)</p> <p>NWL notes the table of comments received in relation to the first consultation draft of SPD5, published in May 2007. NWL submitted representations on this draft Document during the consultation period held by the Council. However, it would appear that none of the comments contained in these representations have been acknowledged, rejected and/or incorporated in Appendix 1. To this end, and notwithstanding their previously submitted comments in May 2007, NWL would make the following comments in relation to the second draft SPD5.</p> <p>In paragraph 2.1, NWL acknowledges and supports the principle, purpose and function of SPD 5 to provide "guidance on the planning obligations or agreements that will be required to ensure that new development can be accommodated in the Borough, with acceptable impact and within the principles of sustainable development."</p> <p>NWL continues to welcome the Council's positive and pro-active response with the</p>	<p>Unfortunately, the Council did not receive the comments sent on behalf of NWL to the first consultation draft of SPD5, but has now obtained a further copy of these comments and has taken these into account when addressing the representation received from NWL.</p> <p>Supportive comments welcomed.</p> <p>Supportive comments welcomed.</p>

		<p>Company to ensuring that the Core Strategy DPD, Development Policies DPD and Area Action Plan DPDs adequately addressed issues relating to the Company's water and sewerage infrastructure operations. However, NWL feel that the SPD could better reflect the Company's position regarding its requirements for additional water and sewerage infrastructure necessitated by cumulative and major developments.</p> <p>Whilst recognising that it has a statutory duty to provide infrastructure for water supply, sewerage or sewerage disposal by virtue of sections 41, 98 and 146 of the Water Industry Act, the Company aims to identify its infrastructure requirements at the earliest stage of development proposals and encourages developers to work with the Company to ensure a 'joined-up' approach to its provision of water and sewerage infrastructure. As stated in B52 'Other Legislation' in ODPM Circular 05/2005: Planning Obligations: "There is of course merit in ensuring a joined-up approach is taken to planning of the provision of all infrastructure and services relating to a site".</p> <p>In order to encourage this 'joined-up' approach to developments, NWL would therefore request that the following wording is incorporated into the final version of SPD5:</p> <p>"Proposals for new development must be capable of being accommodated by existing or planned water and sewerage infrastructure services (whether supplied by utilities providers or the development itself), and must not have a seriously harmful impact on existing systems, worsening the services enjoyed by the existing community. The Council recognises that the provision of additional water and sewerage infrastructure capacity, necessitated by certain developments, is essential to the timely implementation and functioning of developments. Along with their requisitionary responsibilities developers will be encouraged to in some cases through financial provision to facilitate water and sewerage infrastructure, through the use of a planning obligations, where appropriate to ensuring the effective and efficient phasing of development".</p> <p>This content could be conveniently and adequately incorporated into 'Section C: Site Specific Requirements' as 'Infrastructure capacity' or a similar title relating to utilities. Further to NWL's representations, similar policy wordings have been incorporated recently in LDF documents by various other local planning authorities in the north-east.</p>	<p>Comments noted.</p> <p>Chapter 16. Water and Sewerage Infrastructure has been included in the final version of the SPD to address the representation made on behalf of NWL.</p> <p>At paragraph 16.3 reference has also been made to the possible use of planning obligations for sustainable urban drainage systems (SUDS). This suggestion was made by the Environment Agency in May 2007 in response to consultation on the first draft of SPD5. The Council had intended to include the suggestion in a future revision of SPD1 Sustainable Construction and Development but it is now appropriate to include the suggestion here in SPD5.</p>
SPD5/12	Persimmon Homes	In our initial response to the original consultation draft of this document in May 2007, Persimmon Homes highlighted a number of key issues, which we felt	The SPD has been prepared to accord with national, regional and local planning policy and has been revised to take account of representations

		<p>needed to be addressed fully in order for this SPD to pass government soundness tests and fit for purpose. Upon reading the Consultation Revised Draft it has become clear that despite extensive revisions to the original draft, a number of issues within the document remain unresolved resulting in the document as a whole being flawed and unadoptable as an SPD in its current format. It would therefore not constitute being a material consideration when making development decisions.</p> <p>The following represents the companies' comments in relation to the various references given:</p> <p>Negotiating and Monitoring of Section 106 Agreements: Paragraph 6.8 I would like to draw your attention to paragraph 6.8 which states that 'the Council will expect a monitoring contribution to be made' to ensure continual monitoring of the developer compliance with agreed planning obligations. There is no requirement within Circular 05/2005 or Planning Obligations: Practice Guidance for a developer to contribute costs towards the monitoring of planning obligations.</p> <p>The monitoring process is an in-house planning authority duty, which they have to finance and therefore monitoring costs should be omitted from this SPD.</p> <p><u>Use of this Supplementary Planning Document: Paragraph 7.3</u> Persimmon Homes has no objection to the use of standard formulae, however, we would like to draw to your attention advice from paragraph B35 of Circular 05/2005 which states that 'standard charges and formulae applied to each development should reflect the actual impacts of the development' and we ask that all proposals within Section B meet this Circular advice as opposed to being applied in blanket form regardless of the impact of development.</p> <p><u>Paragraph 7.5</u> This paragraph refers to the regular review of developer contribution rates based on inflationary price increases and market conditions. Persimmon Homes requests further details on how such reviews are to be calculated and measured. Is it intended that contributions come down as well as up, taking account of prevalent market conditions?</p> <p><u>Section 8: Strategic Transport Improvements</u> Until the Community Infrastructure Levy (CIL) comes into force, it is essential that any developer contributions must pass the basic tests set out within Circular</p>	<p>received on two consultation draft documents. It is now considered to be appropriate to advertise the adoption of the SPD and for it to be regarded as a material consideration in the determination of future planning applications</p> <p>Paragraph 6.8 of SPD5 explains that the Council will undertake the monitoring of planning obligations but will expect a monitoring contribution to be made where a particular scheme involves a complex legal agreement with numerous obligations, or where the nature of the planning obligation involves prolonged monitoring over a considerable period of time. This is intended to cover exceptional circumstances. Paragraph 6.8 of the SPD has been amended to make it clear that this will apply in exceptional circumstances.</p> <p>SPD5 clearly highlights the relationship to be established between the impact of development and the developer contributions sought, at paragraph 6.5. Paragraph 6.5 of the SPD has been clarified to state that all negotiations on planning obligations will have regard to guidance contained in Circular 05/2005, the specific details of the development proposal and the viability of the scheme.</p> <p>At paragraph 5.5 of the SPD, the Council explains that it will use the retail prices index excluding mortgage interest payments to determine appropriate price increases for the costs given at 2008 prices in the SPD. The Council will regularly review its planning obligation tariffs and the level of contribution required in light of market conditions and other material considerations.</p> <p>The Council considers that it is important to provide guidance on its approach to planning obligations and agreements prior to the Introduction of the Government's new Community Infrastructure Levy,</p>
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		<p>05/2005, whereby there is a direct relationship between the consequence of a development and the scheme to which it is to fund.</p> <p>The CIL will require the formulation of an Infrastructure Plan to analyse local requirement and its cost; in DPD form this will need to be tested on a sound evidence base prior to Public Inquiry and Adoption. Only once such plans are in place could a fair developer contribution be formulated, and until this time, it would be totally inappropriate to suggest levels of contribution within this SPD.</p> <p>Section 9: Recreational Open Space, Children's Play Areas and Sports Facilities</p> <p>It is a government requirement to ensure that on site public open space is an integral part of residential development proposals. Persimmon Homes supports the inclusion of open space; however, the precise amount, location, type and design of such provision should be negotiated with applicants taking account of the specific characteristics of the development.</p> <p>For larger housing schemes, Persimmon Homes accept that off-site contributions towards open space, play areas and sports facilities may be necessary; however, the level of contribution should be based on solid evidence identifying need, with sports contributions calculated in line with Sport England guidance and a local assessment of provision.</p>	<p>which is yet to be agreed.</p> <p>The Council sets out in this SPD what is required from developers in the form of planning obligations, and the guidance is intended to provide greater certainty for developers from the outset. All negotiations over planning obligations will have regard to the guidance contained in Circular 05/2005, and a planning obligation must be necessary to make the proposed development acceptable in planning terms and it must be fairly and reasonably related in scale and kind to the development. (See paragraph 3.3).</p> <p>There are two aspects to developer contributions acknowledged by government. One being the site-specific access and accessibility requirements of a development, and the other being those of the impacts on the wider network. The JMP Consultants transportation studies identified the impact of background traffic growth and development traffic on key junctions and links and current/future capacity issues in the Borough. A range of hard and soft measures have been proposed to mitigate against the potential impact and costed accordingly. Flows generated by each development have been modelled and distributed throughout the road network. The impact on each link and junction has been distributed proportionately and a contribution to each measure identified.</p> <p>The provision of public open space as part of residential developments will be a matter for negotiation as set out in paragraph 9.31 of the SPD. Clarification of this point is provided at paragraph 9.10 of the final version of the SPD. "The Council will take into account the scale and nature of the proposed residential development and the likely demand for recreational open space that will be generated. Detailed planning obligation negotiations will also consider existing local provision of recreational open space and the availability of suitable land within the development site when determining opportunities for on or off site provision".</p> <p>A planning obligation for sports facility provision is not proposed in this SPD, but will be researched in consultation with Sport England in the future.</p>
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		<p>work from the Council is required and therefore it is questionable whether or not this section of the SPD holds any relevance at this time. Such policy should come from SHMA work.</p> <p><u>Section 14: Public Realm, Public Art, Heritage and Conservation</u></p> <p>Whilst Persimmon Homes agree that public art can make a positive contribution to the quality of the built environment and public realm, there is currently no necessary test that can be linked into development proposals to suggest a public art contribution is required from a developer. As a result, the 10 dwellings or more threshold as stated within paragraph 14.4 holds no direct relevance to the criteria set out in Circular 05/2005 and should therefore be omitted.</p> <p><u>Conclusion</u></p> <p>Persimmon Homes would like to emphasise that it is essential that any planning gain requirements are fully considered in relation to site viability and founded on a robust and credible evidence base. It is important to remember that in the absence of the CIL, developers can only be asked to fund facilities and services where need directly relates to new development in line with the criteria set out within Circular 2005/05.</p> <p>It is our position that to be considered 'sound' a number of changes are required to the document to make it in conformity with Circular advice and guidance and without these changes this document should be afforded no weight.</p>	<p>Adopted LDF Core Strategy and saved UDP policies noted in chapter 14 provide the framework for the negotiation of the provision of publicly accessible artwork on major planning applications. This is not stated as a requirement, but will be encouraged in order that buildings and their settings make a positive contribution to the local area. A minor revision has been made to paragraph 14.4 of the SPD to refer specifically to adopted Core Strategy Policy ST2, and to relate negotiation, where appropriate, to major planning applications.</p> <p>The Council considers that it is reasonable to ask developers to contribute towards the cost of infrastructure, facilities and services that will be needed as a result of their development. The Council sets out in SPD5 what is required from developers in the form of planning obligations. All negotiations over planning obligations will have regard to the guidance contained in Circular 05/2005 (and summarised in chapter 3 of this document), the specific details of the development proposal and the viability of the scheme. In particular, the Council will seek to secure a fair and reasonable developer contribution, without removing the incentive for new development taking place in the Borough.</p> <p>Constructive comments on the revised consultation draft of SPD5 have been addressed. Appropriate changes have been made where they improve and substantiate the document. The Council has amended the revised consultation draft of SPD5 to take account of further representations received from Persimmon Homes and other consultees during a second round of consultation in July 2008 (see Appendix 3). It is now considered to be appropriate for the Council to adopt a final version of SPD5 and issue the statement of adoption to consultees.</p>
SPD5/13	Sport England North East	<p>Sport England considers that the revised draft has made excellent progress since we were consulted on the previous draft, last summer.</p> <p>The document recognises the need to base contributions on locally derived standards and also acknowledges the need for South Tyneside to undertake a</p>	<p>These supportive comments are welcomed. The SPD has been revised to take account of Sport England's constructive comments on the first draft of the document.</p>

	<p>PPG17 Local Needs Assessment that can examine the demand and supply of indoor and outdoor sport facilities. Sport England is also aware that the Council intends to commence, very shortly, on an open space assessment and an update to the Playing Pitch Strategy. This suite of three strategies will fully comply with the need to set local standards required by PPG17. This would also provide a sound evidence base upon which to base planning contributions.</p> <p>We are pleased that the document recognises the principle of pooled contributions. This can be essential in delivering wider community benefits from a combination of smaller development proposals. Pooled contributions can assist in delivering more costly developments such as swimming pools, sports centres etc.</p> <p>Sport England acknowledges that the SPD is a revised draft and once the suite of strategies has been produced and/or updated, this will assist in providing local standards and tables, similar to the ones proposed for Children's Play Areas.</p> <p>I note that paragraph 9.8 makes reference to updating the SPD when the strategies are complete. In the meanwhile, it would be prudent to refer to the Sport England Facilities Calculator. This calculates the amount and cost of facilities required for new residential development and is based on local demographics. The calculator can be accessed on the Sport England website: www.sportengland.org and clicking 'Get Recourses', clicking 'Planning for sport', then clicking 'Planning Contributions' and clicking on the link for the Sport Facility Calculator.</p> <p>Sport England produces a facility costs sheet, which is updated every other quarter. This gives the most recent costs for the development of a range of different sport facilities. I have enclosed a copy of the document. It can also be viewed on this link, for the most recent version: www.sportengland.org/kltbag_fac_costs_q2_2008.doc This cost sheet could be appended to the SPD to give an indication of the costs of delivering different sport facilities, particularly where pooled contributions are being considered.</p> <p>PPG17 does not restrict the requirement for planning obligations for sport to just housing and therefore it is legitimate to request obligations from non-residential developments. Developments that attract a number of employees or visitors can also create a demand for sport facilities. This could include office developments, where employees may create a demand to use facilities locally, such as utilising a</p>	<p>Supportive comments welcomed.</p> <p>Comments noted.</p> <p>Reference has been made to the Sport England Facilities Calculator in chapter 9, at paragraph 9.31, of the SPD.</p> <p>Reference has been made to the Sport Facility Costs sheet in chapter 9, at paragraph 9.31, of the SPD.</p> <p>Sport England's advice is noted. When the Open Space Strategy and other research are completed, the Council will review its planning obligations for sports facility provision. The Council will consult Sport England at an early stage in the drafting of further planning obligations. The helpful reference to other good practice examples of planning</p>
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		<p>gym or tennis courts during lunch hours. Sport England considers that the SPD should also consider the demand that non-residential development may have on sport facilities and consider requesting obligations to provide for such facilities. Herefordshire Council have produced a Planning Obligations SPD that Sport England were involved with. This example requests money into sport from non residential developments and can be viewed on this link: www.herefordshire.gov.uk/docs/FINAL_Planning_Obs_SPD(1).pdf</p> <p>In summary Sport England considers the draft to be making excellent progress and has recognised the key documents in order to provide a sound evidence base for calculating planning contributions. Until the strategies are produced, it is difficult to determine the local provision and their associated costs and therefore, the SPD should be amended at a later date when these strategies become available.</p>	<p>obligation SPDs is noted. It will be taken into consideration when the Council is in a position to review its planning obligations for recreational open space. The Council's Open Space Strategy (SPD 3) and other planned strategies will be used as the basis for further calculations on planning obligations for recreational open space.</p>
SPD5/14	Turley Associates – representations on behalf of Sainsbury's Supermarkets Ltd.	<p>This representation relates to Section 8: Strategic Transport Improvements, of SPD5: Planning Obligations and Agreements revised draft.</p> <p>Sainsbury's agrees with the sentiment in Paragraph 2.7 of the South Tyneside LDF Core Strategy in that it may be necessary for developers to enter into agreements to provide the required infrastructure improvements to facilitate their development. However, applying a flat rate, albeit on a sliding scale, is not considered appropriate or reasonable.</p> <p>The levels of contribution for food retail development is almost double that for other retail development. While Sainsbury's is not opposed to making contributions where appropriate, it is felt that these contribution rates are unreasonably high. Circular 11/85, Paragraph 8, Standard Conditions warns that model conditions can encourage the use of conditions as a matter of routine, without the careful assessment of the need for each condition. Sainsbury's are concerned this will happen and result in contributions that place unjustifiable burdens on applicants. Therefore Sainsbury's would like to see contributions that are appropriate to suit the particular circumstances of a case, based on Transport Assessment, and not determined by a set tariff.</p> <p>The levels of contribution also fail to meet the Secretary of State's Policy Test 4. By operating a flat rate, contributions are not "fairly and reasonably related in scale and kind to the proposed development", and could result in contributions that either fall or go over and above the level needed to bring a development in line with the objectives of sustainable development.</p>	<p>The Council considers that it is reasonable to ask developers to contribute towards the cost of infrastructure that will be needed as a result of their development. The Council sets out in this SPD what is required from developers in the form of planning obligations, and the guidance is intended to provide greater certainty from the outset. Negotiation will be a key part of the process, and the Council will seek to secure a fair and reasonable developer contribution, relevant to the specific details of the development proposal, without removing the incentive for new development taking place in the Borough. (See paragraphs 6.5 and 8.18 of the SPD).</p> <p>The JMP Transformation Study identified the impact of background traffic growth and development traffic on key junctions and links and current/future capacity issues. A range of hard and soft measures have been proposed to mitigate against the potential impact and cost accordingly. The Transportation Study Supplementary Report (JMP Consultants Ltd, May 2008) will be made available online at www.southtyneside.info/planning/strategic/ldf as a supporting technical paper to the Supplementary Planning Document.</p> <p>Flows generated by each development have been modelled and distributed throughout the road network. The impact on each link and junction has been distributed proportionately and a contribution to each measure identified. Interrogation of the TRICs database shows that the trip rates generated by food retail are more than double those generated</p>

			<p>by non-food retail developments and this is mirrored in the developer contribution rates applied. It is considered that these contribution rates are not unreasonable, being significantly less than those set by other authorities, as investigated by the study. The level of contribution is based upon use, size and location of the proposed development and minimum thresholds have been set.</p> <p>The trips associated with each development are generated by the TRICS database. TRICS® is the system that challenges and validates assumptions about the transport impacts of new developments. It is the only national (UK and Ireland) trip generation and analysis database, containing trip generation data and site information for over 2,800 sites. Trip rates are based upon land use size and location.</p>
SPD5/15	One NorthEast	<p>As you are aware One NorthEast is responsible for the development, delivery and review of the Regional Economic Strategy (RES) on behalf of North East England. The RES sets out how greater and sustainable prosperity will be delivered to all of the people of the North East over the period to 2016.</p> <p>The revisions to this draft document are noted. As stated in our previous response to the first draft, One NorthEast welcomes and endorses your Council's intention to provide a Supplementary Planning Document on planning obligations and agreements. The revised document sets out clearly and concisely the context and process involved in planning obligations and agreements and should prove to be an excellent tool for developers.</p>	<p>The adopted LDF Core Strategy, to which the SPD relates, has been prepared in accordance with the Regional Economic Strategy.</p> <p>Supportive comments welcomed.</p>
SPD5/16	The Theatres Trust	<p>The Theatres Trust is the national advisory public body for theatres and a statutory consultee on planning applications affecting land on which there is a theatre. This applies to all theatre buildings, old and new, in current use, in other uses, or disused. Established by The Theatres Trust Act 1976 'to promote the better protection of theatres', our main objective is to safeguard theatre use, or the potential for such use but we also provide expert advice on design, conservation, property and planning matters to theatre operators, local authorities and official bodies. Due to the specific nature of the Trust's remit we are concerned with the protection and promotion of theatres and therefore anticipate policies relating to cultural facilities.</p> <p>Thank you for taking on board our comments regarding the inclusion of the term 'cultural facilities' within items 12.2 and 12.5 in the section on Social and Community Facilities.</p> <p>It is important that the need for developer contributions for cultural facilities is</p>	<p>LDF Core Strategy policy SC1 Creating Sustainable Urban Areas focuses and promotes development within the built-up areas of the Borough where it sustains the provision of community facilities.</p> <p>Supportive comments welcomed.</p> <p>Comments noted.</p>

		identified as we are concerned and wish to be assured that any future buildings for theatre and the performance arts will benefit appropriately under the terms of S106 agreements. Section 106 has significantly benefited the provision of cultural facilities and should continue to be used in this way.	
SPD5/17	Tyne Crossings Alliance	<p>We have focused our comments on Appendix 2, Sustainability Assessment, since this is the aspect of the work that especially concerns the Tyne Crossings Alliance.</p> <p>A2.1 Objective: "To create and retain wealth"</p> <p>We suggest that your Appraisal Team's response does not take into account the full effect of congestion during the period of the Plan and, especially, subsequent to the period of the Plan. "Growth" for its own sake, not taking into account congestion, is counter-productive so the word "sustainable" in the Question: "Will it generate sustainable economic growth" has been overlooked. We are very concerned that extra traffic in the Borough occasioned by the Second Tyne Crossing for instance has been played down, and in this context we cite the following extract from the JMP ST Study 2006: "...In addition to this figure approximately 1,000 additional movements are predicted on the A19 during the peak hours due to the introduction of the 2nd Tyne Crossing" (11.4).</p> <p>We assume this means 1000 extra vehicle movements in the morning rush-hour and another 1000 in the evening rush hour, and this is a very significant addition to present congestion not only on the A19, as the Study says, but throughout the Borough since much of this traffic (almost all of it, according to the original promoters of the New Tyne Crossing) will be local. We are concerned that the JMP study doesn't appear to take this dispersal into account. We wonder, also, how rigorous is the 1000 additional vehicle movements figure. It is ironical that the Tunnel developers are presumably likely to be held to be free from developer contribution liability.</p> <p>Likewise Table T3.9 in the JMP ST Study 2006 concerning traffic to and from the proposed Hebburn super-store under-reports the problem in our view: "Arrivals / Departures: AM Peak 146 / 300, PM Peak 313 / 101". This traffic is "assumed to be local to the Jarrow and Hebburn areas". We submit that traffic to this store would be Borough-wide and not local, if Tesco gets its way (and it usually does, planning agreements notwithstanding – the size of the proposed car park gives an indication). We also query whether a superstore size exceeding 4000 sq m (including "comparison goods") has been used in the traffic-generation model since the traffic assumed seems low. It may be relevant that main retail shopping</p>	<p>The sustainable development objectives set out in the Sustainability Appraisal (SA) are those that have been formulated for the assessment for all South Tyneside LDF documents, since the preparation of the adopted Core Strategy.</p> <p>Transport Consultants were commissioned by the Council to study the impact of new development on local and strategic transport infrastructure across the Borough. It is acknowledged that the model could not take into account every single development that will take place and concentrates on the known main sites identified in the LDF. The contributions tariff will apply to all new developments (above threshold levels) and so raise funding for strategic transport improvements. The study does not solely relate to highways but also to such as the need to develop cycle routes. The traffic impacts of the New Tyne Crossing were fully appraised in association with the promotion of this scheme, and for example the need to improve junctions on the A19 was highlighted (and now programmed by the Highways Agency). The long-term impact on changes to traffic patterns on local roads remote from the A19 will possibly need more detailed examination in the future, as it cannot be determined at this stage due to the number of variables. Access to the A19 itself may be subject to control in the future by the Highways Agency.</p> <p>Use of the term "local" in relation to traffic attracted to the New Tyne Crossing means traffic arising within the north-east region rather than further afield as for such as the A1 or M1. 2001 Census shows that a large proportion of trips undertaken within South Tyneside are generated within the borough. Journey lengths through the tunnel however are not what we would consider to be local in that they could not be reasonably achieved through bus, walking or cycling.</p> <p>The transport consultants' studies provide indicative figures for a</p>

		<p>traffic is not likely to occur at peak hours, so traffic to this development would be (we hope not: "will be") very substantial indeed.</p> <p>The later JMP ST 2008 Study doesn't elaborate on these assumptions. The allocation of £7,500 in Appendix C to improvements to the Victoria Road/Station Road junction (adjacent to, or part of, the proposed superstore vehicle access) suggests a modest traffic increase, which we applaud but don't believe. The allocation of £123,000 to Station Road, which we presume includes widening, attracts only a £26,061 contribution, which we consider derisory, even though it is compensated by a £25,023 excess on the junction contribution.</p> <p>The Question "Will it [SPD 5] increase average household income" is meaningless unless accompanied by an assessment of associated spending power for any particular income and the quality of life that arises results. Rich people stuck in traffic jams in sordid, smelly and noisy streets are NOT happy bunnies! Even less happy are the residents of those streets and those for instance having to push prams and wheelchairs on the road due to cars parked on the pavement. Poorer people occupying a clean, fume-free, properly policed and attractive environment are much more likely to be happy than their "rich" compatriots. We suggest the main way that SPD 5 could influence the lot of this majority of South Tyneside's population for the better is through traffic-reduction. SPD 5 fails this test.</p>	<p>number of development sites across South Tyneside, including the Hebburn Town Centre food store site. Prior to the submission and assessment of proposals, these requirements may be subject to further detailed analysis and assessment. The precise details of development at Hebburn are yet to be determined, but it has already been highlighted that the levels of car parking will need to be appropriate for local demand, taking into account the totality of the uses in the town centre and the potential for linked trips. It is considered reasonable to expect that Hebburn Town centre will attract mainly from the locality since there are already large supermarkets catering for the demands of the other areas of the Borough. The scheme will provide for pedestrian and cycle movement and for connections to the Metro and bus services. Changes to Victoria Rd / Station Rd junction are envisaged to be minor since a new access from Victoria Rd West will cater for vehicular access to the area. The main changes in traffic will therefore arise from the large residential developments in the vicinity that will need to be incorporated in the transport assessment to be carried out for the town centre.</p> <p>The study that informed SPD5 has taken into account the potential for reducing traffic generation through travel planning measures for these new developments. However, new development will generate additional motorised traffic and the purpose of this SPD is to secure the necessary improvements to the network to avoid congestion. The Supplementary Planning Document cannot address reducing existing traffic in general not related to new development. This is being addressed through the Local Transport Plan and the South Tyneside Integrated Transport Strategy. It would be unrealistic to suggest that new development could take place without any associated generations of traffic.</p> <p>This sustainable development objective and others set out in the SA are those that have been formulated for the assessment for all South Tyneside LDF documents, since the preparation of the adopted Core Strategy. SPD5 does not address such matters as parking on pavements, since this is an enforcement matter. It should be noted that whilst we do apply maximum parking standards to minimise provision as a tool to manage demand, this could actually increase the likelihood of people parking on pavements.</p>
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		<p>A2.2 Objective: "To help businesses start up, grow and develop"</p> <p>We submit that the two developments we have cited (the second Tunnel, already approved, and the proposed Hebburn superstore which is awaiting approval – though with more than a hint that the Council intends to accept) both increase congestion. In that sense they are counter-productive, and developer contributions to facilitate traffic flow would appear to make that worse. The proposed Hebburn super-store can do no other than destroy retail employment opportunities (that is how superstores make their profit) and experience elsewhere indicates a very clear correlation between large superstore domination of a community and a decline in social capital of which small business and employment is a major component. We appreciate that the main place for this objection was the Public Examination into the Hebburn Area Action Plan and we made the objection then, with a long list of references. We consider that our objection to this proposed development has implications for SPD 5 too.</p> <p>A2.3 Objective: "To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity"</p> <p>We suggest that this is a bogus aspiration. A better formulation of words would have been: "To increase employment levels and tackle the causes of deprivation" (1). Consideration of basic issues such as ensuring cleanliness and freedom of parked cars from pavements, as opposed to increasing the number of cars per household, might shift policies in a much more favourable direction of which traffic limitation and management will be an essential part. This materially bears on developer contributions, which need not to facilitate traffic growth, but to provide alternative means of access. The JMP studies indicate many ways to provide alternatives to car use, but the Borough must go further by constraining car use through, for example, parking charges, control and management.</p> <p>A2.4 Objective: "To establish and retain a flexible and highly skilled workforce through training and education"</p> <p>Public Health North East says: "We will press the case that the primary purpose of the North East economy should be to improve the health and well-being of its population" (2). Training and education must have a clear objective if they are to succeed, and this requires employment for a varied and skilled workforce. The proposed Hebburn superstore does nothing for skilled labour, and would reduce employment compared to the preferred alternative of many healthy local shops as well as reducing social capital, as mentioned in our comments on A2.2. A more sensitive proposal for the development of Hebburn Town Centre focused on local</p>	<p>The Supplementary Planning Document does not seek to address detailed issues relating to the redevelopment of Hebburn Town Centre, which have been considered in the Hebburn Town Centre Area Action Plan DPD. The Sustainability Appraisal (SA) recognises that the impacts of SPD5 may be indirect for objective A2.2, but there may be some positive effects for business development, such as through the use of local suppliers and produce, and improvements to the strategic transport infrastructure.</p> <p>In terms of planning obligations and Section 106 Agreements, Chapter 11 of SPD5 deals with employment and training in the context of the Council's Social Clauses programme. The SA recognises that SPD5 should have a positive impact in increasing targeted recruitment and training. The Transformation Study identifies the impact of new development traffic on key junctions and links and current/future capacity issues in the Borough. A range of hard and soft measures (including public transport improvements and pedestrian and cycle improvements) has been proposed to mitigate against this impact and have been costed accordingly.</p> <p>Comments noted. The Supplementary Planning Document does not seek to address detailed issues relating to the redevelopment of Hebburn Town Centre, which have been considered in the Hebburn Town Centre Area Action Plan DPD.</p>
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		<p>unclear.</p> <p>The JMP studies 2006 and 2008</p> <p>These studies appear to be predicated on what the Council already planned to do before the consultants were instructed. The opportunity therefore of gaining the expertise of JMP in drawing up these plans has been lost – all JMP could do was seek to secure the door after the horse had bolted. This is another example of the Council's back-to-front "consultation" referred to in our paragraph above. The difference is between top-down "consultation" and bottom-up co-operation both with the public and, as here, through the employment of consultants.</p> <p>As stated previously (A2.2), we consider that JMP's treatments of traffic generated by the Second Tyne Crossing, and the proposed Hebburn super-store, are ambiguous in the first case, and wrong in the second. This affects conclusions based on these studies. We don't have the contour maps showing accessibilities, but we note that these were drawn up assuming the TyneWear Park would go ahead. They have not, so far as I am aware, been recalculated since. As the TyneWear contribution was a major feature of the 2006 Study, this is a serious lack. A realistic assessment of traffic arising from the New Tyne Crossing, and from the proposed Hebburn Superstore (NOT just local traffic!) would have been valuable information to inform SPD 5.</p> <p>The consultants' figures for access to sites by public transport require to be door-to-door. In that case an optimistic journey time from my house in North Drive, Hebburn, to South Shields by Metro (a trip I frequently make) amounts to: walk to Metro 10m, average wait for a train in rush hour 4m, journey time (2m per section) 12m, walk to a typical destination in South Shields say 5m. Total 31m. This puts this house well outside the 20m band, and the very large number of houses located further from the station than we are, are worse off. Were the walks both to and from the stations and bus stops included in the journey time figures?</p> <p>We welcome JMP's emphasis on alternatives to car transport, but quite clearly the consultants' hands are tied. The Council injunction to set Developer contributions "much lower than other local authorities in England...keeping in mind the economy of the borough" (JMP ST 2008 6.24) – and at half those set in Nottingham for instance – is, we suggest, a policy of defeat. One can surmise that the entire proposed Developer contribution of £1,831,991 for all developments in the Borough may be used up by the cost of these studies and the associated Council bureaucracy required to administer the system including the preparation of SPD 5.</p>	<p>The Council commissioned consultants to provide an independent and robust borough-wide analysis of the transportation requirements arising from anticipated future development. SPD5 has been prepared in accordance with the Council's adopted Statement of Consultation, and has been subject to sustainability appraisal and two periods of public consultation prior to adoption.</p> <p>The trips associated with each development are generated by the TRICS database. TRICS® is the system that challenges and validates assumptions about the transport impacts of new developments. It is the only national (UK and Ireland) trip generation and analysis database, containing trip generation data and site information for over 2,800 sites. Trip rates are based upon land use size and location. Flows generated by each development site have been modelled and distributed throughout the road network, which can be seen in the Transformation Study. The impact on each link and junction has been distributed proportionately and a contribution to each measure identified. The original JMP study examined the transport impacts with and without the Tyne Wear Park. By the time the supplementary work was commissioned to inform the developer contributions model the situation had been clarified and subsequent modelling work excluded this site. In addition, the work revised the information on the sites to be included in accordance with the latest position.</p> <p>It has not been policy to set developer contributions at a lower level than elsewhere. The point is made to demonstrate that the Council is not imposing excessive demands on developers. Developer contributions secured towards strategic transport improvements will only be used for that purpose.</p>
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		<p>Anomaly</p> <p>We understand that S106 agreements are regarded as a way forward by Government, so we are stuck with them. They have good and bad aspects, the bad aspect being an incentive to accommodate rather than reduce traffic. But the Note in red on p10 of SPD 5 catches my eye. Since a local tax on value might facilitate the assessment of developer contributions in a way which does not provide an excuse for permitting traffic increase, and may operate without the contentious threshold, we have examined this Note and made suggestions. The text reads: "Viability – The gross development value of a site will usually be the <u>product</u> of the build cost of the development (including infrastructure and any abnormal costs), the developers' profits, overheads and interest payments and the residual land value of the site". (Our underlining).</p> <p>We ask:</p> <ol style="list-style-type: none"> 1) Why does this note appear, since we can't find development value mentioned elsewhere either in the SPD or in the JMP studies? 2) Should the word "product" (underlined above) be changed to "sum"? 3) Whereas the sum is referred to as a "value", it is technically a measure of cost. The sum takes no account of worth or benefit to the community of a development, which may be either positive or negative. This latter outcome could occur, for instance, if the development is unsightly, or generates much traffic and/or other demands on the public infrastructure. <p>General</p> <p>The principle of developer contributions to the road infrastructure provides a reduced incentive for an Authority to implement traffic reduction policies. There is also a question, raised by some developers, concerning the ethics of requiring contributions only for developments over a certain threshold. The obvious corollary arises that either the contributions required may be nominal (as proposed for South Tyneside) or developers will evade them through split developments. If a threshold is necessary for practical and administrative purposes, perhaps that further indicates that another mechanism – or a revised mechanism – is required.</p> <p>NOTES</p> <ol style="list-style-type: none"> 1) SustainE: "The Integrated Regional Framework for the North East of England", March 2008, Appraisal Checklist: "Strengthening the North East Economy?" Objective 1 p45 (One North East) 2) "Better Health, Fairer Health – A Strategy for 21st Century Health and Well-being in the North East of England". Public Health North East, Feb 2008 p7 	<p>The use of the term 'product' in this context is considered appropriate. The reference to 'viability' allows the reader to understand the term in the context of SPD5, and for the Council to acknowledge that the viability of development proposals will be taken into account in negotiations on planning obligations and agreements.</p> <p>The Council is making every effort to implement measures and policies to promote sustainable travel and reduce car travel. The introduction of developer contributions for strategic transport improvements will not introduce a reduced incentive for the Authority to achieve these targets. The Council is acting responsibly by planning ahead for any increases in traffic resulting from new development, and to ensure that developers fulfill their responsibilities.</p> <p>Comments noted.</p>
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		(Government Office North East) 3) Quoted in SustainNE: "The Integrated Regional Framework for the North East of England", March 2008, p5 ibid.	
SPD5/18	Nexus	<p>The main area of interest to Nexus in this document is the section relating to contributions for transport infrastructure/enhancements. We welcome the principle of a Developer Contribution Tariff as set out in Table 8.1. However, the text in the document gives the impression that these contributions are solely for infrastructure provision. It is not clear how the revenue implications of new transport services would be dealt with. For example, a new bus service or service diversion to serve a remote employment site may need subsidy for a number of years before it covers its costs. This is the equivalent of the commuted sums for maintenance that are included in the calculation of levels of contributions for play areas described elsewhere in the document. While this issue may be covered in a Travel Plan that is required as part of planning permission, the financial implication needs to be made more explicit.</p> <p>The same comments apply to paragraph 10, section C, Transport, Car Parking and Traffic Management. Although paragraph 10.3 refers to "The Developer may also be required to fund other appropriate measures" this still reads as referring to infrastructure or capital investment rather than revenue support.</p>	<p>The JMP Transformation Study (2006) identified bus infrastructure improvements as well as assessing accessibility to each site. Nexus were consulted on the proposals at the time and shuttle bus services to the Riverside and dedicated services to Tyne Wear Park and Hebburn and Jarrow were identified. Other sites have come forward through the South Tyneside LDF for consideration, and the Tyne Wear Park site has now been omitted from the RSS and LDF.</p> <p>At paragraph 8.8, the SPD does make reference to proposed public transport improvements of £500,000 identified in the JMP Supplementary Report (2008). This relates to the potential provision of a Riverside Shuttle Bus Service (2011). JMP Consultants also recommended that annual maintenance and running costs would need to be taken into account for the provision of bus routes to the riverside regeneration area.</p> <p>The capacities of existing bus services, and the need for new or changed bus connections, will need to be taken into account as part of any Transport Assessments for future developments on a site by site basis. A developer would be required to cater for their own site specific requirements through a travel plan and this could include pump priming of bus services for achieving adequate accessibility to the site. Such measures can be included in a section 106 agreement, and may be considered for example in lieu of car parking provision.</p> <p>Paragraph 10.3 of the SPD has been amended to explain that other appropriate measures could include enhancements to or provision of bus services and that Section 106 agreements may need to include commuted sums to subsidise the service until it becomes self-sustaining.</p>
SPD5/19	Highways Agency	The changes made to the document following the consultation process carried out on the draft document in May 2007 are welcomed, and I can confirm that the Agency has no further issues or concerns to make on this document.	Supportive comments welcomed.
SPD5/20	The Coal Authority	Just to confirm that The Coal Authority has no specific comments to make in response to this document.	Comment noted.
SPD5/21	Natural England	We are pleased to note that sections of the SPD cover Strategic transport	In response to comments received from Natural England paragraph 9.1

	<p>improvements [8], Recreational Open space [9], Biodiversity & Geodiversity [15]. We would encourage South Tyneside to consider developing a green infrastructure strategy which would integrate these along with sustainable drainage, health, social and other aspects.</p> <p>We are however concerned that issues identified in studies and reports are not fully embedded in the related tariffs and requirements. This relates especially to the provision of cycle and footpath routes which are recognized as being required but the SPD does not set out what will be required with regard to provision, management and maintenance. We would look to see ANGSt (Access to Natural Greenspace Standards) criteria integrated in the provision of open space. These standards are demonstrated in the State of the Natural Environment 2008 http://www.naturalengland.org.uk/sone/docs/SoNE-Section6.7.pdf.</p> <p>Provisions should be made for management and maintenance (as well as creation and enhancement) of both open space and biodiversity/ geological conservation interests. Provision for biodiversity and geological conservation should also include access, enjoyment interpretation and education where appropriate.</p> <p>As indicated in our previous response this SPD must be subject to Assessment under Habitats Regulation 85 Appropriate Assessments for Land Use Plans for England and Wales, as required by the Conservation (Natural Habitats, &c.) (Amendment) Regulations 2007. This is addressed briefly in Appendix 2 the Sustainability Report but does not clearly demonstrate that the Council has ascertained that the SPD will not adversely affect the integrity of a European site or a European offshore marine site (as the case may be). This must be established before adoption. It should be recognized that planning obligations or agreement may be critical in ensuring necessary mitigation or compensation consequent on the Appropriate Assessment of a development proposal. As requested at our recent meeting I am forwarding a copy of our CD of advice on this process by post.</p> <p>This opinion is based on the information provided by you, and for the avoidance of</p>	<p>of the revised consultation draft SPD was amended to include reference to RSS Policy 2 regarding the creation of green infrastructure and chapter 16 of the final version of SPD5 now refers to sustainable drainage systems.</p> <p>The tariff for children's play areas includes a sum for ten years maintenance, and the SPD refers to provision and maintenance of public open space. Management and maintenance of strategic transport improvements (which may include investment in highway improvements, public transport improvements and pedestrian and cycle improvements) will normally be borne by the highway authority or will be negotiated on a site-by-site basis as part of the terms of a S106 agreement. Clarification of this point has been included in paragraph 8.20 of the SPD.</p> <p>The Council is about to commence work on its Open Space Strategy (SPD3). Reference to the ANGSt criteria is helpful and will be noted. Provisions for management and maintenance have been clarified in the SPD in chapter 9 (recreational open space) and in chapter 15 (biodiversity and geodiversity) of the SPD. Chapter 15 has been amended to make reference to access, enjoyment, interpretation and education as suggested.</p> <p>Paragraphs 1.7 and 1.8 of revised consultation draft SPD5 explained that the Council had formally considered the requirement to undertake Appropriate Assessment of the SPD. The document provides additional information and guidance on adopted policies of the South Tyneside Local Development Framework Core Strategy, which were subject to Appropriate Assessment during the preparation of the Core Strategy. It does not introduce new policies or proposals for specific sites within the Borough, but seeks to provide generic guidance on planning obligations and agreements. The Council considers that the impact of this document would not detrimentally affect the protection of the integrity of Designated European Sites and further Appropriate Assessment is not therefore required for this document, but Appropriate Assessment may be necessary for some significant planning applications.</p> <p>The Council has clarified its comments on Appropriate</p>
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		doubt does not affect our obligation to advise on, and potentially object to any specific development proposal which may subsequently arise from this or later versions of the plan or programme which is the subject of this consultation, and which may have adverse effects on the environment.	Assessment at paragraphs 1.5, 1.6 and 1.7 of the final version of the SPD.
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**To find out more about the new
Local Development Framework, contact:**

Spatial Planning Team, Regulatory Services,
South Tyneside Council, Town Hall and Civic Offices,
Westoe Road, South Shields, Tyne and Wear, NE33 2RL

Telephone: **(0191) 424 7688**

Email: **ldf@southtyneside.gov.uk**

Visit: **www.southtyneside.info/planning**

If you know someone who would like this information in a different format, for example Braille, audio tape and languages other than English, these can be provided, on request, by contacting the Communications Unit on 0191 424 7385.

South Tyneside Strategic Land Review – Fellgate and Hedworth

Draft Character Area Site Assessments

March 2016



South Tyneside Council

....“It should be noted that the inclusion of a site in the Strategic Land Review does not represent policy, and provides no guarantee that a site will be proposed for that allocation in the Local Plan, or that it will be granted planning permission. This is simply the first step which provides an opportunity for community involvement and further assessment”....

How to get involved

Please provide us with comments regarding:

- the suitability of the sites appraised and their assessment?
- are there other uses that would be appropriate on these sites?
- are there any other sites that require appraisal?

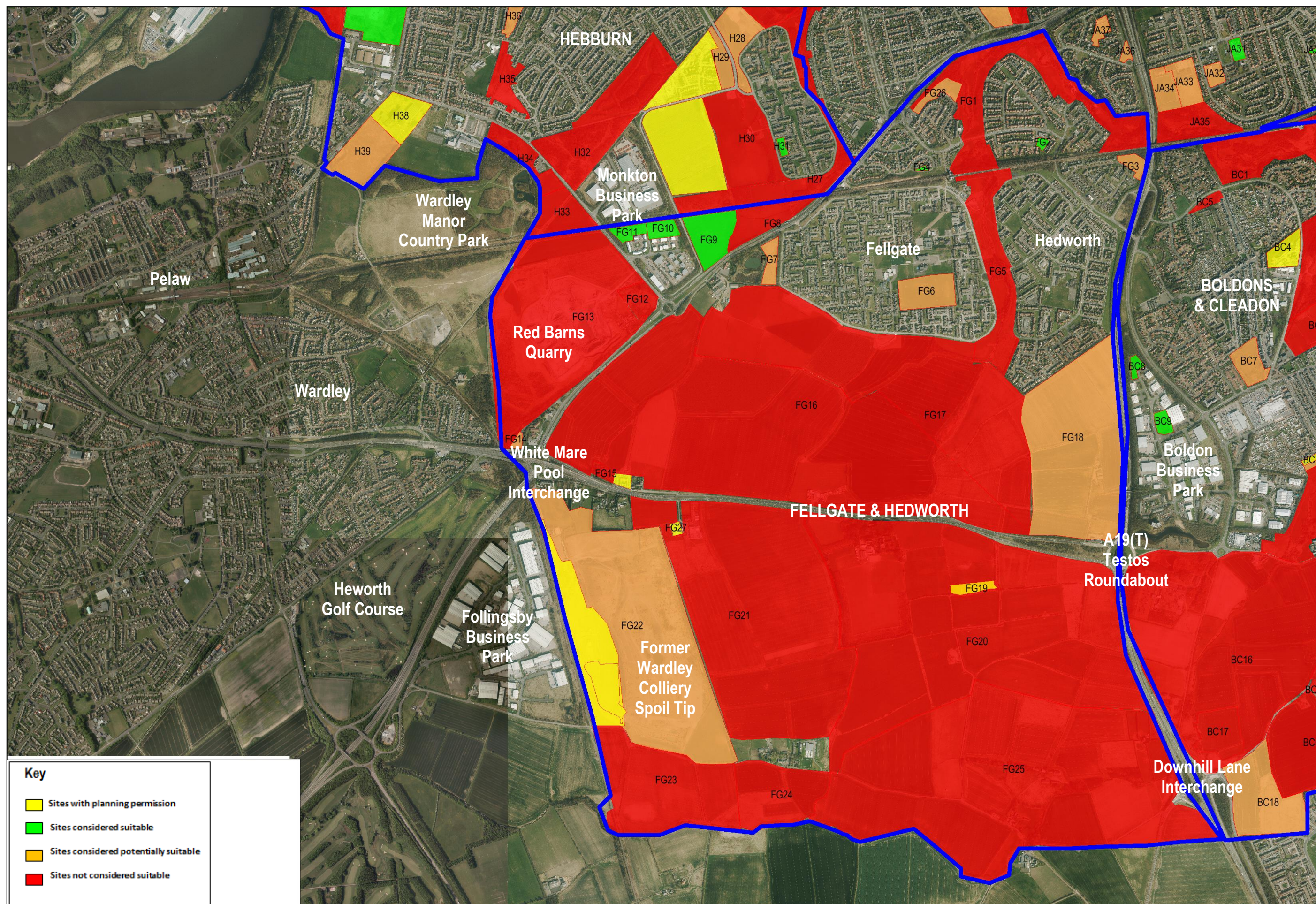
Response forms can be found and submitted online at www.southtyneside.gov.uk/localplan. Hard copies can be found at South Shields town hall and borough libraries and returned to the council at local.plan@southtyneside.gov.uk.




Please return all responses by the close of consultation on **Thursday 30 June 2016**.








Fellgate and Hedworth Character Area Sites Analysis Summary

Site Ref.	Site Location	Ward	Community Area Forum (CAF)	Site Area (ha)	Housing Net Developable Area (ha)	Employment Net Developable Area (ha)	Brownfield	Greenfield	Planning Permission	Homes Capacity	Jobs Capacity	RESULT
FG1	Land at Calfclose Burn and Hedworth Dene, Jarrow	Fellgate & Hedworth	Jarrow & Boldon	17.40	13.05	6.96		Y		391		Red
FG2	Land at Trent Drive, Hedworth, Jarrow	Fellgate & Hedworth	Jarrow & Boldon	0.23	0.23	0.23		Y		7		Green
FG3	Land to North and East of Holland Park Drive, Jarrow	Fellgate & Hedworth	Jarrow & Boldon	0.80	0.72	0.32		Y		22		Amber
FG4	Garage block, Wark Crescent, Jarrow	Fellgate & Hedworth	Jarrow & Boldon	0.08	0.08	0.08	Y			8		Green
FG5	Land at Calfclose Burn, Fellgate Avenue, Fellgate	Fellgate & Hedworth	Jarrow & Boldon	11.00	8.25	4.40		Y		248		Red
FG6	Playing fields south of Hedworthfield Community Association, Cornhill, Fellgate	Fellgate & Hedworth	Jarrow & Boldon	3.70	2.78	1.48		Y		83		Amber
FG7	Land to the east of the Lakeside Inn, Durham Drive, Fellgate	Fellgate & Hedworth	Jarrow & Boldon	1.20	1.08	0.48		Y		32		Amber
FG8	Land at Monkton Fell, Leam Lane, Hebburn	Fellgate & Hedworth	Jarrow & Boldon	3.80	2.85	1.52		Y		86	353	Red
FG9	Land at Monkton Fell, Lukes Lane / Leam Lane, Hebburn	Fellgate & Hedworth	Jarrow & Boldon	4.20	3.15	1.68		Y		168	391	Green
FG10	Apollo Court (Phase 2), Monkton Business Park South, Hebburn	Fellgate & Hedworth	Jarrow & Boldon	1.10	0.99	0.44		Y			102	Green
FG11	Blue Sky Way (Phase 2), Monkton Business Park South, Hebburn	Fellgate & Hedworth	Jarrow & Boldon	0.90	0.81	0.36		Y			125	Green
FG12	Land at the junction of Leam Lane/Mill Lane, Hebburn	Fellgate & Hedworth	Jarrow & Boldon	1.90	1.71	0.76		Y		51	177	Red
FG13	Land at existing/former Red Barns Quarry, A194/Mill Lane, Hebburn	Fellgate & Hedworth	Jarrow & Boldon	44.00	33.00	17.60		Y		990	2,514	Red
FG14	Land at White Mare Pool, Wardley, Hebburn	Fellgate & Hedworth	Jarrow & Boldon	0.30	0.30	0.30		Y			104	Amber
FG15	Land at Laverick Gardens, Newcastle Road, West Boldon	Fellgate & Hedworth	Jarrow & Boldon	0.60	0.54	0.24	Y			5	83	Red
FG16	Land south of Fellgate (formerly proposed TWRES), Fellgate	Fellgate & Hedworth	Jarrow & Boldon	105.80	79.35	42.32		Y		2,380	6,046	Red
FG17	Land south of Fellgate/Hedworth, Fellgate and Hedworth	Fellgate & Hedworth	Jarrow & Boldon	58.80	44.10	23.52		Y		1,320	3,360	Red
FG18	Land to the west of Boldon Business Park, West Boldon	Fellgate & Hedworth	Jarrow & Boldon	33.60	25.20	13.44		Y		756	1,920	Amber
FG19	Land at West Pastures, West Boldon	Fellgate & Hedworth	Jarrow & Boldon	0.80	0.72	0.32	Y		Permitted	11	N/A	Green
FG20	Land southwest of A19 Testos Roundabout, West Boldon	Fellgate & Hedworth	Jarrow & Boldon	103.00	77.25	41.20		Y		2,322	5,886	Red
FG21	Land south of A184 Newcastle Road, West Boldon	Fellgate & Hedworth	Jarrow & Boldon	74.50	55.88	29.80	Mixed	Mixed		1,675	4,257	Red
FG22	Land at former Wardley Colliery disposal point and spoil tip, Wardley	Fellgate & Hedworth	Jarrow & Boldon	61.30	45.98	24.52	Mixed	Mixed			3,503	Amber
FG23	Land south of Wardley Colliery, Wardley	Fellgate & Hedworth	Jarrow & Boldon	22.50	16.88	9.00		Y		506	1,286	Red
FG24	Land south of Follingsby Lane, Wardley	Fellgate & Hedworth	Jarrow & Boldon	10.50	7.88	4.20		Y		236	600	Red
FG25	Land west of A19, Downhill Lane, West Boldon	Fellgate & Hedworth	Jarrow & Boldon	100.20	75.15	40.08		Y		3,000	5,726	Red
FG26	Land at Calf Close Walk, Jarrow	Fellgate & Hedworth	Jarrow & Boldon	1.70	1.53	0.68		Y		61		Amber
FG27	Land and Hanger Building, Newcastle Road	Fellgate & Hedworth	Jarrow & Boldon	0.30	0.30	0.30	Y		Permitted	7		Green


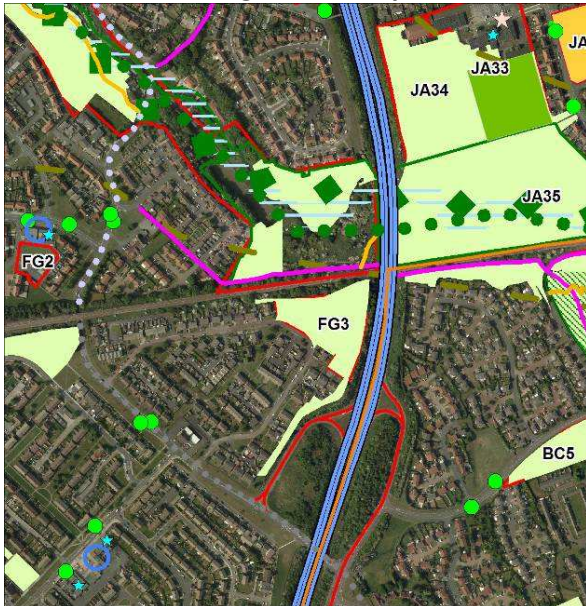



SLR Ref: FG1 SHLAA Ref: pr.01.019a, pr.03.012/13, pr.03.029/a/b		Site Area: 17.4ha		Site Location: Land at Calfclose Burn and Hedworth Dene, Jarrow		Is the site in the Green Belt?		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>					
Land Use: Recreational open space - Greenfield Adjacent Uses: Residential / A194/A19				Site appraised for: Residential / B-use class Economic Devt		Green Belt Separation			Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact	
Site Photos 				Designations Map 						1. Check unrestricted sprawl of the built-up area?		<input type="checkbox"/>	<input type="checkbox"/>
		2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input type="checkbox"/>								
		3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input type="checkbox"/>	<input type="checkbox"/>								
		4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input type="checkbox"/>								
		5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input type="checkbox"/>								
								Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.					
								Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required	High Impact – significant mitigation required		
Landscape and Townscape						Biodiversity							
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site in the Fellgate and Hedworth landscape area. On of the key characteristics being large-scale residential development. The study sets out that open space along the Calfclose Burn and River Don are important resource and provide links to the wider greenspace network which should be maintained. The site comprises parts of these resources with views of a linear green landscape that also frames the surrounding townscapes as well. It is considered that developing this site would have a high impact. Significant mitigation would be required.			Category 1: Significant Constraints		Ramsar Site		The site comprises the entire width of wildlife corridor networks which also contain the River Don and its habitat network and the Hedworth Dene Local Wildlife Site. As well as a range of flora, recent surveys have recorded suitable breeding habitat for water vole and otter – see Local Wildlife Site and Geodiversity Site Technical Appendices (2010). Overall it is considered developing this site would have a high impact on the Wildlife Corridor and its connectivity of habitats, as well as a Local Wildlife Site. Significant mitigation would be required.			
Category 2: Constraints	Area of High Landscape Value or Significance					Special Protection Area (SPA)							
	Woodland Plantation					Special Area of Conservation (SCA)							
	Tree Preservation Order (TPO)					Site of Special Scientific Interest (SSSI)							
	Grade 2 or 3a Agricultural Land					Local Nature Reserve							
Category 2: Constraints	Area of Significant Historic Landscape		Category 2: Constraints		Local Wildlife Site (LWS)	✓	Zero/Low Impact - no or minimal mitigation required			Medium Impact - mitigation required	High Impact – significant mitigation required		
			Local Geodiversity Site (LGS)										
			Great Crested Newt Pond (+500m buffer)										
			Wildlife Corridor		✓								
			Are there any known protected / DBAP species or habitats on the site?		a) River b) Lowland meadows and pastures c) Broadleaf woodland		Zero/Low Impact - no or minimal mitigation required			Medium Impact - mitigation required	High Impact – significant mitigation required		
			Would the development of the site impact upon the connectivity of habitats?		Impact upon wildlife corridor and Local Wildlife Site.								






Historic Environment and Culture						Green Infrastructure								
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? The site includes part of the Wrekendyke Roman Road Important Archaeological Site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is a with a green infrastructure corridor comprising a series of ‘Local’ sites of varying quality scores. There is also a network of public rights of way. It is considered that developing this site would have a high impact on the integrity of the green infrastructure system and it is noted the site forms the principal open space in the locality. Significant mitigation required.				
	World Heritage Site & Setting (+ candidate)						Village Green							
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard							
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a medium impact upon historic environment and culture. Mitigation required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area		✓	Zero/Low Impact - no or minimal mitigation required			Medium Impact - mitigation required	High Impact – significant mitigation required
	Conservation Area						Allotment							
	Archaeological Site (Known & potential)	✓	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		Is the proposed development site designated as open space or playing fields?		Calf Close Lane - 37 Hedworth Lane - 36 Hedworth Dene- 28					
	Locally-Listed Building/ Structure/ Space			✓	What is the site quality score identified in SPD3?									
Flooding						Infrastructure and Services								
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	1%	Flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a medium impact in regards to flooding and mitigation would be required.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of infrastructure and services. Whilst the site has good access to some existing services and would increase critical mass, its scale would impact upon infrastructure capacity, particularly green infrastructure and roads. Significant mitigation would be required.					
	Flood Risk Zone 3A (High Vulnerability)					Is there water and sewerage capacity for site requirements?		?						
		Is there education/community/health facility capacity for site requirements?		✓										
		What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?												
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	14%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	The site is reasonably close to local shopping services and has good access to green infrastructure, but allotments and children’s’ play areas are lacking. It is also adjacent to bus stops and near Fellgate metro station. There are also education and community facilities in the locality. Due to the site’s scale, it is considered that infrastructure investment will be required such as road capacity.				Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		
	Surface Water Flooding	✓		✓										
Ground Conditions & Contamination						Deliverability								
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It has very uneven topography and is within a Mineral Safeguarding Area and prior extraction of minerals would have to be considered further. The site is considered to have a high impact and significant mitigation would be required.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, but not in a strong market location for B-use class economic development.						
	Gentle Slope	✓				How many homes could be provided?		391	Site would significantly support economic growth and/or regeneration priorities?			✓		
	Undulating	✓				How many jobs could the site provide for?			Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?					
	Steep Slope													
Suitability and Conclusion						It is not considered that the site is suitable for development due to likely adverse impacts upon biodiversity, landscape and green infrastructure, and the constraints posed by the sites varying topography.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development				
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required										
	Electricity Pylon (+ 10m buffer zone)													
Category 2: Constraints	HSE COMAH Middle or Outer Zone													
	Landfill sites, Contaminated land													
	Minerals Legacy (quarries and coal mining)	✓												
	High Voltage electricity line(+10m buffer zone)													

SLR Ref: FG2 SHLAA Ref: pr.03.030		Site Area:0.23ha		Site Location: Land at Trent Drive, Hedworth, Jarrow			Is the site in the Green Belt?		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>															
Land Use: Vacant land Adjacent Uses: Residential				Site appraised for: Residential / B-use class Economic Devt				Green Belt Separation			Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact										
<div>Site Photos</div> 				<div>Designations Map</div> 							1. Check unrestricted sprawl of the built-up area?		<input type="checkbox"/>	<input type="checkbox"/>										
											2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input type="checkbox"/>										
											3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input type="checkbox"/>	<input type="checkbox"/>										
											4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input type="checkbox"/>										
				<div>Key Designations:</div> Mineral Safeguarding Area / Coal Authority Resource and Standing Advice				<div>Adjacent Designations / Allocations:</div> Local Centre / Footpath/cycleway				5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input type="checkbox"/>									
												Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.												
						Zero/Low Impact - no or minimal mitigation required						Medium Impact - mitigation required		High Impact – significant mitigation required										
Landscape and Townscape								Biodiversity																
Category 1: Significant Constraints		Grade I Agricultural Land				The Landscape Character Study (2012) identifies the site in the Fellgate and Hedworth landscape area. One of the key characteristics being large-scale residential development. The site is surrounded by built development and does not contribute to far reaching views. Developing this site is considered to have a low impact upon the landscape/townscape of the area. Mitigation required where appropriate.			Category 1: Significant Constraints		Ramsar Site				The site has no biodiversity designations and therefore it is considered that developing the site would have a low impact. Mitigation required where appropriate.									
Category 2: Constraints		Area of High Landscape Value or Significance									Special Protection Area (SPA)													
		Woodland Plantation									Special Area of Conservation (SCA)													
		Tree Preservation Order (TPO)									Site of Special Scientific Interest (SSSI)													
		Grade 2 or 3a Agricultural Land									Local Nature Reserve													
Area of Significant Historic Landscape						Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		Category 2: Constraints		Local Wildlife Site (LWS)				Zero/Low Impact - no or minimal mitigation required			Medium Impact - mitigation required		High Impact – significant mitigation required	
														Local Geodiversity Site (LGS)										
														Great Crested Newt Pond (+500m buffer)										
														Wildlife Corridor										
												Are there any known protected / DBAP species or habitats on the site?		NA										
														Would the development of the site impact upon the connectivity of habitats?					NA					

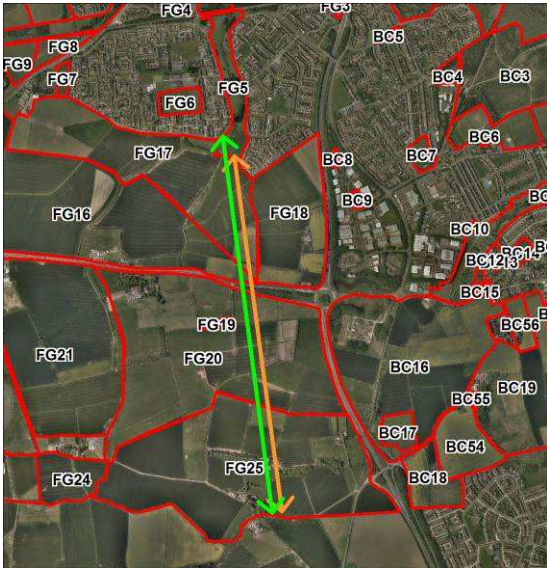

Historic Environment and Culture						Green Infrastructure													
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			It is considered that developing this site would have a zero/low impact Mitigation required where appropriate.									
	World Heritage Site & Setting (+ candidate)						Village Green												
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard												
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area			Zero/Low Impact - no or minimal mitigation required 			Medium Impact - mitigation required	High Impact – significant mitigation required					
	Conservation Area						Allotment												
	Archaeological Site (Known & potential)		Public Right of Way (cycleway/ footpath/bridleway)																
	Locally-Listed Building/ Structure/ Space		Green Infrastructure corridor																
						Is the proposed development site designated as open space or playing fields?		NA											
						What is the site quality score identified in SPD3?		NA											
Flooding						Infrastructure and Services													
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	No flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a zero/low impact and mitigation would only be required where appropriate.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a low impact in regards to capacity of infrastructure and services. It has good access to some existing services and would increase critical mass. The scale of development is not considered to put significant pressure on local capacity, particularly roads. Mitigation required where appropriate.										
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?											
						Is there education/community/health facility capacity for site requirements?		✓											
						What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?													
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required 			Medium Impact - mitigation required			High Impact – significant mitigation required			Zero/Low Impact - no or minimal mitigation required 		Medium Impact - mitigation required		High Impact – significant mitigation required			
	Surface Water Flooding	NA																	
Ground Conditions & Contamination						Deliverability													
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It is within a Mineral Safeguarding Area, but below the threshold where prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, but not in a strong market location for B-use class economic development.											
	Gentle Slope					How many homes could be provided?		7	Site would significantly support economic growth and/or regeneration priorities?										
	Undulating					How many jobs could the site provide for?			Site would directly support the Sunderland and the North East City Deal's proposed International Advanced Manufacturing Park?										
	Steep Slope																		
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required 			Medium Impact - mitigation required			High Impact – significant mitigation required			Due to the site's overall potential low impacts, it is considered that it is suitable for residential development, but unlikely to be appropriate for B-use class economic development due to predominant residential surroundings.		Site is considered suitable for development 		Site is considered potentially suitable for development		Site is not considered suitable for development	
	Electricity Pylon (+ 10m buffer zone)																		
Category 2: Constraints	HSE COMAH Middle or Outer Zone																		
	Landfill sites, Contaminated land																		
	Minerals Legacy (quarries and coal mining)																		
	High Voltage electricity line(+10m buffer zone)																		





SLR Ref: FG3 SHLAA Ref: fg.02.001		Site Area:0.8ha		Site Location: Land to North and East of Holland Park Drive, Jarrow			Is the site in the Green Belt?		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>												
Land Use: Recreational open space Adjacent Uses: Residential / A19				Site appraised for: Residential / B-use class Economic Devt				Green Belt Separation			Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact							
<div>Site Photos</div> 				<div>Designations Map</div> 							1. Check unrestricted sprawl of the built-up area?		<input type="checkbox"/>	<input type="checkbox"/>							
											2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input type="checkbox"/>							
											3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input type="checkbox"/>	<input type="checkbox"/>							
											4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input type="checkbox"/>							
<div></div> 				<div>Key Designations:</div> Recreational open space / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice				<div>Adjacent Designations / Allocations:</div> Wildlife Corridor / Local Wildlife Site / Public Right of Way / Recreational open space				5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input type="checkbox"/>						
												Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then his will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.									
										Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required							
Landscape and Townscape								Biodiversity													
Category 1: Significant Constraints		Grade I Agricultural Land				The Landscape Character Study (2012) identifies the site in the Fellgate and Hedworth landscape area. One of the key characteristics being large-scale residential development. The site provides open space to the heavily developed surrounding residential area and in combination with extensive trees on boundaries contributes to a green landscape within an urban townscape. Developing this site is considered to have a medium impact upon the landscape of the area. Mitigation would be required.		Category 1: Significant Constraints		Ramsar Site				The site has no biodiversity designations and therefore it is considered that developing the site would have a low impact. Mitigation required where appropriate such as considering any potential adverse impacts upon adjacent trees.							
Category 2: Constraints		Area of High Landscape Value or Significance								Special Protection Area (SPA)											
		Woodland Plantation								Special Area of Conservation (SCA)											
		Tree Preservation Order (TPO)								Site of Special Scientific Interest (SSSI)											
		Grade 2 or 3a Agricultural Land								Local Nature Reserve											
Area of Significant Historic Landscape						Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		Category 2: Constraints		Local Wildlife Site (LWS)				Zero/Low Impact - no or minimal mitigation required			
														Local Geodiversity Site (LGS)							
														Great Crested Newt Pond (+500m buffer)							
														Wildlife Corridor							
														Are there any known protected / DBAP species or habitats on the site?		NA					
Would the development of the site impact upon the connectivity of habitats?		NA																			

Historic Environment and Culture						Green Infrastructure							
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is a ‘Local’ green infrastructure site of below average score. It is also adjacent to green infrastructure corridors along the metro line and A19 as well as open space networks to the south. It is considered that developing this site would have a medium impact due to it being the principal open space in the locality. Mitigation would be required.	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required
	World Heritage Site & Setting (+ candidate)						Village Green						
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard						
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area		✓				
	Conservation Area						Allotment						
	Archaeological Site (Known & potential)						Public Right of Way (cycleway/ footpath/bridleway)						
	Locally-Listed Building/ Structure/ Space		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Is the proposed development site designated as open space or playing fields?		Holland Park drive					
						What is the site quality score identified in SPD3?		39					
Flooding						Infrastructure and Services							
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Partial surface water flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact in regards to flooding and mitigation would only be required where appropriate.			Is there road capacity for site traffic generation?		✓	It is considered that the site would have a medium impact in regards to capacity of infrastructure and services. It has good access to some existing services and would increase critical mass. The scale of development is not considered to put significant pressure on local road capacity, but it is noted that it would result in the loss of green infrastructure in an area which is lacking overall. Mitigation would be required.	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		✓					
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Is there education/community/health facility capacity for site requirements?		✓					
	Surface Water Flooding	✓				What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?							
						The site is reasonably close to local shopping services but has limited access to green infrastructure such as allotments and children’s play areas. It is also near to bus stops. There are also education and community facilities in the locality. Due to the site’s small scale, it is considered that the site will not put significant pressure on infrastructure capacity, except provision of green infrastructure, which would need to be considered further.							
Ground Conditions & Contamination						Deliverability							
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. . It is within a Mineral Safeguarding Area, but below the threshold where prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, but not in a strong market location for B-use class economic development.					
	Gentle Slope					How many homes could be provided?		22	Site would significantly support economic growth and/or regeneration priorities?				
	Undulating					How many jobs could the site provide for?			Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?				
	Steep Slope												
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	It is considered that the site is potentially suitable for development. However, impacts upon landscape, open space and green infrastructure need to be considered further.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development			
	Electricity Pylon (+ 10m buffer zone)												
Category 2: Constraints	HSE COMAH Middle or Outer Zone												
	Landfill sites, Contaminated land												
	Minerals Legacy (quarries and coal mining)												
	High Voltage electricity line(+10m buffer zone)												

SLR Ref: FG4 SHLAA Ref: pr.01.023a		Site Area:0.08ha		Site Location: Garage block, Wark Crescent, Jarrow		Is the site in the Green Belt?		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>				
Land Use: Vacant land Adjacent Uses: Residential / Recreational open space				Site appraised for: Residential / B-use class Economic Devt		Green Belt Separation			Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact
Site Photos				Designations Map					1. Check unrestricted sprawl of the built-up area?		<input type="checkbox"/>	<input type="checkbox"/>
									2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input type="checkbox"/>
									3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input type="checkbox"/>	<input type="checkbox"/>
									4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input type="checkbox"/>
				<u>Key Designations / Allocations:</u> LDF Housing site / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		<u>Adjacent Designations / Allocations:</u> Public Right of Way / Recreational open space		5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input type="checkbox"/>	
								Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.				
						Zero/Low Impact - no or minimal mitigation required			Medium Impact - mitigation required		High Impact – significant mitigation required	
Landscape and Townscape						Biodiversity						
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site in the Fellgate and Hedworth landscape area. One of the key characteristics being large-scale residential development. The site is surrounded by residential on 3 sides and is reasonably contained. Developing this site is considered to have a low impact upon the landscape/townscape of the area. Mitigation required where appropriate.			Category 1: Significant Constraints	Ramsar Site		The site has no biodiversity designations and therefore it is considered that developing the site would have a zero/low impact. Mitigation required where appropriate.			
Category 2: Constraints	Area of High Landscape Value or Significance						Special Protection Area (SPA)					
	Woodland Plantation						Special Area of Conservation (SCA)					
	Tree Preservation Order (TPO)						Site of Special Scientific Interest (SSSI)					
	Grade 2 or 3a Agricultural Land					Local Nature Reserve						
Area of Significant Historic Landscape			Zero/Low Impact - no or minimal mitigation required 			Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required 			
		Local Geodiversity Site (LGS)										
		Great Crested Newt Pond (+500m buffer)										
						Wildlife Corridor						
						Are there any known protected / DBAP species or habitats on the site?	NA					
						Would the development of the site impact upon the connectivity of habitats?	NA					






Historic Environment and Culture					Green Infrastructure							
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.		Category 1: Significant Constraints	Historic Park or Garden (EH List)		It is considered that developing this site would have a zero/low impact and mitigation would only be required where appropriate.				
	World Heritage Site & Setting (+ candidate)					Village Green						
	Grade I/Grade II*Listed Building/Structure					Cemetery / Churchyard						
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.	Category 2: Constraints	Public Open Space/Playing Field/Play Area		Zero/Low Impact - no or minimal mitigation required				Medium Impact - mitigation required	High Impact – significant mitigation required
	Conservation Area				Allotment							
	Archaeological Site (Known & potential)				Public Right of Way (cycleway/ footpath/bridleway)							
	Locally-Listed Building/ Structure/ Space				Green Infrastructure corridor							
				Is the proposed development site designated as open space or playing fields?	NA							
				What is the site quality score identified in SPD3?	NA							
Flooding					Infrastructure and Services							
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	No flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a zero/low impact in regards to flooding and mitigation would only be required where appropriate.		Is there road capacity for site traffic generation?	✓		It is considered that the site would have a low impact in regards to capacity of infrastructure and services. It has good access to some existing services and would increase critical mass. The scale of development is not considered to put significant pressure on local capacity. Mitigation would only be required where appropriate.				
	Flood Risk Zone 3A (High Vulnerability)	0%			Is there water and sewerage capacity for site requirements?	✓						
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	The site is reasonably close to local shopping services and has good access to green infrastructure such as ‘local’ open spaces however allotments and children’s play areas are lacking. It is also adjacent to bus stops and near Fellgate metro station. There are also education and community facilities in the locality. Due to the site’s small scale, it is considered that it would not put significant pressure on infrastructure capacity.	Zero/Low Impact - no or minimal mitigation required				Medium Impact - mitigation required	High Impact – significant mitigation required
	Surface Water Flooding	NA										
Ground Conditions & Contamination					Deliverability							
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It is within a Mineral Safeguarding Area, but below the threshold where prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.		What is considered deliverable on the site?	It is considered that the site is within a viable area for residential, but not in a strong market location for B-use class economic development.						
	Gentle Slope				How many homes could be provided?	8	Site would significantly support economic growth and/or regeneration priorities?					
	Undulating				How many jobs could the site provide for?		Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?					
	Steep Slope											
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Due to the site’s overall potential low impacts, it is considered that it is suitable for residential development, but due to surrounding uses, B-use class economic development would be inappropriate.	Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development			
	Electricity Pylon (+ 10m buffer zone)											
Category 2: Constraints	HSE COMAH Middle or Outer Zone											
	Landfill sites, Contaminated land											
	Minerals Legacy (quarries and coal mining)											
	High Voltage electricity line(+10m buffer zone)											



SLR Ref: FG5 SHLAA Ref: NA		Site Area: 11.0ha		Site Location: Land at Calfclose Burn, Fellgate Avenue, Fellgate		Is the site in the Green Belt? <div>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></div>		Residential/Economic development would reduce the current 2345m separation distance between Fellgate and the borough boundary by 145m (6%)							
Land Use: Recreational open space Adjacent Uses: Residential / Agricultural				Site appraised for: Residential / B-use class Economic Devt				Green Belt Separation							
Site Photos				Designations Map											
				Key Designations: Green belt / Great North Forest / Habitat Creation / Wildlife Corridor / Local Wildlife Site / Linked Open Space System / Public Right of Way / Recreational open space / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		Adjacent Designations / Allocations: Wildlife Corridor / Local Wildlife Site / Linked Open Space System / Public Right of Way		It is considered that developing this site would have a low impact upon the small section of Green belt in the southwest of the site. Due to its small scale and existing development in Hedworthfield to the east, it is considered that new development would not protrude past broad settlement boundaries and would retain a significant separation gap between the site and the borough boundary.							
								Zero/Low Impact - no or minimal mitigation required							
								Medium Impact - mitigation required							
								High Impact – significant mitigation required							
								Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.							
Landscape and Townscape						Biodiversity									
Category 1: Significant Constraints		Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site in the Fellgate and Hedworth landscape area. One of the key characteristics being large-scale residential development. The study sets out that open space along the Calfclose Burn and River Don are important resource and provide links to the wider greenspace network which should be maintained. The site comprises parts of these resources with views of a linear green landscape that also frames the surrounding townscapes as well. It also provides the gateway for views in and out of the surrounding green belt landscape area. It is considered that developing this site would have a high impact. Significant mitigation would be required.		Category 1: Significant Constraints		Ramsar Site		The site comprises the entire width of wildlife corridor network which contains a habitat network that follows a small burn and flows into the Calf Close Burn Local Wildlife Site. Overall it is considered developing this site would have a high impact on the Wildlife Corridor and its connectivity of habitats, as well as a Local Wildlife Site. Significant mitigation would be required.					
Category 2: Constraints		Area of High Landscape Value or Significance				Special Protection Area (SPA)									
		Woodland Plantation				Special Area of Conservation (SCA)									
		Tree Preservation Order (TPO)				Site of Special Scientific Interest (SSSI)									
		Grade 2 or 3a Agricultural Land				Local Nature Reserve									
Area of Significant Historic Landscape				Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required	




Historic Environment and Culture					Green Infrastructure						
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)		Site is a within a green infrastructure corridor comprising a series of ‘Local’ sites of varying quality scores. There is also a network of public rights of way. It is considered that developing this site would have a high impact on the integrity of the green infrastructure system and it is noted the site forms the principal open space in the locality. Significant mitigation required.		
	World Heritage Site & Setting (+ candidate)						Village Green				
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard				
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area	✓			
	Conservation Area						Allotment				
	Archaeological Site (Known & potential)		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required		Public Right of Way (cycleway/ footpath/bridleway)	✓			
	Locally-Listed Building/ Structure/ Space						Green Infrastructure corridor	✓			
			Is the proposed development site designated as open space or playing fields?		Durham Drive – 52 Fieldway - 37		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required 		
			What is the site quality score identified in SPD3?								
Flooding					Infrastructure and Services						
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Surface water flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a medium impact in regards to flooding, and mitigation would be required.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of infrastructure and services. Whilst the site has good access to some existing services and would increase critical mass, its scale would impact upon infrastructure capacity, particularly green infrastructure. Significant mitigation would be required.		
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?			
			Is there education/community/health facility capacity for site requirements?		✓						
			What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?								
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required	The site is reasonably close to local shopping services and has good access to green infrastructure, but allotments and children’s’ play areas are lacking. It is also adjacent to bus stops and near Fellgate metro station. There are also education and community facilities in the locality. Due to the site’s scale, it is considered that infrastructure investment will be required such as on road capacity.		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required 	
	Surface Water Flooding	✓									
Ground Conditions & Contamination					Deliverability						
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination, but does have an AFI on its northern boundary. It has a very uneven topography and is within a Mineral Safeguarding Area and prior extraction of minerals would have to be considered further. Significant mitigation would be required. The site is considered to have a high impact and significant mitigation would be required.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, but not in a strong market location for B-use class economic development.			
	Gentle Slope	✓				How many homes could be provided?		248	Site would significantly support economic growth and/or regeneration priorities?		✓
	Undulating	✓				How many jobs could the site provide for?			Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?		
	Steep Slope										
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required 	It is not considered that the site is suitable for development due to likely impacts upon biodiversity, landscape, green infrastructure, and the constraints posed by the sites varying topography.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development 	
	Electricity Pylon (+ 10m buffer zone)										
Category 2: Constraints	HSE COMAH Middle or Outer Zone										
	Landfill sites, Contaminated land										
	Minerals Legacy (quarries and coal mining)										
	High Voltage electricity line(+10m buffer zone)										

SLR Ref: FG6 SHLAA Ref: NA		Site Area:3.7ha		Site Location: Playing fields south of Hedworthfield Community Association, Cornhill, Fellgate			Is the site in the Green Belt?		YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>						
Land Use: Playing pitches - greenfield Adjacent Uses: Residential, Education, Community				Site appraised for: Residential / B-use class Economic Devt				Green Belt Separation			Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact	
<div>Site Photos</div>				<div>Designations Map</div>							1. Check unrestricted sprawl of the built-up area?		<input type="checkbox"/>	<input type="checkbox"/>	
											2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input type="checkbox"/>	
											3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input type="checkbox"/>	<input type="checkbox"/>	
											4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input type="checkbox"/>	
				<div>Key Designations:</div> <div>Recreational open space / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice</div>				<div>Adjacent Designations / Allocations:</div> <div>Habitat Creation Zone / Wildlife Corridor / Linked Open Space System / Public Right of Way / Recreational open space</div>				5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input type="checkbox"/>
												Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.			
											Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		
Landscape and Townscape								Biodiversity							
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site in the Fellgate and Hedworth landscape area. One of the key characteristics being large-scale residential development. The site is surrounded by built development which it provides a large part of openness to. Developing this site is considered to have a medium impact upon the landscape/townscape of the area. Mitigation would be required.					Category 1: Significant Constraints	Ramsar Site		The site has no biodiversity designations and therefore it is considered that developing the site would have a low impact. Mitigation required where appropriate.				
Category 2: Constraints	Area of High Landscape Value or Significance							Special Protection Area (SPA)							
	Woodland Plantation							Special Area of Conservation (SCA)							
	Tree Preservation Order (TPO)							Site of Special Scientific Interest (SSSI)							
	Grade 2 or 3a Agricultural Land							Local Nature Reserve							
	Area of Significant Historic Landscape		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required				
						Local Geodiversity Site (LGS)		Great Crested Newt Pond (+500m buffer)							
						Wildlife Corridor									
						Are there any known protected / DBAP species or habitats on the site?		NA							
						Would the development of the site impact upon the connectivity of habitats?		NA							






Historic Environment and Culture					Green Infrastructure						
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)		Site contains a number of sports pitches in community use and it is noted that there is limited provision in the wider area. Therefore developing the site is considered to have a high impact and would require significant mitigation as well as assessment of sports pitch needs.		
	World Heritage Site & Setting (+ candidate)						Village Green				
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard				
	Category 2: Constraints	Grade II Listed Building/Structure					Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.				Category 2: Constraints
Conservation Area			Allotment								
Archaeological Site (Known & potential)			Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	Is the proposed development site designated as open space or playing fields?	Hedworthfield Community Association – 3 Senior football 1 - Cricket	Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required	
Locally-Listed Building/ Structure/ Space											What is the site quality score identified in SPD3?
Flooding					Infrastructure and Services						
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Partial surface water flooding issues have been identified on the western boundary, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact in regards to flooding, and mitigation would be required where appropriate.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of infrastructure and services. It has good access to some existing services and would increase critical mass, however its scale and impact on green infrastructure are considered to have a high impact that would need significant mitigation.		
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?			
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	Is there education/community/health facility capacity for site requirements?		✓			
	Surface Water Flooding	✓				What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?					
					The site is reasonably close to local shopping services and has good access to green infrastructure such as ‘local’ open spaces, but allotments and children’s play areas are limited. It is also adjacent to bus stops and near Fellgate metro station. There are also education and community facilities in the locality. It is likely that development would require further infrastructure investment.		Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required	High Impact – significant mitigation required 	
Ground Conditions & Contamination					Deliverability						
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It is within a Mineral Safeguarding Area and prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, but not in a strong market location for B-use class economic development.			
	Gentle Slope					How many homes could be provided?		83	Site would significantly support economic growth and/or regeneration priorities?		
	Undulating					How many jobs could the site provide for?			Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?		
	Steep Slope										
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	It is considered that the site is potentially suitable for residential development, but due to surrounding uses, B-use class economic development would be inappropriate. However, some parts of the site are required for flood attenuation schemes and are strictly not suitable for development. High impacts upon green infrastructure such as the need for playing pitches would have to be considered further and mitigated as appropriate.		Site is considered suitable for development	Site is considered potentially suitable for development 	Site is not considered suitable for development	
	Electricity Pylon (+ 10m buffer zone)										
Category 2: Constraints	HSE COMAH Middle or Outer Zone										
	Landfill sites, Contaminated land										
	Minerals Legacy (quarries and coal mining)										
	High Voltage electricity line(+10m buffer zone)										

SLR Ref: FG7 SHLAA Ref: NA		Site Area:1.2ha		Site Location: Land to the east of the Lakeside Inn, Durham Drive, Fellgate			Is the site in the Green Belt? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Residential/Economic development would reduce the current 1500m separation distance between Fellgate and the borough boundary by 70m (4%)				
Land Use: Agricultural Adjacent Uses: Residential / Wildlife area				Site appraised for: Residential / B-use class Economic Devt					Green Belt Separation				
Site Photos				Designations Map					 It is considered that developing this site would have a low impact upon the Green belt. Due to the site's small scale and relationship with adjacent residential and A184, it is considered that development would be reasonably integrated into surroundings. Mitigation would be required where appropriate.				
				Key Designations: Green Belt / Habitat Creation Zone / Great North Forest / Wildlife Corridor / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		Adjacent Designations / Allocations: Green Belt / Habitat Creation Zone / Great North Forest / Wildlife Corridor / Local Wildlife Site							
				Zero/Low Impact - no or minimal mitigation required 		Medium Impact - mitigation required		High Impact – significant mitigation required					
				Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required					
				Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required					
Landscape and Townscape									Biodiversity				
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Monkton Fell landscape area which is considered fragmented and the study recommends valued open space should be maintained for habitat and recreational use. The site is within a broad open space corridor, but it is noted that it is reasonably well integrated into surroundings, well screened and not contributing to significant views of landscape areas. Developing this site is considered to have a low impact upon the landscape/townscape of the area. Mitigation would be required where appropriate.						Category 1: Significant Constraints	Ramsar Site		The site is within a wildlife corridor and adjacent to the Lakeside Inn Local Wildlife Site, which has seen species of reed bunting, white throat and willow warbler using it. It is considered that developing the site could have a medium impact upon biodiversity and would require mitigation.	
Category 2: Constraints	Area of High Landscape Value or Significance									Special Protection Area (SPA)			
	Woodland Plantation									Special Area of Conservation (SCA)			
	Tree Preservation Order (TPO)									Site of Special Scientific Interest (SSSI)			
	Grade 2 or 3a Agricultural Land									Local Nature Reserve			
Category 2: Constraints	Area of Significant Historic Landscape		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required		
		Local Geodiversity Site (LGS)											
		Great Crested Newt Pond (+500m buffer)											
		Wildlife Corridor					<input checked="" type="checkbox"/>						
			Are there any known protected / DBAP species or habitats on the site?		Unknown								
			Would the development of the site impact upon the connectivity of habitats?		Potential impact on wildlife corridor and Local Wildlife Site adjacent.								




Historic Environment and Culture					Green Infrastructure						
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is an important archaeological site on the northern boundary – Wrekendyke Roman Road.			Category 1: Significant Constraints	Historic Park or Garden (EH List)		There is no recreational provision onsite, but it is within a green infrastructure corridor and therefore its development is considered to have a low impact. Mitigation would be required.		
	World Heritage Site & Setting (+ candidate)						Village Green				
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard				
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required
	Conservation Area						Allotment				
	Archaeological Site (Known & potential)	✓	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required		Public Right of Way (cycleway/ footpath/bridleway)				
	Locally-Listed Building/ Structure/ Space						Green Infrastructure corridor	✓			
					Is the proposed development site designated as open space or playing fields?	NA					
					What is the site quality score identified in SPD3?	NA					
Flooding					Infrastructure and Services						
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Partial surface water flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact and mitigation would be required where appropriate.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a low impact in regards to capacity of infrastructure and services. It has good access to some existing services and would increase critical mass. The scale of development is not considered to put significant pressure on local capacity.		
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?			
						Is there education/community/health facility capacity for site requirements?		✓			
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?		The site is reasonably close to local shopping services, and has good access to green infrastructure in the green belt but ‘local’ open spaces; allotments and children’s play areas are all limited in this area. It is also adjacent to bus stops and reasonably near to Fellgate metro station. There are also education and community facilities in the locality. Due to the site’s small scale, it is not considered that development would put a significant strain on local infrastructure.		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required
	Surface Water Flooding	✓									
Ground Conditions & Contamination					Deliverability						
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It is within a Mineral Safeguarding Area, and prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, but not in a strong market location for B-use class economic development.			
	Gentle Slope					How many homes could be provided?		32	Site would significantly support economic growth and/or regeneration priorities?		
	Undulating					How many jobs could the site provide for?			Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?		
	Steep Slope										
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	It is considered that the site is potentially suitable for residential development, but due to surrounding uses, B-use class economic development may be inappropriate. However likely adverse impacts upon the Green Belt and biodiversity would need to be considered further, and mitigated where appropriate.			Site is considered suitable for development	Site is considered potentially suitable for development 	Site is not considered suitable for development
	Electricity Pylon (+ 10m buffer zone)										
Category 2: Constraints	HSE COMAH Middle or Outer Zone										
	Landfill sites, Contaminated land										
	Minerals Legacy (quarries and coal mining)										
	High Voltage electricity line(+10m buffer zone)										


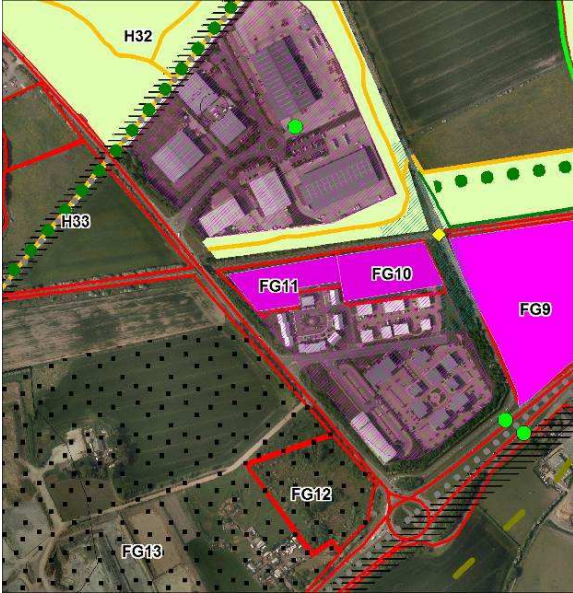



SLR Ref: FG8 SHLAA Ref: LL.01.033		Site Area:3.8ha		Site Location: Land at Monkton Fell, Leam Lane, Hebburn		Is the site in the Green Belt? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>										
Land Use: Agricultural/Grazing land Adjacent Uses: Agricultural/grazing/A194				Site appraised for: Residential / B-use class Economic Devt		Green Belt Separation		Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact					
Site Photos				Designations Map				1. Check unrestricted sprawl of the built-up area?		<input type="checkbox"/>	<input type="checkbox"/>					
								2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input type="checkbox"/>					
								3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input type="checkbox"/>	<input type="checkbox"/>					
								4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input type="checkbox"/>					
				Key Designations: Habitat Creation Zone / Great North Forest / Wildlife Corridor / Flood Risk Zones / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		Adjacent Designations / Allocations: Green Belt / Habitat Creation Zone / Great North Forest / Wildlife Corridor / Local Wildlife Site / Important archaeological site / Economic development allocation / Public rights of way		5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input type="checkbox"/>					
								Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.								
								Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required						
Landscape and Townscape						Biodiversity										
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Monkton Fell landscape area which is considered fragmented and the study recommends valued open space should be maintained for habitat and recreational use. The site comprises a long open space within a network of green infrastructure corridors which provides openness to onsite and adjacent users. It is considered that developing this site would have a medium impact. Mitigation would be required.			Category 1: Significant Constraints	Ramsar Site		The site forms a key part of the crisscrossing of two wildlife corridors and has Local Wildlife Sites adjacent. Due to the site's large scale and taking into account the extent that it contributes to the width of these corridors, it is considered that developing it would have a medium impact upon biodiversity and the connectivity of habitats. Mitigation would be required.							
Category 2: Constraints	Area of High Landscape Value or Significance						Special Protection Area (SPA)									
	Woodland Plantation						Special Area of Conservation (SCA)									
	Tree Preservation Order (TPO)						Site of Special Scientific Interest (SSSI)									
	Grade 2 or 3a Agricultural Land						Local Nature Reserve									
	Area of Significant Historic Landscape					Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required							
						Local Geodiversity Site (LGS)		Medium Impact - mitigation required								
						Great Crested Newt Pond (+500m buffer)						High Impact – significant mitigation required				
						Wildlife Corridor	<input checked="" type="checkbox"/>									
						Are there any known protected / DBAP species or habitats on the site?	Unknown									
						Would the development of the site impact upon the connectivity of habitats?	Impact on wildlife corridor									

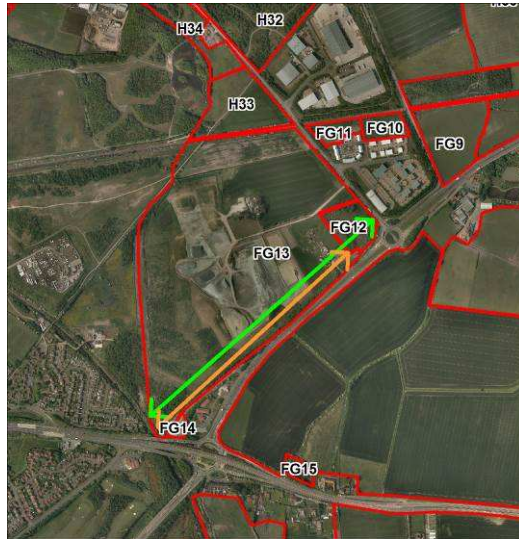

Historic Environment and Culture						Green Infrastructure							
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is an important archaeological site on the northern boundary – Wrekendyke Roman Road.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			The site is within a green infrastructure corridor with public rights of way networks adjacent. It is therefore considered that development would have a low impact but mitigation would be required where appropriate, such as considering views from public recreational open space and public rights of way.			
	World Heritage Site & Setting (+ candidate)						Village Green						
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard						
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area			Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	
	Conservation Area						Allotment						
	Archaeological Site (Known & potential)	✓	Public Right of Way (cycleway/ footpath/bridleway)										
	Locally-Listed Building/ Structure/ Space		Green Infrastructure corridor		✓								
						Is the proposed development site designated as open space or playing fields?		NA					
						What is the site quality score identified in SPD3?		NA					
Flooding						Infrastructure and Services							
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	5%	Flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a medium impact in regards to flooding, due to the combination of flood risk zones and the amount of land subject to surface water flooding issues. Mitigation would be required.			Is there road capacity for site traffic generation?		?		It is considered that the site would have a medium impact in regards to capacity of infrastructure and services. It has good access to some existing services and would increase critical mass. The scale of development is not considered to put significant pressure on local capacity, but it is likely that some form of mitigation would be required to support new infrastructure requirements, such as obtaining suitable access.			
	Flood Risk Zone 3A (High Vulnerability)					Is there water and sewerage capacity for site requirements?		?					
			Is there education/community/health facility capacity for site requirements?		✓								
			What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?										
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	1%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	The site is reasonably close to local shopping services and has good access to green infrastructure networks but lacks allotments and children’s play areas. It is also adjacent to bus stops on the strategic route network. There are also education and community facilities in the locality. Due to the site’s scale, it is considered that local infrastructure capacity would need some improvement.		Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required	
	Surface Water Flooding	✓											
Ground Conditions & Contamination						Deliverability							
Site Topography	Predominantly Flat		The site is not within an area for further investigation in relation to contamination. There is electricity infrastructure onsite and a watercourse. The site is also within a Mineral Safeguarding Area, and prior extraction of minerals would have to be considered further. Overall, it is considered to have a medium impact and mitigation would be required.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.					
	Gentle Slope	✓				How many homes could be provided?		86		Site would significantly support economic growth and/or regeneration priorities?			
	Undulating					How many jobs could the site provide for?		353		Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?			
	Steep Slope												
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	It is not considered that the site is suitable for development due to likely adverse impacts upon biodiversity networks, the surrounding landscape, and green infrastructure, flooding and ground conditions.		Site is considered suitable for development		Site is considered potentially suitable for development		Site is not considered suitable for development	
	Electricity Pylon (+ 10m buffer zone)												
Category 2: Constraints	HSE COMAH Middle or Outer Zone												
	Landfill sites, Contaminated land												
	Minerals Legacy (quarries and coal mining)												
	High Voltage electricity line(+10m buffer zone)	✓											

SLR Ref: FG9 SHLAA Ref: hb.13.003		Site Area: 4.2ha		Site Location: Land at Monkton Fell, Lukes Lane / Leam Lane, Hebburn		Is the site in the Green Belt? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>					
Land Use: Agricultural land Adjacent Uses: Industry, Agricultural, Public recreational open space				Site appraised for: Residential / B-use class Economic Devt		Green Belt Separation		Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact
Site Photos 				Designations Map 				1. Check unrestricted sprawl of the built-up area?		<input type="checkbox"/>	<input type="checkbox"/>
								2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input type="checkbox"/>
								3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input type="checkbox"/>	<input type="checkbox"/>
								4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input type="checkbox"/>
				<u>Key Designations/Allocations:</u> LDF Economic Development site / Great North Forest / Public right of way / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		<u>Adjacent Designations / Allocations:</u> LDF Economic Development site Green Belt / Habitat Creation Zone / Great North Forest / Wildlife Corridor / Local Wildlife Site / Important archaeological site / Public rights of way / Metro station safeguarding area		5. Assist in the regeneration of the urban area? Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.		<input type="checkbox"/>	<input type="checkbox"/>
								Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required	High Impact – significant mitigation required
Landscape and Townscape						Biodiversity					
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Monkton Fell landscape area which is considered fragmented and the study recommends valued open space should be maintained for habitat and recreational use. The site comprises a large open space site within a broad network of linear open space corridors. However, the site is contained somewhat by adjacent Monkton Business Park, metro line, A184, and development to south which reduces potential impacts to a low scale. Mitigation required where appropriate.			Category 1: Significant Constraints	Ramsar Site		The site is within a wildlife corridor that criss-crosses north-south and east-west. It also has 2 Local Wildlife Sites adjacent. It is considered that developing this site would have a medium impact upon biodiversity and the connectivity of habitats. Mitigation would be required where appropriate.		
Category 2: Constraints	Area of High Landscape Value or Significance						Special Protection Area (SPA)				
	Woodland Plantation						Special Area of Conservation (SCA)				
	Tree Preservation Order (TPO)						Site of Special Scientific Interest (SSSI)				
	Grade 2 or 3a Agricultural Land						Local Nature Reserve				
Area of Significant Historic Landscape			Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required
							Local Geodiversity Site (LGS)				
							Great Crested Newt Pond (+500m buffer)				
							Wildlife Corridor	✓			
Are there any known protected / DBAP species or habitats on the site?		Unknown									
Would the development of the site impact upon the connectivity of habitats?		Impact upon wildlife corridor.									

Historic Environment and Culture					Green Infrastructure							
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			The site is within a green infrastructure corridor with public rights of way networks adjacent. It is therefore considered that development could have a low impact but mitigation would be required where appropriate, such as considering views from public recreational open space and public rights of way.		
	World Heritage Site & Setting (+ candidate)						Village Green					
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard					
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area					
	Conservation Area						Allotment					
	Archaeological Site (Known & potential)		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required		Public Right of Way (cycleway/ footpath/bridleway)					
	Locally-Listed Building/ Structure/ Space						Green Infrastructure corridor		✓			
					Is the proposed development site designated as open space or playing fields?		NA		Zero/Low Impact - no or minimal mitigation required 			
					What is the site quality score identified in SPD3?		NA					
Flooding					Infrastructure and Services							
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Surface water flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact and mitigation would be required where appropriate.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a medium impact in regards to capacity of infrastructure and services. It has good access to some existing services such as green infrastructure, and would increase critical mass, however it is noted that the site is reasonably isolated from shopping services. The scale of development is not considered to put significant pressure on local capacity, but mitigation would be required and investment in road/water infrastructure.			
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?				
	Is there education/community/health facility capacity for site requirements?					✓						
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?		Site is reasonably isolated from local shopping services, which is exacerbated by the metro line and A184. It does have good access to green infrastructure, but allotments and children’s play areas are limited. It is also adjacent to bus stops and land safeguarded for a new metro station, but there are no feasible delivery plans for this at present. There are also education and community facilities in the locality.				Zero/Low Impact - no or minimal mitigation required
	Surface Water Flooding	✓										
Ground Conditions & Contamination					Deliverability							
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It is within a Mineral Safeguarding Area and prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.				
	Gentle Slope					How many homes could be provided?		168	Site would significantly support economic growth and/or regeneration priorities?		✓	
	Undulating					How many jobs could the site provide for?		391	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?			
	Steep Slope											
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	Due to the site’s overall potential low impacts, it is considered that it is suitable for development. B-use class economic development as opposed to residential is considered more appropriate when taking account of the employment character, lack of services and adjacent busy road/rail infrastructure. The Employment Land Review (2014) has identified the site as suitable for retention for B-use class development.		Site is considered suitable for development 	Site is considered potentially suitable for development	Site is not considered suitable for development		
	Electricity Pylon (+ 10m buffer zone)											
Category 2: Constraints	HSE COMAH Middle or Outer Zone											
	Landfill sites, Contaminated land											
	Minerals Legacy (quarries and coal mining)											
	High Voltage electricity line(+10m buffer zone)											

SLR Ref: FG10 SHLAA Ref: NA		Site Area: 1.1ha		Site Location: Apollo Court (Phase 2), Monkton Business Park South, Hebburn		Is the site in the Green Belt? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>						
Land Use: Vacant land Adjacent Uses: Industry, Metro line				Site appraised for: Residential / B-use class Economic Devt		Green Belt Separation		Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact	
Site Photos 				Designations Map 				1. Check unrestricted sprawl of the built-up area?		<input type="checkbox"/>	<input type="checkbox"/>	
								2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input type="checkbox"/>	
								3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input type="checkbox"/>	<input type="checkbox"/>	
								4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input type="checkbox"/>	
				Key Designations/Allocations: LDF Economic Development site / Predominantly Industrial Area / Great North Forest / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		Adjacent Designations / Allocations: LDF Economic Development site / Great North Forest / Local Wildlife Site / Linked Open Space System / Public rights of way / Metro station safeguarding area		5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input type="checkbox"/>	
								Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.				
								Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		
Landscape and Townscape						Biodiversity						
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Monkton Fell landscape area which is considered fragmented and the study recommends valued open space should be maintained for habitat and recreational use. The site is contained by metro line embankments, vegetation and business units. It does not add to extensive views and has a business park character. Developing this site is considered to have a low impact upon the landscape/townscape of the area. Mitigation required where appropriate.	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 1: Significant Constraints	Ramsar Site		The site has no biodiversity designations and therefore it is considered that developing the site would have a low impact. Mitigation required where appropriate.		
	Category 2: Constraints	Area of High Landscape Value or Significance							Special Protection Area (SPA)			
		Woodland Plantation							Special Area of Conservation (SCA)			
		Tree Preservation Order (TPO)							Site of Special Scientific Interest (SSSI)			
		Grade 2 or 3a Agricultural Land							Local Nature Reserve			
	Category 2: Constraints	Area of Significant Historic Landscape		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required
Area of Significant Historic Landscape			Local Geodiversity Site (LGS)									
		Area of Significant Historic Landscape						Great Crested Newt Pond (+500m buffer)				
			Area of Significant Historic Landscape						Wildlife Corridor			
				Are there any known protected / DBAP species or habitats on the site?		NA		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		
				Would the development of the site impact upon the connectivity of habitats?		NA						

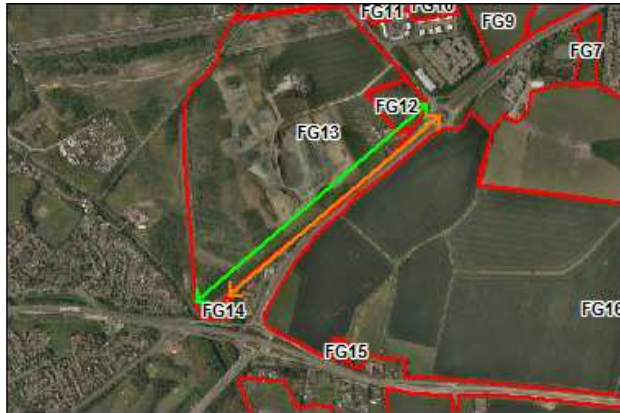




SLR Ref: FG11 SHLAA Ref: NA		Site Area: 0.9ha		Site Location: Blue Sky Way (Phase 2), Monkton Business Park South, Hebburn		Is the site in the Green Belt? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>						
Land Use: Vacant land Adjacent Uses: Industry, Metro line				Site appraised for: Residential / B-use class Economic Devt		Green Belt Separation		Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact	
Site Photos 				Designations Map 				1. Check unrestricted sprawl of the built-up area?		<input type="checkbox"/>	<input type="checkbox"/>	
								2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input type="checkbox"/>	
								3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input type="checkbox"/>	<input type="checkbox"/>	
								4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input type="checkbox"/>	
				<u>Key Designations/Allocations:</u> LDF Economic Development site / Predominantly Industrial Area / Great North Forest / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		<u>Adjacent Designations / Allocations:</u> LDF Economic Development site Great North Forest / Recreational open space / Linked Open Space System / Public rights of way / Red Barns Quarry / Metro station safeguarding area		5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input type="checkbox"/>	
								Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.				
								Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required	High Impact – significant mitigation required	
Landscape and Townscape						Biodiversity						
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Monkton Fell landscape area which is considered fragmented and the study recommends valued open space should be maintained for habitat and recreational use. The site is contained by metro line embankments, vegetation and business units. It does not add to extensive views and has a business park character. Developing this site is considered to have a low impact upon the landscape/townscape of the area. Mitigation required where appropriate.			Category 1: Significant Constraints		Ramsar Site		The site has no biodiversity designations and therefore it is considered that developing the site would have a low impact. Mitigation required where appropriate.		
Category 2: Constraints	Area of High Landscape Value or Significance							Special Protection Area (SPA)				
	Woodland Plantation							Special Area of Conservation (SCA)				
	Tree Preservation Order (TPO)							Site of Special Scientific Interest (SSSI)				
	Grade 2 or 3a Agricultural Land							Local Nature Reserve				
Category 2: Constraints	Area of Significant Historic Landscape		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	
							Local Geodiversity Site (LGS)					
							Great Crested Newt Pond (+500m buffer)					
							Wildlife Corridor					
			Are there any known protected / DBAP species or habitats on the site?		NA							
			Would the development of the site impact upon the connectivity of habitats?		NA							

SLR Ref: FG12 SHLAA Ref: gb.01.013		Site Area: 1.9ha		Site Location: Land at the junction of Leam Lane/Mill Lane, Hebburn		Is the site in the Green Belt? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Residential/Economic development would reduce the current 850m separation distance between Monkton Business park and the borough boundary by 130m (15%)						
Land Use: Vacant land Adjacent Uses: Red Barns Quarry / Industry				Site appraised for: Residential / B-use class Economic Devt				Green Belt Separation		Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact	
Site Photos				Designations Map						<p>It is considered that developing this site would have a high impact upon the Green belt in an important and sensitive location between Gateshead and South Tyneside. Development would protrude past an established Green belt boundary and appear incongruous to the emerging quarry restoration which will become a strategic area of public recreational open space. Significant mitigation would be required.</p>		1. Check unrestricted sprawl of the built-up area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<p>Key Designations: Green Belt / Great North Forest / Wildlife Corridor / Mineral extraction site / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice</p> <p>Adjacent Designations / Allocations: Green Belt / Habitat Creation Zone / Great North Forest / Wildlife Corridor / Important Archaeological Site / Proposed footpath/cycleway / Predominantly Industrial Area</p>		2. Safeguard borough countryside from encroachment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
						3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?	<input checked="" type="checkbox"/>	<input type="checkbox"/>						
						4. Preserve the special & separate characteristics of the Urban Fringe villages?	<input type="checkbox"/>	<input checked="" type="checkbox"/>						
						5. Assist in the regeneration of the urban area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>						
								Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		
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Historic Environment and Culture					Green Infrastructure										
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site, but Wrekendyke Roman Road Important Archaeological Site runs adjacent, as well as locally-listed Heavy anti-aircraft battery at Red Barns Farm.			Category 1: Significant Constraints	Historic Park or Garden (EH List)		Site is within a green infrastructure corridor and provides views and openness from adjacent public rights of way and future strategic public recreational open space following restoration of the quarry. It is considered that the site would have a medium impact and would require mitigation.						
	World Heritage Site & Setting (+ candidate)						Village Green								
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard								
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area								
	Conservation Area						Allotment								
	Archaeological Site (Known & potential)		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required		Public Right of Way (cycleway/ footpath/bridleway)								
	Locally-Listed Building/ Structure/ Space						Green Infrastructure corridor	✓							
					Is the proposed development site designated as open space or playing fields?	NA		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required					
					What is the site quality score identified in SPD3?	NA									
Flooding					Infrastructure and Services										
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Surface water flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact and mitigation would be required where appropriate.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of infrastructure and services. The site is isolated from shopping, community and education services, and is likely to result in increased pressure on local road capacity.						
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?							
							Is there education/community/health facility capacity for site requirements?	✓							
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?		Site is isolated from local shopping services, recreational assets and community and school provision which is exacerbated by the metro line and A184. There are bus stops in the locality however.	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required 				
	Surface Water Flooding	✓													
Ground Conditions & Contamination					Deliverability										
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It is within a Mineral Safeguarding Area, and prior extraction of minerals would have to be considered further. It is noted that there is a quarry adjacent to this site and therefore this may impact upon its deliverability. The site is considered to have a medium impact and mitigation would be required.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.							
	Gentle Slope					How many homes could be provided?		51	Site would significantly support economic growth and/or regeneration priorities?						
	Undulating					How many jobs could the site provide for?		177	Site would directly support the Sunderland and the North East City Deal's proposed International Advanced Manufacturing Park?						
	Steep Slope														
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required	It is not considered that the site is suitable for development due to likely adverse impacts upon the green belt, landscape, ground conditions and its isolated location with a lack of infrastructure.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development 					
	Electricity Pylon (+ 10m buffer zone)														
Category 2: Constraints	HSE COMAH Middle or Outer Zone														
	Landfill sites, Contaminated land														
	Minerals Legacy (quarries and coal mining)														
	High Voltage electricity line(+10m buffer zone)														
					Suitability and Conclusion										

SLR Ref: FG13 SHLAA Ref: NA		Site Area:44.0ha		Site Location: Land at existing/former Red Barns Quarry, A194/Mill Lane, Hebburn		Is the site in the Green Belt? <div>YES <input checked="" type="checkbox"/></div> <div>NO <input type="checkbox"/></div>		Developing this site would eradicate the green belt separation between South Tyneside and Gateshead			
Land Use: Mineral extraction and restoration land Adjacent Uses: Open space, Agricultural, Industrial				Site appraised for: Residential / B-use class Economic Devt				Green Belt Separation			
Site Photos				Designations Map				 It is considered that developing this site would have a high impact upon the Green Belt in an important and sensitive location between Gateshead and South Tyneside. Development would eradicate the current separation between existing settlements and the borough boundary. Developing the site would also introduce built development within a large open space corridor, and protrude past the defined boundary offered by Mill Lane. Significant mitigation would be required.			
				<u>Key Designations:</u> Green Belt / Great North Forest / Wildlife Corridor / Linked open space system / Public right of way / Mineral extraction site / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice and Development Referral Area		<u>Adjacent Designations / Allocations:</u> Green Belt / Habitat Creation Zone / Great North Forest / Wildlife Corridor / Important Archaeological Site / Proposed footpath/cycleway / Predominantly Industrial Area and Economic Development allocations		Would development on this site impact upon the five purposes of the Green Belt?			
								1. Check unrestricted sprawl of the built-up area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
								2. Safeguard borough countryside from encroachment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
								3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
								4. Preserve the special & separate characteristics of the Urban Fringe villages?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
								5. Assist in the regeneration of the urban area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
								Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.			
								Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required <input checked="" type="checkbox"/>	
Landscape and Townscape						Biodiversity					
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Monkton Fell landscape area which is considered fragmented and the study recommends valued open space should be maintained for habitat and recreational use. Agricultural areas should specifically not be further fragmented. The site comprises a wide open space corridor which provides wide ranging views of the surrounding landscape. It is considered that developing this site would have a high impact and significant mitigation would be required.			Category 1: Significant Constraints	Ramsar Site		The site has no recorded biodiversity designations but does comprise the width of an entire wildlife corridor which has previous and future restoration plans which will incorporate biodiversity enhancement. Therefore developing this site is considered to have a high impact and would require significant mitigation.		
Category 2: Constraints	Area of High Landscape Value or Significance						Special Protection Area (SPA)				
	Woodland Plantation						Special Area of Conservation (SCA)				
	Tree Preservation Order (TPO)						Site of Special Scientific Interest (SSSI)				
	Grade 2 or 3a Agricultural Land					Local Nature Reserve					
Area of Significant Historic Landscape			Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required <input checked="" type="checkbox"/>	Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required <input checked="" type="checkbox"/>
							Local Geodiversity Site (LGS)				
							Great Crested Newt Pond (+500m buffer)				
							Wildlife Corridor	<input checked="" type="checkbox"/>			
						Are there any known protected / DBAP species or habitats on the site?		Unknown			
						Would the development of the site impact upon the connectivity of habitats?		Impact on wildlife corridor			

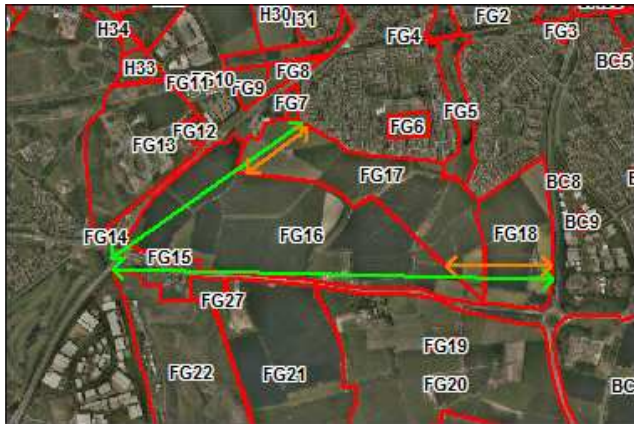

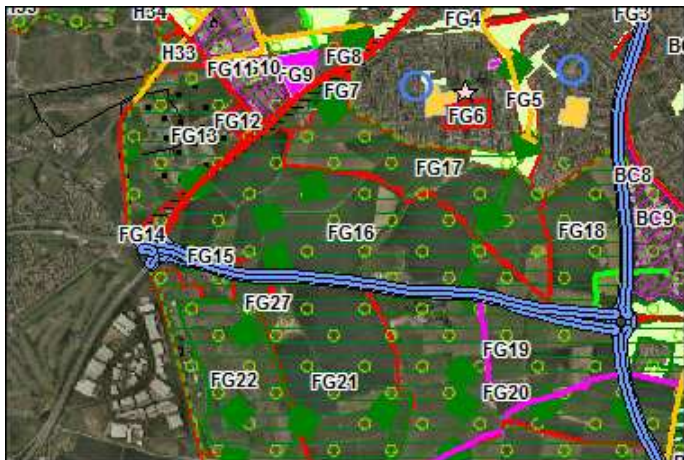

Historic Environment and Culture						Green Infrastructure								
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is the Wrekendyke Roman Road Important Archaeological Site on the southern boundary and the locally-listed Heavy anti-aircraft battery at Red Barns Farm at the centre of the site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is within a key green infrastructure corridor and provides a setting to public rights of way and recreational open space to the north. It is also noted that the restoration of the site will create a strategic recreation open space asset. Therefore developing this site is considered to have a high impact and would need significant mitigation incorporated.				
	World Heritage Site & Setting (+ candidate)						Village Green							
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard							
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a medium impact upon historic environment and culture due to its scale and appropriate mitigation would be required.			Category 2: Constraints	Public Open Space/Playing Field/Play Area							
	Conservation Area						Allotment							
	Archaeological Site (Known & potential)		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		Is the proposed development site designated as open space or playing fields?	NA	Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required	High Impact – significant mitigation required		
	Locally-Listed Building/ Structure/ Space	✓												
Flooding						Infrastructure and Services								
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Surface water flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact and mitigation would be required where appropriate.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of infrastructure and services. It is isolated from services and is of a scale that would put significant pressure on local capacity such as green infrastructure and education and community facilities. Significant mitigation would be required.					
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?						
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Is there education/community/health facility capacity for site requirements?		?						
	Surface Water Flooding	✓				What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?								
						The site is isolated from local shopping services but has good access to open space green infrastructure. It is lacking in playing pitch, allotments and children’s play area provision. It is also adjacent to bus stops on the strategic route and trunk network. Local education and community capacity is lacking. There are junction improvement requirements at the adjacent White Mare Pool roundabout.								
Ground Conditions & Contamination						Deliverability								
Site Topography	Predominantly Flat	✓	The site is within an area for further investigation in relation to contamination (AFI ref - ES/171-C3) with former uses including gas/cokeworks, coal carbonisation, quarrying (c1992) and Coal Shale tip (no date). It also has an uneven topography and potential mineral legacy issues. It is an active quarry and within a Mineral Safeguarding Area, where prior extraction of minerals would have to be considered further. The site is considered to have a high impact and significant mitigation would be required.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.						
	Gentle Slope					How many homes could be provided?		990	Site would significantly support economic growth and/or regeneration priorities?		✓			
	Undulating	✓				How many jobs could the site provide for?		2514	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?					
	Steep Slope													
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	It is not considered that the site is suitable for development due to the site’s likely adverse impacts upon the green belt, landscape, ground conditions, green infrastructure and infrastructure capacity.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development				
	Electricity Pylon (+ 10m buffer zone)													
Category 2: Constraints	HSE COMAH Middle or Outer Zone													
	Landfill sites, Contaminated land	✓												
	Minerals Legacy (quarries and coal mining)	✓												
	High Voltage electricity line(+10m buffer zone)													

SLR Ref: FG14 SHLAA Ref: gb.01.014		Site Area:0.3ha		Site Location: Land at White Mare Pool, Wardley, Hebburn		Is the site in the Green Belt? <div>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></div>		Due to the site's containment by surrounding road infrastructure and hotel development, the potential 80m of openness that would be lost is considered to be minimal.							
Land Use: Vacant land Adjacent Uses: A195, Hotel				Site appraised for: Residential / B-use class Economic Devt / Gypsy and Traveller caravan accommodation				Green Belt Separation		Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact		
Site Photos				Designations Map						<p>It is considered that developing this site would have a low impact as whilst an existing part of openness would be lost, its setting which is significantly contained reduces impact. Mitigation required where appropriate.</p>		1. Check unrestricted sprawl of the built-up area?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
				2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input checked="" type="checkbox"/>								
				3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input checked="" type="checkbox"/>	<input type="checkbox"/>								
				4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input checked="" type="checkbox"/>								
				5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input checked="" type="checkbox"/>								
				Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.											
				Key Designations/Allocations: LDF Gypsy and Traveller Caravan – reserve site / Green Belt / Great North Forest / Wildlife Corridor / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		Adjacent Designations / Allocations: Green Belt / Great North Forest / Wildlife Corridor / Strategic Trunk and Route Network / Whitemare Pool junction improvements / Leamside Railway line safeguarding		Zero/Low Impact - no or minimal mitigation required 		Medium Impact - mitigation required		High Impact – significant mitigation required			
Landscape and Townscape						Biodiversity									
Category 1: Significant Constraints		Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site is surrounded by development, has a developed character and of small scale. Developing this site is considered to have a low impact upon the landscape of the area. Mitigation would be required where appropriate.		Category 1: Significant Constraints		Ramsar Site		The site has no biodiversity designations and therefore it is considered that developing the site would have a low impact. Mitigation would be required where appropriate.					
Category 2: Constraints		Area of High Landscape Value or Significance				Special Protection Area (SPA)									
		Woodland Plantation				Special Area of Conservation (SCA)									
		Tree Preservation Order (TPO)				Site of Special Scientific Interest (SSSI)									
		Grade 2 or 3a Agricultural Land				Local Nature Reserve									
		Area of Significant Historic Landscape		<div>Zero/Low Impact - no or minimal mitigation required </div>		Category 2: Constraints		Local Wildlife Site (LWS)		<div>Zero/Low Impact - no or minimal mitigation required </div>					
		Local Geodiversity Site (LGS)													
		Great Crested Newt Pond (+500m buffer)													
		Wildlife Corridor													
		Are there any known protected / DBAP species or habitats on the site?				NA									
		Would the development of the site impact upon the connectivity of habitats?		NA											

Historic Environment and Culture					Green Infrastructure							
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site, but it is noted that the Wrekendyke Roman Road Important Archaeological Site is on the northern boundary.		Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is within a green infrastructure corridor but has limited constraints. Developing this site would have a zero/low impact and mitigation would only be required where appropriate.			
	World Heritage Site & Setting (+ candidate)					Village Green						
	Grade I/Grade II*Listed Building/Structure					Cemetery / Churchyard						
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation would be required where appropriate.		Category 2: Constraints	Public Open Space/Playing Field/Play Area						
	Conservation Area					Allotment						
	Archaeological Site (Known & potential)		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required		High Impact – significant mitigation required	Public Right of Way (cycleway/ footpath/bridleway)					
	Locally-Listed Building/ Structure/ Space						Green Infrastructure corridor			✓		
					Is the proposed development site designated as open space or playing fields?		NA		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	
					What is the site quality score identified in SPD3?		NA					
Flooding					Infrastructure and Services							
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	No flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a zero/low impact and mitigation would only be required where appropriate.		Is there road capacity for site traffic generation?		?		It is considered that the site would have a medium impact in regards to capacity of and access to infrastructure and services. Whilst it is a small scale it is isolated from services. The scale of development is not considered to put significant pressure on local capacity, particularly roads but some form of mitigation would be required to secure appropriate access to services.			
	Flood Risk Zone 3A (High Vulnerability)	0%			Is there water and sewerage capacity for site requirements?		?					
					Is there education/community/health facility capacity for site requirements?		✓					
					What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?							
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	The site is isolated from services although within a green infrastructure corridor and near a bus stop on the strategic route network. There is education and community capacity but not in the locality. Due to the site’s small scale, it is considered that local infrastructure capacity like local roads would broadly be sufficient.				Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required
	Surface Water Flooding	NA										
Ground Conditions & Contamination					Deliverability							
Site Topography	Predominantly Flat	✓	The Site is not within an area for further investigation in relation to contamination but is adjacent to an AFI. It is within a Mineral Safeguarding Area, but below the threshold where prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.		What is considered deliverable on the site?		It is considered unlikely that site would be deliverable for residential development. Low-scale storage uses subject to access might have potential. Gypsy and Traveller use whether permanent or temporary would depend on residential amenity issues being overcome.					
	Gentle Slope				How many homes could be provided?			Site would significantly support economic growth and/or regeneration priorities?				
	Undulating				How many jobs could the site provide for?		104	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?				
	Steep Slope											
					Suitability and Conclusion							
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	The site is considered potentially suitable for low-scale B-use class development subject to access and neighbouring land uses. It is unlikely that the site would be attractive for residential development, and it is noted that it is isolated from services, has access issues and residential amenity concerns. It is currently safeguarded for gypsy and traveller caravan accommodation, for which its suitability would depend on effective mitigation to safeguard residential amenity.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development		
	Electricity Pylon (+ 10m buffer zone)											
Category 2: Constraints	HSE COMAH Middle or Outer Zone		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required			Site is considered suitable for development	Site is considered potentially suitable for development 	Site is not considered suitable for development		
	Landfill sites, Contaminated land											
	Minerals Legacy (quarries and coal mining)											
	High Voltage electricity line(+10m buffer zone)											

SLR Ref: FG15 SHLAA Ref: gb.01.002		Site Area: 0.6ha		Site Location: Land at Laverick Gardens, Newcastle Road, West Boldon		Is the site in the Green Belt? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Due to the site's broad containment by surrounding screening and residential development, and existing buildings onsite, it is considered that loss of openness would be minimal.										
Land Use: Vacant land Adjacent Uses: Residential, A184				Site appraised for: Residential / B-use class Economic Devt				Green Belt Separation		Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact					
Site Photos				Designations Map						It is considered that developing this site would have a low impact as whilst an existing part of openness would be lost, its setting and the fact that there are existing buildings onsite reduces impact. Mitigation required where appropriate.								
				<u>Key Designations / Allocations:</u> Green Belt / Great North Forest / Wildlife Corridor / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		<u>Adjacent Designations / Allocations:</u> Green Belt / Great North Forest /Habitat Creation Zone / Wildlife Corridor / Strategic Trunk Network / Listed Building												
								Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required								
																		
Landscape and Townscape								Biodiversity										
Category 1: Significant Constraints		Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site is somewhat contained by built development / screening and of small-scale. It is not considered that developing this site which has previous development on it would have an overall impact upon the surrounding landscape. Therefore developing this site is considered to have a low impact upon the landscape of the area. Mitigation would be required where appropriate.				Category 1: Significant Constraints		Ramsar Site		The site has no biodiversity designations and therefore it is considered that developing the site would have a low impact. Mitigation would be required where appropriate.						
Category 2: Constraints		Area of High Landscape Value or Significance						Special Protection Area (SPA)										
		Woodland Plantation						Special Area of Conservation (SCA)										
		Tree Preservation Order (TPO)						Site of Special Scientific Interest (SSSI)										
		Grade 2 or 3a Agricultural Land						Local Nature Reserve										
Area of Significant Historic Landscape				Category 2: Constraints		Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required			Medium Impact - mitigation required			High Impact – significant mitigation required				
				Local Geodiversity Site (LGS)														
				Great Crested Newt Pond (+500m buffer)														
				Wildlife Corridor														
						Are there any known protected / DBAP species or habitats on the site?		NA										
						Would the development of the site impact upon the connectivity of habitats?		NA										



Historic Environment and Culture				Green Infrastructure						
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site but the Laverick Hall Farm buildings to the east are Grade II Listed.	Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is within a green infrastructure corridor but has limited constraints. Developing this site would have a zero/low impact and mitigation would be required where appropriate.		
	World Heritage Site & Setting (+ candidate)				Village Green					
	Grade I/Grade II*Listed Building/Structure				Cemetery / Churchyard					
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation would be required where appropriate such as taking into account the site’s setting to Listed buildings adjacent.	Category 2: Constraints	Public Open Space/Playing Field/Play Area					
	Conservation Area				Allotment					
	Archaeological Site (Known & potential)				Public Right of Way (cycleway/ footpath/bridleway)					
	Locally-Listed Building/ Structure/ Space		Green Infrastructure corridor		✓	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		
				Is the proposed development site designated as open space or playing fields?		NA		Zero/Low Impact - no or minimal mitigation required		High Impact – significant mitigation required
				What is the site quality score identified in SPD3?		NA				
Flooding				Infrastructure and Services						
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Partial surface flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact and mitigation would be required where appropriate.	Is there road capacity for site traffic generation?		?		It is considered that the site would have a high impact in regards to capacity of and access to infrastructure and services. Whilst it is a small scale it is isolated from services. The scale of development is not considered to put significant pressure on local capacity, but site access is severely constrained and considered unsuitable.		
	Flood Risk Zone 3A (High Vulnerability)	0%		Is there water and sewerage capacity for site requirements?		?				
				Is there education/community/health facility capacity for site requirements?		✓				
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required
	Surface Water Flooding	✓				The site is isolated from services although within a green infrastructure corridor and near a bus stop on the strategic route network. There are education and community facilities but not in the locality. Site access is constrained and not considered sufficient.				
Ground Conditions & Contamination				Deliverability						
Site Topography	Predominantly Flat	✓	The site is not within an area of further investigation in relation to contamination. It is within a Mineral Safeguarding Area, but below the threshold where prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.	What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.				
	Gentle Slope			How many homes could be provided?		5	Site would significantly support economic growth and/or regeneration priorities?			
	Undulating			How many jobs could the site provide for?		83	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?			
	Steep Slope									
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	It is not considered that the site is suitable for development due to constrained access and subsequent viability implications.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development
	Electricity Pylon (+ 10m buffer zone)									
Category 2: Constraints	HSE COMAH Middle or Outer Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required			Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development
	Landfill sites, Contaminated land									
	Minerals Legacy (quarries and coal mining)									
	High Voltage electricity line(+10m buffer zone)									

SLR Ref: FG16 SHLAA Ref: gb.01.008/a (part)		Site Area: 105.8ha		Site Location: Land south of Fellgate (formerly proposed TWRES), Fellgate		Is the site in the Green Belt? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Residential/Economic development would reduce the current 1380m separation distance between Fellgate and the borough boundary with Gateshead by 910m (66%) and distance between Boldon Colliery and the boundary by 72%		
Land Use: Agricultural land - Greenfield Adjacent Uses: Residential, Business Park, Agricultural				Site appraised for: Residential / B-use class Economic Devt				Green Belt Separation		
Site Photos				Designations Map						
								It is considered that developing this site would have a high impact upon the Green belt in an important and sensitive location between Gateshead and South Tyneside. Development would protrude past established Green belt boundaries and significantly reduce separation. Significant mitigation required where appropriate.		
				Key Designations / Allocations: Green Belt / Great North Forest / Habitat Creation Zone / Wildlife Corridor / Linked Open Space System / Local Wildlife Site / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		Adjacent Designations / Allocations: Green Belt / Great North Forest / Wildlife Corridor / Strategic Trunk Network / Listed Building / Important Archaeological Site / Predominantly Industrial Area / A19 Testos Junction improvements		Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.		
				Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		
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Historic Environment and Culture						Green Infrastructure					
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is a Grade II Listed Structure on the site’s southern boundary and just to the south of the site as well. There is also the Locally-Listed West Hall Farm on the northern boundary and the Wrekendyke Roman Road Important Archaeological Site to the north.			Category 1: Significant Constraints	Historic Park or Garden (EH List)		Site is within a key green infrastructure corridor and provides a setting to public rights of way and recreational open space. Therefore developing this site is considered to have a medium impact and would need mitigation incorporated.		
	World Heritage Site & Setting (+ candidate)										
	Grade I/Grade II*Listed Building/Structure										
Category 2: Constraints	Grade II Listed Building/Structure	✓	Developing this site is considered to have a medium impact upon historic environment and culture due to its scale and potential impact on heritage assets. Appropriate mitigation would be required.			Category 2: Constraints	Public Open Space/Playing Field/Play Area				
	Conservation Area						Allotment				
	Archaeological Site (Known & potential)		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		Public Right of Way (cycleway/ footpath/bridleway)				
	Locally-Listed Building/ Structure/ Space	✓					Green Infrastructure corridor	✓	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required
			Is the proposed development site designated as open space or playing fields?	NA							
					What is the site quality score identified in SPD3?	NA					
Flooding						Infrastructure and Services					
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	There is surface water flooding issues identified on the site, by the SFRA (2011) and these follow burns that flow through the site - see SFRA for further details. Developing this site is considered to have a low impact and mitigation would be required where appropriate.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of and access to infrastructure and services. It is isolated from services and is of a scale that would put significant pressure on local capacity such as green infrastructure and education and community facilities. Significant infrastructure investment and mitigation would be required due to the scale of potential development.		
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?			
			Is there education/community/health facility capacity for site requirements?		?						
			What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?								
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	The site is isolated from local shopping services, has good access to open space green infrastructure but is lacking in playing pitch, allotments and children’s play area provision. It is also adjacent to bus stops on the strategic route and trunk network. Local education and community capacity is lacking. There are junction improvement requirements at the adjacent White Mare Pool and Testos roundabouts.		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	
	Surface Water Flooding	✓									
Ground Conditions & Contamination						Deliverability					
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It does contain electricity infrastructure and is within a Mineral Safeguarding Area, and prior extraction of minerals would have to be considered further. The site is considered to have a medium impact and mitigation would be required where appropriate.			What is considered deliverable on the site?		It is considered that site is within a viable area for residential, and in a strong market location for B-use class economic development.			
	Gentle Slope	✓				How many homes could be provided?		2380	Site would significantly support economic growth and/or regeneration priorities?		✓
	Undulating					How many jobs could the site provide for?		6046	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?		
	Steep Slope										
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	It is not considered that the site is suitable for development due to the site’s overall likely high impacts on green belt, landscape, biodiversity and green infrastructure, in addition to likely significant pressure on infrastructure capacity. The emerging International Advanced Manufacturing Park Area Action Plan document should also be considered further.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development	
	Electricity Pylon (+ 10m buffer zone)	✓									
Category 2: Constraints	HSE COMAH Middle or Outer Zone										
	Landfill sites, Contaminated land										
	Minerals Legacy (quarries and coal mining)										
	High Voltage electricity line(+10m buffer zone)	✓									


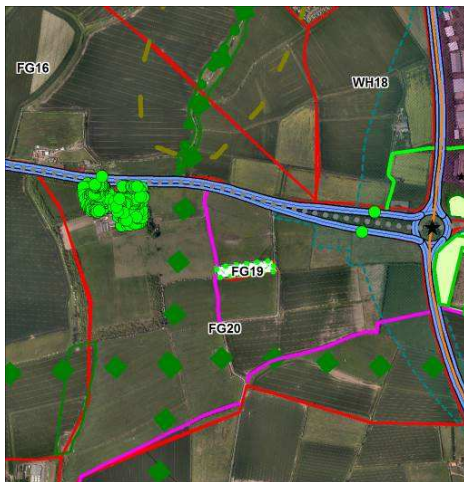
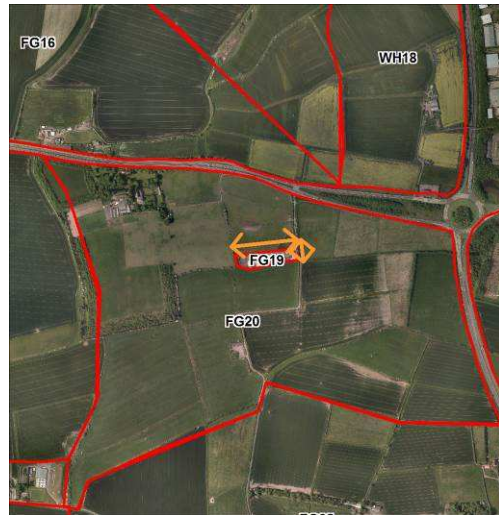




SLR Ref: FG17 SHLAA Ref: gb.01.009		Site Area:58.8ha		Site Location: Land south of Fellgate/Hedworth, Fellgate and Hedworth		Is the site in the Green Belt? <div>YES <input checked="" type="checkbox"/></div> <div>NO <input type="checkbox"/></div>		Residential/Economic development would reduce the current 1430m separation distance between Fellgate and the borough boundary with Gateshead by 490m (34%) and the distance between Hedworth and the boundary with Sunderland by 26%							
Land Use: Agricultural land Adjacent Uses: Residential, Agricultural				Site appraised for: Residential / B-use class Economic Devt				Green Belt Separation							
Site Photos				Designations Map											
				<u>Key Designations / Allocations:</u> Green Belt / Great North Forest / Habitat Creation Zone / Wildlife Corridor / Linked Open Space System / Local Wildlife Site / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		<u>Adjacent Designations / Allocations:</u> Green Belt / Great North Forest / Wildlife Corridor / Public Recreational Open Space / Strategic Trunk Network / Important Archaeological Site / Predominantly Industrial Area / A19 Testos Junction improvements		It is considered that developing this site would have a high impact upon the Green belt in an important and sensitive location between South Tyneside, Gateshead and Sunderland. However it is noted that the site boundary which follows existing field boundaries and electricity power lines does not substantially protrude past existing developments at Monkton and Boldon Business Parks and retains large separation distances. Significant mitigation would be required.							
				Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required							
Landscape and Townscape						Biodiversity									
Category 1: Significant Constraints		Grade I Agricultural Land				The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site is within a wide open space corridor which provides wide ranging views of the surrounding landscape and countryside, as well as key landmarks such as Boldon Downhill, Wardley Spoil Heap and Penshaw Monument. It is considered that developing the site would have a high impact on the landscape. Significant mitigation would be required.		Category 1: Significant Constraints		Ramsar Site				The site contains two wildlife corridors and includes part of the Calf Close Burn Local Wildlife Site. This is a linear site following the course of a small burn as it flows north across agricultural land, and has the largest long-standing reedbed in the borough – see Local Wildlife and Geodiversity Sites Technical Appendices (2010). Recent ecology studies for this broad area in support of a potential International Advanced Manufacturing Park have identified that there is a potential Great Crested Newt habitat within 500m of this site. It is considered that developing the site would have a high impact as it is of large scale within a wildlife corridor. Significant mitigation would be required.	
Category 2: Constraints		Area of High Landscape Value or Significance								Special Protection Area (SPA)					
		Woodland Plantation								Special Area of Conservation (SCA)					
		Tree Preservation Order (TPO)								Site of Special Scientific Interest (SSSI)					
		Grade 2 or 3a Agricultural Land								Local Nature Reserve					
		Area of Significant Historic Landscape				Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required					
										Category 2: Constraints		Local Wildlife Site (LWS)		✓	
												Local Geodiversity Site (LGS)			
												Great Crested Newt Pond (+500m buffer)		✓	
												Wildlife Corridor		✓	
										Are there any known protected / DBAP species or habitats on the site?		a) Lowland fen habitats			
										Would the development of the site impact upon the connectivity of habitats?		Impact on Wildlife Corridors and Local Wildlife Site			

Historic Environment and Culture						Green Infrastructure												
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is within a green infrastructure corridor and contains part of a ‘Local’ site with a below average score. It also provides views and openness setting to public rights of way and recreational open space adjacent. It is considered that developing this site would have a medium impact on green infrastructure as only small parts of it provide current capacity. Mitigation would be required where appropriate.								
	World Heritage Site & Setting (+ candidate)						Village Green											
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard											
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate such as taking into account Listed and Locally-Listed buildings in proximity of the site.			Category 2: Constraints	Public Open Space/Playing Field/Play Area		✓									
	Conservation Area						Allotment											
	Archaeological Site (Known & potential)						Public Right of Way (cycleway/ footpath/bridleway)											
	Locally-Listed Building/ Structure/ Space						Green Infrastructure corridor		✓									
			Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required					
							Is the proposed development site designated as open space or playing fields?		Fieldway – Local Site									
							What is the site quality score identified in SPD3?		37									
Flooding						Infrastructure and Services												
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	There is surface water flooding issues identified on the site, by the SFRA (2011) and these follow burns that flow through the site - see SFRA for further details. Developing this site is considered to have a low impact in regards to flooding with mitigation would be required where appropriate.			Is there road capacity for site traffic generation?		?		It is considered that the site would have a high impact in regards to capacity of and access to infrastructure and services. It has good access to some existing services and would increase critical mass. There is also potential educational and community capacity for this broad scale of development in Fellgate and surrounding areas. It is considered that the site would result in pressure on local roads and significant mitigation would be required.								
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?										
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		Zero/Low Impact - no or minimal mitigation required					Medium Impact - mitigation required		High Impact – significant mitigation required		
	Surface Water Flooding	✓																
Ground Conditions & Contamination						Suitability and Deliverability												
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. The site has electricity infrastructure onsite, and is within a Mineral Safeguarding Area, and prior extraction of minerals would have to be considered further. The site is considered to have a medium impact and mitigation would be required.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.										
	Gentle Slope	✓				How many homes could be provided?		1320		Site would significantly support economic growth and/or regeneration priorities?		✓						
	Undulating					How many jobs could the site provide for?		3360		Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?								
	Steep Slope																	
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		There are likely adverse impacts upon the green belt, landscape, biodiversity, ground conditions and infrastructure provision. However, some parts of the site, particularly areas alongside Durham Drive are required for flood attenuation schemes and are strictly not suitable for development. The emerging International Advanced Manufacturing Park Area Action Plan document should also be considered further as it will reduce the size of the Green Belt in this area.		Site is considered suitable for development		Site is considered potentially suitable for development		Site is not considered suitable for development			
	Electricity Pylon (+ 10m buffer zone)	✓																
Category 2: Constraints	HSE COMAH Middle or Outer Zone																	
	Landfill sites, Contaminated land																	
	Minerals Legacy (quarries and coal mining)																	
	High Voltage electricity line(+10m buffer zone)	✓																





SLR Ref: FG18 SHLAA Ref: gb.01.009 (part)		Site Area:33.6ha		Site Location: Land to the west of Boldon Business Park, West Boldon			Is the site in the Green Belt? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Residential/Economic development would reduce the current 2850m separation distance between Boldon Colliery and the borough boundary with Gateshead by 430m (15%) and the distance between Hedworth and the boundary with Sunderland by 38%					
Land Use: Agricultural land Adjacent Uses: Residential, A19, Business Park, Agricultural				Site appraised for: Residential / B-use class Economic Devt					Green Belt Separation		Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact
Site Photos				Designations Map							It is considered that developing this site would have a medium impact upon the Green Belt in an important and sensitive location between South Tyneside, Gateshead and Sunderland. However it is noted that the site would not substantially introduce development past the existing broad open corridor between the borough and its neighbours. Mitigation would be required.			
				Key Designations / Allocations: Green Belt / Great North Forest / Wildlife Corridor / Local Wildlife Site / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice / A19 Testos Junction improvements		Adjacent Designations / Allocations: Green Belt / Great North Forest / Habitat Creation Zone / Wildlife Corridor / Linked Open Space System / Recreational Open Space / Strategic Trunk Network / Predominantly Industrial Area								
Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required										

Landscape and Townscape						Biodiversity						
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site is within a wide open space which provides wide ranging views of the surrounding landscape and countryside. It is considered that development would have a medium impact upon the landscape. Mitigation would be required.			Category 1: Significant Constraints	Ramsar Site		The site is within a wildlife corridor and has residential and the A19 adjacent. It is in close proximity to Calf Close Burn Local Wildlife Site. Recent ecology studies for this broad area in support of a potential International Advanced Manufacturing Park have identified barn owl habitats onsite. It is considered that developing this site will have a medium impact and would require mitigation.			
	Category 2: Constraints	Area of High Landscape Value or Significance						Special Protection Area (SPA)				
		Woodland Plantation						Special Area of Conservation (SCA)				
		Tree Preservation Order (TPO)						Site of Special Scientific Interest (SSSI)				
		Grade 2 or 3a Agricultural Land						Local Nature Reserve				
Category 2: Constraints	Area of Significant Historic Landscape		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	
					Local Geodiversity Site (LGS)							
					Great Crested Newt Pond (+500m buffer)							
					Wildlife Corridor		✓					
					Are there any known protected / DBAP species or habitats on the site?		Unknown					
				Would the development of the site impact upon the connectivity of habitats?	Potential impact upon wildlife corridor							





Historic Environment and Culture						Green Infrastructure							
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is within a green infrastructure corridor and has a public right of way going through it. Due to its scale and impact on views from public rights of way onsite and in vicinity, it is considered that developing this site would have a medium impact. Mitigation would be required.			
	World Heritage Site & Setting (+ candidate)						Village Green						
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard						
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation would be required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area						
	Conservation Area						Allotment						
	Archaeological Site (Known & potential)						Public Right of Way (cycleway/ footpath/bridleway)		✓				
	Locally-Listed Building/ Structure/ Space		Zero/Low Impact - no or minimal mitigation required ✓	Medium Impact - mitigation required	High Impact – significant mitigation required		Green Infrastructure corridor		✓	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required ✓	High Impact – significant mitigation required	
						Is the proposed development site designated as open space or playing fields?		NA					
						What is the site quality score identified in SPD3?		NA					
Flooding						Infrastructure and Services							
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Partial surface water flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact in regards to flooding which would need mitigation.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of and access to infrastructure and services. It has good access to some existing services such as education but is relatively lacking in other assets which may need investment in. It is considered that the site would result in pressure on local roads. Significant mitigation would be required.				
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?					
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required ✓	Medium Impact - mitigation required	High Impact – significant mitigation required	Is there education/community/health facility capacity for site requirements?		✓					
	Surface Water Flooding	✓				What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?		The site is reasonably close to local shopping services within Hedworth and Boldon Colliery, but access improvements would be required. There is education capacity in the locality but community and overall green infrastructure services are lacking. The site is adjacent to bus stops on the Strategic Trunk Network. Junction improvements are planned for the Testos junction adjacent and should be noted that this could potentially require some land take from this site.					
Ground Conditions & Contamination						Deliverability							
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. A small part of the site is affected by electricity infrastructure and it is within a Mineral Safeguarding Area, and prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would be required where appropriate.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.					
	Gentle Slope					How many homes could be provided?		756	Site would significantly support economic growth and/or regeneration priorities?		✓		
	Undulating					How many jobs could the site provide for?		1920	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?		✓		
	Steep Slope												
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required ✓	Medium Impact - mitigation required	High Impact – significant mitigation required	Whilst there are likely adverse impacts upon the Green Belt, landscape, biodiversity, ground conditions and infrastructure provision, it is considered that parts of the site are potentially suitable for development. However, the implications of other large-scale potential development sites within this broad area of the Green Belt need to be taken into account. The emerging International Advanced Manufacturing Park Area Action Plan document should also be considered further.		Site is considered suitable for development	Site is considered potentially suitable for development ✓	Site is not considered suitable for development			
	Electricity Pylon (+ 10m buffer zone)	✓											
Category 2: Constraints	HSE COMAH Middle or Outer Zone												
	Landfill sites, Contaminated land												
	Minerals Legacy (quarries and coal mining)												
	High Voltage electricity line(+10m buffer zone)	✓											

SLR Ref: FG19 SHLAA Ref: gb.01.015		Site Area: 0.8ha		Site Location: Land at West Pastures,West Boldon		Is the site in the Green Belt? <div>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></div>		Gypsy and traveller caravan accommodation on this small scale site is not considered to substantially have an overall adverse impact on the green belt. It would only result in a reduction of 40m of openness lost between South Tyneside and its nearest boundary with Sunderland.			
Land Use: Gypsy and Traveller caravan site Adjacent Uses: Agricultural, Residential				Site appraised for: Gypsy and Traveller caravan accommodation – (Permitted for gypsy and traveller use)				Green Belt Separation			
<div>Site Photos</div> 				<div>Designations Map</div> 							
				Key Designations / Allocations: LDF Gypsy and Traveller Caravan site (with planning permission) / Green Belt / Great North Forest / Wildlife Corridor / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		Adjacent Designations / Allocations: Green Belt / Great North Forest / Wildlife Corridor / Recreational Open Space / Public right of way / Strategic Trunk Network / A19 Testos Junction improvements		It is considered that the site would have a low impact upon the Green Belt due to its small scale and landscaping/screening requirements as conditioned through the current planning permission.			
								Zero/Low Impact - no or minimal mitigation required 			
								Medium Impact - mitigation required			
								High Impact – significant mitigation required			
Landscape and Townscape						Biodiversity					
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site is located in a wide open space corridor which provides wide ranging views of the surrounding landscape and countryside. It is considered that as the site is of a small scale with mitigation built into its planning permission, it would only have a low impact. Mitigation already incorporated.			Category 1: Significant Constraints	Ramsar Site		Whist being within a wildlife corridor, the site has no biodiversity designations and therefore due to its small scale it is considered that it would have a zero/low impact. Mitigation required where appropriate.		
Category 2: Constraints	Area of High Landscape Value or Significance						Special Protection Area (SPA)				
	Woodland Plantation						Special Area of Conservation (SCA)				
	Tree Preservation Order (TPO)						Site of Special Scientific Interest (SSSI)				
	Grade 2 or 3a Agricultural Land						Local Nature Reserve				
	Area of Significant Historic Landscape		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required 		
						Local Geodiversity Site (LGS)					
						Great Crested Newt Pond (+500m buffer)					
						Wildlife Corridor	<input checked="" type="checkbox"/>				
						Are there any known protected / DBAP species or habitats on the site?	Unknown				
						Would the development of the site impact upon the connectivity of habitats?	Unlikely due to small scale.				



Historic Environment and Culture					Green Infrastructure							
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is located in a green infrastructure corridor and adjacent to a public right of way. Due to the site’s small scale, and existing and proposed landscaping and screening, it is considered that the site would only have a low impact with mitigation required where appropriate.		
	World Heritage Site & Setting (+ candidate)						Village Green					
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard					
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area			Zero/Low Impact - no or minimal mitigation required 		
	Conservation Area						Allotment					
	Archaeological Site (Known & potential)		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required		Public Right of Way (cycleway/ footpath/bridleway)					
	Locally-Listed Building/ Structure/ Space						Green Infrastructure corridor		✓			
					Is the proposed development site designated as open space or playing fields?		NA					
					What is the site quality score identified in SPD3?		NA					
Flooding					Infrastructure and Services							
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	No flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a zero/low impact in regards to flooding, but mitigation would still be required where appropriate.			Is there road capacity for site traffic generation?		✓	It is considered that the site would have a low impact in regards to capacity of and access to infrastructure and services. It has good access to some existing services such as green infrastructure and bus stops on the strategic trunk road network. The scale of development is not considered to put significant pressure on local capacity. Mitigation required where appropriate.			
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?				
						Is there education/community/health facility capacity for site requirements?		✓				
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?		Whilst the site is reasonably isolated from services, its small scale reduces impacts and there is identified capacity for site requirements.	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	
	Surface Water Flooding	NA										
Ground Conditions & Contamination					Deliverability							
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It is within a Mineral Safeguarding Area, but below the threshold where prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development. However it is only considered deliverable for gypsy and traveller caravan accommodation of 11 pitches.				
	Gentle Slope					How many homes could be provided?		11	Site would significantly support economic growth and/or regeneration priorities?			
	Undulating					How many jobs could the site provide for?		NA	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?			
	Steep Slope											
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	Due to the site’s overall likely low impacts, the site is considered suitable for gypsy and traveller caravan accommodation in line with its current planning permission where exceptional circumstances to support Green Belt development have been proven. However, wider uses such as residential/B-use class development are not considered suitable.		Site is considered suitable for development 	Site is considered potentially suitable for development	Site is not considered suitable for development 		
	Electricity Pylon (+ 10m buffer zone)											
Category 2: Constraints	HSE COMAH Middle or Outer Zone											
	Landfill sites, Contaminated land											
	Minerals Legacy (quarries and coal mining)											
	High Voltage electricity line(+10m buffer zone)											

SLR Ref: FG20 SHLAA Ref: NA		Site Area:103.0ha		Site Location: Land southwest of A19 Testos Roundabout, West Boldon			Is the site in the Green Belt? <div>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></div>		Residential/Economic development would reduce the current 1300m separation distance between Boldon Business Park and the borough boundary with Sunderland by 680m (52%).		
Land Use: Agricultural, Residential Adjacent Uses: Agricultural, A19, A184				Site appraised for: Residential / B-use class Economic Devt							
<div>Site Photos</div> 				<div>Designations Map</div> 							
				<u>Key Designations / Allocations:</u> Green Belt / Great North Forest / Wildlife Corridor / Public rights of way / Listed Building / Tree Preservation Orders / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice / A19 Testos Junction improvements		<u>Adjacent Designations / Allocations:</u> LDF – Gypsy and Traveller caravan site / Green Belt / Great North Forest / Habitat Creation Zone / Wildlife Corridor / Local Wildlife Site / Recreational Open Space / Strategic Trunk Network / Predominantly Industrial Area					
				<div>Green Belt Separation</div> 							
				<div>It is considered that developing this site would have a high impact upon the Green belt in an important and sensitive location between South Tyneside, Gateshead and Sunderland. Developing this site would in particular reduce the current separation between Boldon and Sunderland by over 50%. Significant mitigation required where appropriate.</div>							
				Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		<input checked="" type="checkbox"/>	
Landscape and Townscape											
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site forms part of a wide open space corridor which provides wide ranging views of the surrounding landscape and countryside. There are also two areas of Tree Preservation Orders within the site. Due to its location and significant scale, developing this site is considered to have a high impact, particularly on the setting of Boldon Downhill and adjacent Area of High Landscape Value. Significant mitigation would be required.								
Category 2: Constraints	Area of High Landscape Value or Significance										
	Woodland Plantation										
	Tree Preservation Order (TPO)	✓									
	Grade 2 or 3a Agricultural Land										
	Area of Significant Historic Landscape		Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		<input checked="" type="checkbox"/>		
Biodiversity											
Category 1: Significant Constraints	Ramsar Site		The site comprises a large extent of a wildlife corridor. It has the Strother House Farm Local Wildlife Site on its western boundary which has a range of flora, and the Mount Pleasant Local Wildlife Site near its eastern boundary which has a range of flora and many different species of birds present. Recent ecology studies for this broad area in support of a potential International Advanced Manufacturing Park have identified bat and barn owl habitats and the potential for Great Crested Newt habitats within 500m of this site. It is considered that developing this site will have a high impact and would require significant mitigation.								
	Special Protection Area (SPA)										
	Special Area of Conservation (SCA)										
	Site of Special Scientific Interest (SSSI)										
	Local Nature Reserve										
Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		<input checked="" type="checkbox"/>		
	Local Geodiversity Site (LGS)										
	Great Crested Newt Pond (+500m buffer)										
	Wildlife Corridor	✓									
	Are there any known protected / DBAP species or habitats on the site?	Unknown									
Would the development of the site impact upon the connectivity of habitats?		Likely impact upon Wildlife Corridor									





Historic Environment and Culture						Green Infrastructure								
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is Grade II Listed buildings at Scots House on the site’s northern boundary.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is within a green infrastructure corridor and has a network of public rights of way going through it. It is considered that developing this site would have a medium impact and mitigation would be required, particularly to retain public rights of way and their setting.				
	World Heritage Site & Setting (+ candidate)						Village Green							
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard							
Category 2: Constraints	Grade II Listed Building/Structure	✓	Developing this site is considered to have a medium impact upon historic environment and culture. Appropriate mitigation would be required to reduce potential adverse impacts upon Listed Buildings.			Category 2: Constraints	Public Open Space/Playing Field/Play Area							
	Conservation Area						Allotment							
	Archaeological Site (Known & potential)						Public Right of Way (cycleway/ footpath/bridleway)		✓					
	Locally-Listed Building/ Structure/ Space						Green Infrastructure corridor		✓					
			Is the proposed development site designated as open space or playing fields?			NA		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required		High Impact – significant mitigation required			
			What is the site quality score identified in SPD3?			NA								
Flooding						Infrastructure and Services								
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Partial surface water flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact and mitigation would be required where appropriate.			Is there road capacity for site traffic generation?	?		It is considered that the site would have a high impact in regards to capacity of and access to infrastructure and services. It has good access to the strategic trunk network which could provide increased local road capacity, but it is isolated from all other main services which would need significant investment and mitigation.					
	Flood Risk Zone 3A (High Vulnerability)	0%					Is there water and sewerage capacity for site requirements?	?						
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required			Medium Impact - mitigation required	High Impact – significant mitigation required	The site is reasonably isolated from services but close to bus stops on the strategic trunk network. Shopping, community, education and green infrastructure are all lacking and would need investment/mitigation. There is also safeguarded land within this site which may be required to support the improvement and grade separation of the A19 Testos roundabout. This would need to be taken into account.		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		
	Surface Water Flooding	✓												
Ground Conditions & Contamination						Deliverability								
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. The site is affected by electricity infrastructure and is within a Mineral Safeguarding Area, and prior extraction of minerals would have to be considered further. The site is considered to have a medium impact and mitigation would be required.					What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.				
	Gentle Slope							How many homes could be provided?		2322	Site would significantly support economic growth and/or regeneration priorities?		✓	
	Undulating							How many jobs could the site provide for?		5886	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?		✓	
	Steep Slope													
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required			It is not considered that the site is suitable for development due to likely adverse impacts upon the green belt, surrounding landscape, green infrastructure and general access to wider infrastructure that would need significant investment. The emerging International Advanced Manufacturing Park Area Action Plan document should also be considered further.	Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development			
	Electricity Pylon (+ 10m buffer zone)	✓												
Category 2: Constraints	HSE COMAH Middle or Outer Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required							Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development
	Landfill sites, Contaminated land													
	Minerals Legacy (quarries and coal mining)	✓												
	High Voltage electricity line(+10m buffer zone)	✓												


SLR Ref: FG21 SHLAA Ref: NA		Site Area: 74.5ha		Site Location: Land south of A184 Newcastle Road, West Boldon		Is the site in the Green Belt? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Residential/Economic development would reduce the current 2460m separation distance between Fellgate and the borough boundary with Sunderland by 1000m (41%) and the distance between Boldon Business Park and the boundary with Gateshead by 30%							
Land Use: Agricultural land / Garden Nursery Adjacent Uses: Residential, A184				Site appraised for: Residential / B-use class Economic Devt		Green Belt Separation			Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact			
Site Photos				Designations Map					1. Check unrestricted sprawl of the built-up area?		<input checked="" type="checkbox"/>	<input type="checkbox"/>			
				<p>Key Designations / Allocations: Green Belt / Great North Forest / Wildlife Corridor / Local Wildlife Sites / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice / A19 Testos Junction improvements</p> <p>Adjacent Designations / Allocations: LDF – Gypsy and Traveller caravan site / Green Belt / Great North Forest / Habitat Creation Zone / Wildlife Corridor / Local Wildlife Site / Public rights of way / Listed Building / Tree Preservation Orders /Strategic Trunk Network</p>		<p>It is considered that developing this site would have a high impact upon the Green belt in an important and sensitive location between South Tyneside, Gateshead and Sunderland. However it is noted that it would retain large separation distances between each local authority. Significant mitigation would be required.</p>			2. Safeguard borough countryside from encroachment?		<input checked="" type="checkbox"/>	<input type="checkbox"/>			
									3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input checked="" type="checkbox"/>	<input type="checkbox"/>			
									4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input checked="" type="checkbox"/>			
									5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input checked="" type="checkbox"/>			
									Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.						
Zero/Low Impact - no or minimal mitigation required			Medium Impact - mitigation required			High Impact – significant mitigation required									
															
Landscape and Townscape						Biodiversity									
Category 1: Significant Constraints		Grade I Agricultural Land				The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site is within a wide open space corridor which provides wide ranging views of the surrounding landscape and countryside. It is considered that as the site is of a large scale and located within the middle of the green belt, that it would have a high impact and be visible from a number of important landmarks, such as Boldon Downhill and Penshaw Monument. Significant mitigation would be required.		Category 1: Significant Constraints		Ramsar Site				The site comprises a large extent of a wildlife corridor. It includes the Strother House Farm Local Wildlife Site which has a range of flora. It is also adjacent to the Wardley Colliery Local Wildlife Site which has wall brown and dingy skipper butterflies, both of which are priority species in the UK Biodiversity Action Plan. The site comprises a large extent of a wildlife corridor. Recent ecology studies for this broad area in support of a potential International Advanced Manufacturing Park have identified bat and barn owl habitats and the potential for Great Crested Newt habitats. It is considered that developing this site will have a high impact and would require significant mitigation.	
Category 2: Constraints		Area of High Landscape Value or Significance				Category 2: Constraints		Special Protection Area (SPA)							
		Woodland Plantation						Special Area of Conservation (SCA)							
		Tree Preservation Order (TPO)						Site of Special Scientific Interest (SSSI)							
		Grade 2 or 3a Agricultural Land						Local Nature Reserve							
Area of Significant Historic Landscape						Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required					
Are there any known protected / DBAP species or habitats on the site?				a) Lowland fen habitats											
Would the development of the site impact upon the connectivity of habitats?				Impact upon Wildlife Corridor and Local Wildlife Site											



Historic Environment and Culture					Green Infrastructure						
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site but has Grade II Listed Buildings in close proximity.			Category 1: Significant Constraints	Historic Park or Garden (EH List)		Site is within a green infrastructure corridor provides views and openness setting to public rights of way. It is considered that developing this site would have a medium impact due to its scale. Mitigation would be required where appropriate such as considering views from public rights of way.		
	World Heritage Site & Setting (+ candidate)						Village Green				
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard				
Category 2: Constraints	Grade II Listed Building/Structure					Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation would be required where appropriate.				Category 2: Constraints	Public Open Space/Playing Field/Play Area
	Conservation Area		Allotment								
	Archaeological Site (Known & potential)		Public Right of Way (cycleway/ footpath/bridleway)								
	Locally-Listed Building/ Structure/ Space		Green Infrastructure corridor	✓	Zero/Low Impact - no or minimal mitigation required				Medium Impact - mitigation required	High Impact – significant mitigation required	
						Is the proposed development site designated as open space or playing fields?	NA				
						What is the site quality score identified in SPD3?	NA				
Flooding					Infrastructure and Services						
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	Partial surface water flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact and mitigation would be required where appropriate.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of and access to infrastructure and services. It has good access to the strategic trunk network which could provide increased local road capacity, but it is isolated from all other main services which would need significant investment and mitigation.		
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?			
			Is there education/community/health facility capacity for site requirements?		?						
			What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?								
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	The site is isolated from services but close to bus stops on the strategic trunk network. Shopping, community, education and green infrastructure are all lacking and would need investment/mitigation.		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	
	Surface Water Flooding	✓									
Ground Conditions & Contamination					Deliverability						
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination but adjacent to an AFI in association with former Wardley Colliery. The site has electricity infrastructure onsite and is within a Mineral Safeguarding Area where prior extraction of minerals would have to be considered further. The site is considered to have a medium impact and mitigation would be required.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.			
	Gentle Slope					How many homes could be provided?		1675	Site would significantly support economic growth and/or regeneration priorities?		✓
	Undulating					How many jobs could the site provide for?		4257	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?		✓
	Steep Slope										
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	There are likely adverse impacts upon the green belt, landscape, biodiversity, ground conditions and infrastructure provision. The implications of other large-scale potential development sites within this broad area of the Green Belt need to be taken into account. The emerging International Advanced Manufacturing Park Area Action Plan document should also be considered further.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development	
	Electricity Pylon (+ 10m buffer zone)	✓									
Category 2: Constraints	HSE COMAH Middle or Outer Zone										
	Landfill sites, Contaminated land										
	Minerals Legacy (quarries and coal mining)										
	High Voltage electricity line(+10m buffer zone)	✓									




SLR Ref: FG22 SHLAA Ref: gb.01.005, gb.01006/a		Site Area: 61.3ha		Site Location: Land at Wardley Colliery, Wardley		Is the site in the Green Belt? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Residential/Economic development would reduce the current 2440m separation distance between Fellgate and the borough boundary by 1000m (41%) and the distance between Boldon Business Park and the boundary with Gateshead by 23%			
Land Use: Former colliery spoil heap and railhead with associated buildings Adjacent Uses: Business Park / Disused railway line				Site appraised for: Residential / B-use class Economic Devt Part permitted (12ha) for aggregates storage and distribution / anaerobic digester facility				Green Belt Separation			
Site Photos				Designations Map							
				Key Designations / Allocations: Green Belt / Great North Forest / Habitat Creation Zone / Wildlife Corridor / Local Wildlife Sites / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice / Whitemare Pool Junction improvements / Leamside Railway safeguarding		Adjacent Designations / Allocations: Green Belt / Great North Forest / Wildlife Corridor / Local Wildlife Site / Public rights of way / Strategic Trunk Network / Predominantly Industrial Area		It is considered that developing this site would have a medium impact upon the Green Belt, as whilst it is in an important and sensitive broad location between South Tyneside, Gateshead and Sunderland, it is largely screened by adjacent Follingsby Business Park and colliery spoil and would retain large expanses of openness between settlements. Mitigation would be required.			
Landscape and Townscape						Biodiversity					
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site comprises an industrial/colliery-related landscape which is surrounded by industrial / colliery spoil. There are limited views within the brownfield element of the site however; there are substantial views on top of the spoil heap. It is considered that whilst the site is of a large scale, its location and surroundings reduce its potential impact to a medium. Mitigation would be required.			Category 1: Significant Constraints	Ramsar Site		The site is located within 2 wildlife corridors and also within 500m survey zone of a recorded Great Crested Newt Pond, and contains the entire Wardley Colliery Local Wildlife Site which is the largest ‘early successional grassland’ site in South Tyneside and its nature and size mean that it is considered to be the most valuable example of its type in the borough. Recent ecology studies for this broad area in support of a potential International Advanced Manufacturing Park have identified barn owl habitats and the potential for Great Crested Newt habitats. It is considered that developing this site will have a high impact and would require significant mitigation.		
Category 2: Constraints	Area of High Landscape Value or Significance					Special Protection Area (SPA)					
	Woodland Plantation					Special Area of Conservation (SCA)					
	Tree Preservation Order (TPO)					Site of Special Scientific Interest (SSSI)					
	Grade 2 or 3a Agricultural Land					Local Nature Reserve					
	Area of Significant Historic Landscape		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Local Wildlife Site (LWS)	✓	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required
			✓	Local Geodiversity Site (LGS)							
				Great Crested Newt Pond (+500m buffer)	✓						
				Wildlife Corridor	✓						
				Are there any known protected / DBAP species or habitats on the site?	a) Early successional brown field land b) Ponds c) Scrub						
			Would the development of the site impact upon the connectivity of habitats?	Impacts upon Wildlife Corridor, Local Wildlife Site							





Historic Environment and Culture						Green Infrastructure							
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no recorded historical or archaeological significance on site but it does contain interpretation of colliery-related industries.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is partly within a green infrastructure corridor, but is reasonably screened from surroundings. There is also no recreational provision onsite. Therefore it is considered that it would have a low impact but mitigation would still be required where appropriate.			
	World Heritage Site & Setting (+ candidate)						Village Green						
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard						
Category 2: Constraints	Grade II Listed Building/Structure					Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation would be required where appropriate.	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required				
	Conservation Area		Allotment										
	Archaeological Site (Known & potential)		Public Right of Way (cycleway/ footpath/bridleway)										
	Locally-Listed Building/ Structure/ Space						Green Infrastructure corridor		✓				
						Is the proposed development site designated as open space or playing fields?		NA					
						What is the site quality score identified in SPD3?		NA					
Flooding						Infrastructure and Services							
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	There is limited surface water flooding issues identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact and mitigation would be required where appropriate.				Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of and access to infrastructure and services. It has good access to the strategic trunk network which could provide increased local road capacity, but it is isolated from all other main services which would need significant investment and mitigation. It is noted that from a services requirement perspective, B-use class economic development would potentially have a lower impact as opposed to residential.			
	Flood Risk Zone 3A (High Vulnerability)	0%					Is there water and sewerage capacity for site requirements?		?				
						Is there education/community/health facility capacity for site requirements?		?					
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?			Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	
	Surface Water Flooding	✓					The site is isolated from services and whilst near the strategic trunk network, does not have immediate access, especially for public transport. The adjacent Leamside Railway line does offer some potential for a new metro station, dependant on feasibility. Shopping, community, education, health and green infrastructure are all lacking and would need significant investment/mitigation.						
Ground Conditions & Contamination						Deliverability							
Site Topography	Predominantly Flat	✓	The site is within an area for further investigation in relation to contamination (AFI ref - ES/179-A3) with former uses including colliery and strategic coal stocking site. The site has an uneven topography and is within a Mineral Safeguarding Area, and prior extraction of minerals would have to be considered further. The site is considered to have a high impact and would require significant mitigation.				What is considered deliverable on the site?		It is not considered that the site is currently within a viable area for residential, but is in a strong market location for B-use class economic development.				
	Gentle Slope						How many homes could be provided?			Site would significantly support economic growth and/or regeneration priorities?		✓	
	Undulating						How many jobs could the site provide for?		3503	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?		✓	
	Steep Slope	✓											
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required		It is considered that the site is potentially suitable for development, dependant on the ability and viability of investment. However impacts on the green belt, landscape, biodiversity, ground conditions and existing infrastructure provision would have to be considered further, as would the emerging International Advanced Manufacturing Park Area Action Plan document.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development		
	Electricity Pylon (+ 10m buffer zone)												
Category 2: Constraints	HSE COMAH Middle or Outer Zone								Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development		
	Landfill sites, Contaminated land	✓											
	Minerals Legacy (quarries and coal mining)	✓											
	High Voltage electricity line(+10m buffer zone)												

SLR Ref: FG23 SHLAA Ref: NA		Site Area: 22.5ha		Site Location: Land south of Wardley Colliery, Wardley			Is the site in the Green Belt? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Residential/Economic development would reduce the current 2450m separation distance between Fellgate and the borough boundary with Sunderland by 300m (12%)							
Land Use: Agricultural land Adjacent Uses: Agricultural land				Site appraised for: Residential / B-use class Economic Devt					Green Belt Separation							
Site Photos				Designations Map												
				<p>Key Designations / Allocations: Green Belt / Great North Forest / Habitat Creation Zone / Wildlife Corridor / Local Wildlife Sites / Flood Risk Zones / Public rights of way / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice / Leamside Railway safeguarding</p> <p>Adjacent Designations / Allocations: Green Belt / Great North Forest / Wildlife Corridor / Local Wildlife Site / Flood Risk Zones / Public rights of way / Predominantly Industrial Area</p>					<p>It is considered that developing this site would have a high impact upon the Green belt in an important and sensitive location between South Tyneside, Gateshead and Sunderland. The location is also in a pinch point of green belt corridors between the three areas and therefore significant mitigation would be required.</p>							
												Would development on this site impact upon the five purposes of the Green Belt?			Impact	No impact
												1. Check unrestricted sprawl of the built-up area?			<input checked="" type="checkbox"/>	<input type="checkbox"/>
												2. Safeguard borough countryside from encroachment?			<input checked="" type="checkbox"/>	<input type="checkbox"/>
												3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?			<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Preserve the special & separate characteristics of the Urban Fringe villages?			<input type="checkbox"/>	<input checked="" type="checkbox"/>												
5. Assist in the regeneration of the urban area?			<input type="checkbox"/>	<input checked="" type="checkbox"/>												
Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.																
Zero/Low Impact - no or minimal mitigation required			Medium Impact - mitigation required			High Impact – significant mitigation required										
																
Landscape and Townscape									Biodiversity							
Category 1: Significant Constraints		Grade I Agricultural Land				<p>The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site is located in open space corridors which provide wide ranging views of the surrounding landscape and countryside. It is considered that as the site is within a pinch point location within green belt corridors, that it is highly visible from a range of areas including landscape landmarks such as Boldon Downhill and Penshaw Monument, it would have a high impact. Significant mitigation would be required.</p>		Category 1: Significant Constraints		Ramsar Site				<p>The site is located within 2 wildlife corridors and also within 500m survey zone of a recorded Great Crested Newt Pond. It also shares its southern boundary with the River Don, East House Local Wildlife Site. Surveys have recorded occupied breeding habitat for water vole and use by otter, and breeding birds using the vicinity include yellowhammer, reed bunting and grey partridge, whilst large numbers of fieldfare and redwing are present in winter – see Local Wildlife and Geodiversity Sites, Technical Appendices (2010). Recent ecology studies for this broad area in support of a potential International Advanced Manufacturing Park have identified the potential for Great Crested Newt habitats within 500m. It is considered that developing this site will have a high impact and would require significant mitigation.</p>		
Category 2: Constraints		Area of High Landscape Value or Significance						Special Protection Area (SPA)								
		Woodland Plantation						Special Area of Conservation (SCA)								
		Tree Preservation Order (TPO)						Site of Special Scientific Interest (SSSI)								
		Grade 2 or 3a Agricultural Land						Local Nature Reserve								
		Area of Significant Historic Landscape				Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required						
																




Historic Environment and Culture						Green Infrastructure						
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is a within a green infrastructure corridor and has a public right of way onsite. It is considered that the site would have a medium impact and mitigation would be required, particularly retaining and protecting setting of public rights of way.		
	World Heritage Site & Setting (+ candidate)						Village Green					
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard					
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a zero/low impact upon historic environment and culture. Appropriate mitigation would only be required where appropriate.	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Public Open Space/Playing Field/Play Area				
	Conservation Area							Allotment				
	Archaeological Site (Known & potential)		Public Right of Way (cycleway/ footpath/bridleway)					✓				
	Locally-Listed Building/ Structure/ Space		Green Infrastructure corridor					✓				
						Is the proposed development site designated as open space or playing fields?		NA		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required
						What is the site quality score identified in SPD3?		NA				
Flooding						Infrastructure and Services						
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	7%	Flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a medium impact in regards to flooding and mitigation would be required.			Is there road capacity for site traffic generation?		?		It is considered that the site would have a high impact in regards to capacity of and access to infrastructure and services. It has good access to the strategic trunk network which could provide increased local road capacity, but it is isolated from all other main services which would need significant investment and mitigation. It is noted that from a services requirement perspective, B-use class economic development would potentially have a lower impact.		
	Flood Risk Zone 3A (High Vulnerability)					Is there water and sewerage capacity for site requirements?		?				
		Is there education/community/health facility capacity for site requirements?		?								
		What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?										
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	1%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required	The site is isolated from services and whilst near the strategic trunk network, does not have immediate access, especially for public transport. The adjacent Leamside Railway line does offer some potential for a new metro station, dependant on feasibility. Shopping, community, education, health and green infrastructure are all lacking and would need significant investment/mitigation.				Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required 
	Surface Water Flooding	✓										
Ground Conditions & Contamination						Deliverability						
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination, but is adjacent to an AFI in association with former colliery. It has electricity infrastructure onsite and is within a Mineral Safeguarding Area and prior extraction of minerals would have to be considered further. The site is considered to have a medium impact and mitigation would be required.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.				
	Gentle Slope	✓				How many homes could be provided?		506	Site would significantly support economic growth and/or regeneration priorities?		✓	
	Undulating					How many jobs could the site provide for?		1286	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?			
	Steep Slope											
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required	Due to the site’s overall high impacts, particularly on the green belt, surrounding landscape, biodiversity, general access to wider infrastructure and potential site constraints as a result of electricity infrastructure and flood risk zones, it is considered that the site is not suitable for development. Emerging plans for an extension to the adjacent Follingsby Business Park and the International Advanced Manufacturing Park will also have to be taken into account.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development 		
	Electricity Pylon (+ 10m buffer zone)	✓										
Category 2: Constraints	HSE COMAH Middle or Outer Zone											
	Landfill sites, Contaminated land											
	Minerals Legacy (quarries and coal mining)											
	High Voltage electricity line(+10m buffer zone)	✓										

SLR Ref: FG24 SHLAA Ref: NA		Site Area:10.5ha		Site Location: Land south of Follingsby Lane, Wardley		Is the site in the Green Belt? <div>YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></div>		Residential/Economic development would reduce the current 2315m separation distance between Fellgate and the borough boundary with Sunderland by 240m (10%)				
Land Use: Agricultural land Adjacent Uses: Agricultural / Residential				Site appraised for: Residential / B-use class Economic Devt				Green Belt Separation		Would development on this site impact upon the five purposes of the Green Belt?	Impact	No impact
Site Photos				Designations Map						<p>It is considered that developing this site would have a high impact upon the Green Belt in an important and sensitive location between South Tyneside, Gateshead and Sunderland. The location is also in a pinch point of green belt corridors between the three areas and therefore significant mitigation would be required.</p>		
				<u>Key Designations / Allocations:</u> Green Belt / Great North Forest / Habitat Creation Zone / Wildlife Corridor / Local Wildlife Sites / Flood Risk Zones / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice		<u>Adjacent Designations / Allocations:</u> Green Belt / Great North Forest / Wildlife Corridor / Local Wildlife Site / Flood Risk Zones / Public rights of way						
				Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		<input checked="" type="checkbox"/>		
Landscape and Townscape						Biodiversity						
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site is located in open space corridors which provide wide ranging views of the surrounding landscape and countryside. It is highly visible from a range of areas including landscape landmarks such as Boldon Downhill and Penshaw Monument. Developing the site is considered to have a high impact. Significant mitigation would be required.			Category 1: Significant Constraints	Ramsar Site		The site is located within 2 wildlife corridors and shares its southern boundary with the River Don, East House Local Wildlife Site. Surveys have recorded occupied breeding habitat for water vole and use by otter, and breeding birds using the vicinity include yellowhammer, reed bunting and grey partridge, whilst large numbers of fieldfare and redwing are present in winter – see Local Wildlife and Geodiversity Sites, Technical Appendices (2010). It is considered that developing this site will have a medium impact and would require mitigation.			
Category 2: Constraints	Area of High Landscape Value or Significance						Special Protection Area (SPA)					
	Woodland Plantation						Special Area of Conservation (SCA)					
	Tree Preservation Order (TPO)						Site of Special Scientific Interest (SSSI)					
	Grade 2 or 3a Agricultural Land						Local Nature Reserve					
	Area of Significant Historic Landscape		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Local Wildlife Site (LWS)	<input checked="" type="checkbox"/>	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	
						Local Geodiversity Site (LGS)						
						Great Crested Newt Pond (+500m buffer)						
						Wildlife Corridor	<input checked="" type="checkbox"/>					
						Are there any known protected / DBAP species or habitats on the site?	a) River b) Scrub					
						Would the development of the site impact upon the connectivity of habitats?	Impact upon Wildlife Corridor and Local Wildlife Site					


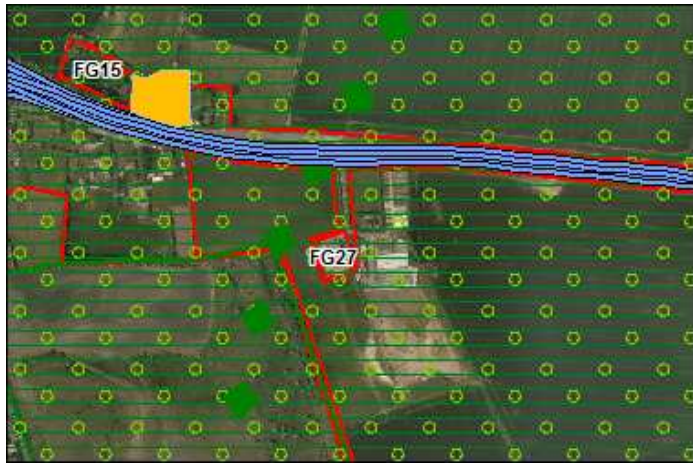


Historic Environment and Culture						Green Infrastructure								
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)			Site is a within a green infrastructure corridor and has public rights of way adjacent. It is considered that the site would have a low impact and mitigation would be required, particularly protecting setting of public rights of way.				
	World Heritage Site & Setting (+ candidate)						Village Green							
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard							
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area			Zero/Low Impact - no or minimal mitigation required 			Medium Impact - mitigation required	High Impact – significant mitigation required
	Conservation Area						Allotment							
	Archaeological Site (Known & potential)		Public Right of Way (cycleway/ footpath/bridleway)											
	Locally-Listed Building/ Structure/ Space		Green Infrastructure corridor		✓									
						Is the proposed development site designated as open space or playing fields?		NA						
						What is the site quality score identified in SPD3?		NA						
Flooding						Infrastructure and Services								
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	8%	Nearly a quarter of the site is within flood zones, and the majority of the site is at risk of surface water flooding identified in the SFRA (2011). Developing this site is considered to have a medium impact and mitigation would be required.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of and access to infrastructure and services, particularly on road capacity issues. It also isolated from services. Significant mitigation would be required.					
	Flood Risk Zone 3A (High Vulnerability)					Is there water and sewerage capacity for site requirements?		?						
		Is there education/community/health facility capacity for site requirements?		?										
		What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?												
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	13%	Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required	The site is isolated from services and whilst near the strategic trunk network, does not have immediate access, especially for public transport. The adjacent Leamside Railway line does offer some potential for a new metro station, dependant on feasibility. Shopping, community, education, health and green infrastructure are all lacking and would need significant investment/mitigation.			Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required 			
	Surface Water Flooding	✓												
Ground Conditions & Contamination						Deliverability								
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It does have electricity infrastructure onsite and is within a Mineral Safeguarding Area, and prior extraction of minerals would have to be considered further. The site is considered to have a medium impact and mitigation would be required.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.						
	Gentle Slope	✓				How many homes could be provided?		236	Site would significantly support economic growth and/or regeneration priorities?		✓			
	Undulating					How many jobs could the site provide for?		600	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?					
	Steep Slope													
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required	It is not considered that the site is suitable for development due to likely adverse impacts upon the green belt, surrounding landscape, biodiversity, general access to wider infrastructure and potential site constraints as a result of electricity infrastructure and flood risk zones. Emerging plans for an extension to the nearby Follingsby Business Park and an International Advanced Manufacturing Park will also have to be taken into account.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development 				
	Electricity Pylon (+ 10m buffer zone)	✓												
Category 2: Constraints	HSE COMAH Middle or Outer Zone													
	Landfill sites, Contaminated land													
	Minerals Legacy (quarries and coal mining)													
	High Voltage electricity line(+10m buffer zone)	✓												




SLR Ref: FG25 SHLAA Ref: gb.01.010 (part)		Site Area: 100.2ha		Site Location: Land west of A19, Downhill Lane, West Boldon		Is the site in the Green Belt? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Residential/Economic development would reduce the current 1330m separation distance between Boldon Colliery and the borough boundary with Sunderland by 620m (47%) and 1530m (58%) between the A19 and Gateshead.							
Land Use: Agricultural Adjacent Uses: Agricultural, A19				Site appraised for: Residential / B-use class Economic Devt											
Site Photos				Designations Map											
															
				<div>Key Designations / Allocations: Green Belt / Great North Forest / Wildlife Corridor / Local Wildlife Site / Important Archaeological Site / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice / A19 Testos Junction improvements</div> <div>Adjacent Designations / Allocations: LDF – Gypsy and Traveller caravan site / Green Belt / Great North Forest / Habitat Creation Zone / Wildlife Corridor / Local Wildlife Site / Flood Risk Zones / Strategic Trunk Network / Area of High Landscape Value</div>				It is considered that developing this site would have a high impact upon the Green belt in an important and sensitive location between South Tyneside, Gateshead and Sunderland. Whilst the development of the site would still retain large areas of open space corridors between the three areas, significant mitigation would be required.							
Landscape and Townscape						Biodiversity									
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site is located in open space corridors which provide wide ranging views of the surrounding landscape and countryside. It is considered that as the site is within a pinch point location within green belt corridors, that it is highly visible from a range of areas including landscape landmarks such as Boldon Downhill and Penshaw Monument, it would have a high impact. Significant mitigation would be required.			Category 1: Significant Constraints		Ramsar Site		The site is located within a wildlife corridor and shares its southern boundary with the River Don, East House Local Wildlife Site. Surveys have recorded occupied breeding habitat for water vole and use by otter, and breeding birds using the vicinity include yellowhammer, reed bunting and grey partridge, whilst large numbers of fieldfare and redwing are present in winter – see Local Wildlife and Geodiversity Sites, Technical Appendices (2010). Recent ecology studies for this broad area in support of a potential International Advanced Manufacturing Park have identified breeding barn owls, various bats habitats and the potential for Great Crested Newt habitats within 500m. Due to the site’s scale, it is considered that developing this site will have a high impact and would require mitigation.					
Category 2: Constraints	Area of High Landscape Value or Significance					Category 1: Significant Constraints		Special Protection Area (SPA)							
	Woodland Plantation					Category 1: Significant Constraints		Special Area of Conservation (SCA)							
	Tree Preservation Order (TPO)					Category 1: Significant Constraints		Site of Special Scientific Interest (SSSI)							
	Grade 2 or 3a Agricultural Land	✓				Category 1: Significant Constraints		Local Nature Reserve							
Area of Significant Historic Landscape			*The site also includes some areas of Grade 2 Agricultural Land (Very Good Quality). However, it is noted that these areas are small in scale are not considered significant compared to the borough's overall agricultural land supply.			Category 2: Constraints		Local Wildlife Site (LWS)	✓	Zero/Low Impact - no or minimal mitigation required					
			Category 2: Constraints		Local Geodiversity Site (LGS)		Medium Impact - mitigation required								
			Category 2: Constraints		Great Crested Newt Pond (+500m buffer)								High Impact – significant mitigation required		
			Category 2: Constraints		Wildlife Corridor	✓									
Are there any known protected / DBAP species or habitats on the site?		a) River b) Scrub		✓											
Would the development of the site impact upon the connectivity of habitats?		Impact upon Wildlife Corridor and Local Wildlife Site													

Historic Environment and Culture						Green Infrastructure									
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is a small section of the site comprising Important Archaeological Remains – Boldon Colliery-Downhill Railway site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)		Site is within a key green infrastructure corridor and provides a setting to public rights of way onsite and adjacent. Therefore developing this site is considered to have a medium impact and would need mitigation incorporated.						
	World Heritage Site & Setting (+ candidate)						Village Green								
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard								
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture and mitigation would be required where appropriate.			Category 2: Constraints	Public Open Space/Playing Field/Play Area		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required				
	Conservation Area						Allotment								
	Archaeological Site (Known & potential)	✓	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required		Public Right of Way (cycleway/ footpath/bridleway)	✓							
	Locally-Listed Building/ Structure/ Space						Green Infrastructure corridor	✓							
						Is the proposed development site designated as open space or playing fields?		NA							
						What is the site quality score identified in SPD3?		NA							
Flooding						Infrastructure and Services									
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	5%	Partial flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a low impact and mitigation would be required.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a high impact in regards to capacity of and access to infrastructure and services. It has good access to the strategic trunk network which could provide increased road capacity. Services would need significant investment and mitigation and it is noted that B-use class economic development would potentially have a lower impact as opposed to residential development.						
	Flood Risk Zone 3A (High Vulnerability)					Is there water and sewerage capacity for site requirements?		?							
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	1%	Zero/Low Impact - no or minimal mitigation required 	Medium Impact - mitigation required	High Impact – significant mitigation required	Is there education/community/health facility capacity for site requirements?		?							
	Surface Water Flooding	✓				What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?		The site is isolated from services and whilst near the strategic trunk network, does not have immediate access, to public transport. Shopping, community, education, health and some green infrastructure are all lacking and would need significant investment/mitigation.							
										Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required 			
Ground Conditions & Contamination						Deliverability									
Site Topography	Predominantly Flat	✓	The site is within an area for further investigation in relation to contamination (AFI ref - ES/178-A4) with covers a small part of site to the north west - Infilling (Pre COPA) and construction waste pre 1940's. The site has electricity infrastructure onsite and is within a Mineral Safeguarding Area, and prior extraction of minerals would have to be considered further. The site is considered to have a medium impact and mitigation would be required.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development.							
	Gentle Slope					How many homes could be provided?		3000	Site would significantly support economic growth and/or regeneration priorities?		✓				
	Undulating					How many jobs could the site provide for?		5726	Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?		✓				
	Steep Slope														
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required 	High Impact – significant mitigation required	Any development would have likely adverse impacts upon the green belt, landscape, biodiversity, ground conditions and infrastructure provision. However this area is being looked at further as part of the City Deal, such that subject to infrastructure provision and IAMP assessment could result in some of this site being potentially suitable.		Site is considered suitable for development	Site is considered potentially suitable for development	Site is not considered suitable for development 					
	Electricity Pylon (+ 10m buffer zone)	✓													
Category 2: Constraints	HSE COMAH Middle or Outer Zone	✓													
	Landfill sites, Contaminated land	✓													
	Minerals Legacy (quarries and coal mining)														
	High Voltage electricity line(+10m buffer zone)	✓													

SLR Ref: FG26 SHLAA Ref: pr.01.019/19a		Site Area:1.7ha		Site Location: Land at Calf Close Walk, Jarrow		Is the site in the Green Belt? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>					
Land Use: Recreational open space Adjacent Uses: Residential / Public House / A194				Site appraised for: Residential / B-use class Economic Devt		Green Belt Separation		Would development on this site impact upon the five purposes of the Green Belt?		Impact	No impact
Site Photos 				Designations Map 				1. Check unrestricted sprawl of the built-up area?		<input type="checkbox"/>	<input type="checkbox"/>
								2. Safeguard borough countryside from encroachment?		<input type="checkbox"/>	<input type="checkbox"/>
								3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?		<input type="checkbox"/>	<input type="checkbox"/>
								4. Preserve the special & separate characteristics of the Urban Fringe villages?		<input type="checkbox"/>	<input type="checkbox"/>
				Key Designations: Habitat Creation Zone / Wildlife Corridor / Recreational open space / Important Archaeological Site / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice / Tree Preservation Orders		Adjacent Designations / Allocations: Wildlife Corridor / Linked Open Space System / Public Right of Way / A194 road improvements / Flood Risk Zones		5. Assist in the regeneration of the urban area?		<input type="checkbox"/>	<input type="checkbox"/>
								Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.			
								Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required	High Impact – significant mitigation required
Landscape and Townscape						Biodiversity					
Category 1: Significant Constraints	Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site in the Fellgate and Hedworth landscape area. One of the key characteristics being large-scale residential development. The study sets out that open space along the Calfclose Burn and River Don are important resources and provide links to the wider greenspace network which should be maintained. The site is on the periphery of what is a long open space corridor which provides views of a linear green landscape that also frames the surrounding townscapes as well. As the site is on the boundary of this linear landscape, It is considered that developing this site would have a medium impact. Mitigation would be required. There also TPOs on the site boundary with the A194.			Category 1: Significant Constraints	Ramsar Site		The site comprises an area of open space and extensive woodland and is within a broad wildlife corridor and habitat network. Overall it is considered developing this site would have a medium impact upon the wildlife corridor. Mitigation would be required.		
Category 2: Constraints	Area of High Landscape Value or Significance						Special Protection Area (SPA)				
	Woodland Plantation						Special Area of Conservation (SCA)				
	Tree Preservation Order (TPO)	✓					Site of Special Scientific Interest (SSSI)				
	Grade 2 or 3a Agricultural Land						Local Nature Reserve				
Category 2: Constraints	Area of Significant Historic Landscape		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required	Category 2: Constraints	Local Wildlife Site (LWS)		Zero/Low Impact - no or minimal mitigation required	Medium Impact - mitigation required	High Impact – significant mitigation required
		Local Geodiversity Site (LGS)									
		Great Crested Newt Pond (+500m buffer)									
		Wildlife Corridor					✓				
			Are there any known protected / DBAP species or habitats on the site?		NA						
			Would the development of the site impact upon the connectivity of habitats?		Likely impact upon wildlife corridor.						

Historic Environment and Culture						Green Infrastructure								
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? The site includes part of the Wrekendyke Roman Road Important Archaeological Site.			Category 1: Significant Constraints	Historic Park or Garden (EH List)		Site is in a green infrastructure corridor comprising the Hedworth Lane ‘Local’ site. There is also a network of informal paths across the site and it is adjacent to a public right of way. It is considered that developing this site would have a medium impact on the green infrastructure system and it is noted the site forms part of the principal open space in the locality. However the site is adjacent to the predominant linear corridor which makes up the green infrastructure which would reduce impacts. Mitigation would be required.					
	World Heritage Site & Setting (+ candidate)						Village Green						Cemetery / Churchyard	
	Grade I/Grade II*Listed Building/Structure						Category 2: Constraints	Public Open Space/Playing Field/Play Area					✓	
Category 2: Constraints	Grade II Listed Building/Structure					Developing this site is considered to have a low impact upon historic environment and culture. Mitigation would be required where appropriate.		Allotment						Is the proposed development site designated as open space or playing fields?
	Conservation Area		Public Right of Way (cycleway/ footpath/bridleway)											
	Archaeological Site (Known & potential)	✓	Zero/Low Impact - no or minimal mitigation required ✓	Medium Impact - mitigation required	High Impact – significant mitigation required									
Locally-Listed Building/ Structure/ Space														
Flooding						Infrastructure and Services								
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	No flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a zero/low impact in regards to flooding and mitigation would only be required where appropriate.				Is there road capacity for site traffic generation?	?	It is considered that the site would have a medium impact in regards to capacity of infrastructure and services. The site has good access to some existing services and would increase critical mass. Its scale is unlikely to greatly impact upon infrastructure capacity, and whilst it would result in the loss of some green infrastructure, it is noted that there is a large area adjacent. Mitigation would be required where appropriate.					
	Flood Risk Zone 3A (High Vulnerability)						Is there water and sewerage capacity for site requirements?	?						
			Is there education/community/health facility capacity for site requirements?	✓										
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required ✓	Medium Impact - mitigation required	High Impact – significant mitigation required		What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?						The site is reasonably close to local shopping services and has good access to green infrastructure, but allotments and children’s’ play areas are lacking. It is also adjacent to bus stops and near Fellgate metro station. There are also education and community facilities in the locality.	
	Surface Water Flooding	NA												
Ground Conditions & Contamination						Deliverability								
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It is within a Mineral Safeguarding Area and prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.				What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, but not in a strong market location for B-use class economic development.					
	Gentle Slope						How many homes could be provided?		61	Site would significantly support economic growth and/or regeneration priorities?				
	Undulating						How many jobs could the site provide for?			Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?				
	Steep Slope						Suitability and Conclusion							
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required ✓	Medium Impact - mitigation required	High Impact – significant mitigation required		The site is considered potentially suitable for residential development. However, mitigation regarding the local landscape, biodiversity, heritage and green infrastructure would have to be considered further.		Site is considered suitable for development	Site is considered potentially suitable for development ✓	Site is not considered suitable for development			
	Electricity Pylon (+ 10m buffer zone)													
Category 2: Constraints	HSE COMAH Middle or Outer Zone													
	Landfill sites, Contaminated land													
	Minerals Legacy (quarries and coal mining)													
	High Voltage electricity line(+10m buffer zone)													

SLR Ref: FG27 SHLAA Ref: NA		Site Area: 0.3ha		Site Location: Land and Hanger Building, Newcastle Road, West Boldon			Is the site in the Green Belt? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Due to the site's broad containment and relationship with other buildings, as well as its previously developed mass and scale, it is considered that loss of openness would be minimal.							
Land Use: Vehicle storage and maintenance Adjacent Uses: Residential, agricultural, garden nursery, A184				Site appraised for: Residential / B-use class Economic Devt <u>Permitted for Development</u>					Green Belt Separation							
<div>Site Photos</div> <div></div>				<div>Designations Map</div> <div></div>					<div></div> <div>It is considered that developing this site will have minimal impact upon the Green Belt. The site is brownfield in nature as it already comprises built development. It is noted that there could be minor impact on the character of the surrounding area subject to height, massing and materials and these would have to be considered further.</div>			Would development on this site impact upon the five purposes of the Green Belt?			Impact	No impact
<div></div>				<div><u>Key Designations / Allocations:</u> Green Belt / Great North Forest / Mineral Safeguarding Area / Coal Authority Resource and Standing Advice</div> <div><u>Adjacent Designations / Allocations:</u> Green Belt / Great North Forest / Wildlife Corridor / Strategic Trunk Network / Listed Building</div>					1. Check unrestricted sprawl of the built-up area?			<input checked="" type="checkbox"/>	<input type="checkbox"/>			
									2. Safeguard borough countryside from encroachment?			<input type="checkbox"/>	<input checked="" type="checkbox"/>			
									3. Prevent merging of South Tyneside with Sunderland, Washington or Gateshead?			<input type="checkbox"/>	<input checked="" type="checkbox"/>			
									4. Preserve the special & separate characteristics of the Urban Fringe villages?			<input type="checkbox"/>	<input checked="" type="checkbox"/>			
									5. Assist in the regeneration of the urban area?			<input type="checkbox"/>	<input checked="" type="checkbox"/>			
				<div>Note: This assessment assumes that if there is a need to allocate Green Belt sites for development then this will be undertaken through the Local Plan process in a manner which would not be contrary to assisting the regeneration of the urban area.</div> <div>Zero/Low Impact - no or minimal mitigation required</div> <div><input checked="" type="checkbox"/></div>					<div>Medium Impact - mitigation required</div>		<div>High Impact – significant mitigation required</div>					
Landscape and Townscape							Biodiversity									
Category 1: Significant Constraints		Grade I Agricultural Land		The Landscape Character Study (2012) identifies the site within the Boldon Fell landscape area which is considered predominantly open with long range views. The study recommends that linear links between sites of habitat value should be created and promoted, and the areas open aspect and views should be retained. The site is somewhat contained by built development / screening and of small-scale. It is not considered that developing this site which has previous development on it would have an overall impact upon the surrounding landscape. Therefore developing this site is considered to have a low impact upon the landscape of the area. Mitigation would be required where appropriate.			Category 1: Significant Constraints		Ramsar Site		The site has no biodiversity designations and therefore it is considered that developing the site would have a low impact. Mitigation would be required where appropriate.					
Category 2: Constraints		Area of High Landscape Value or Significance					Special Protection Area (SPA)									
		Woodland Plantation					Special Area of Conservation (SCA)									
		Tree Preservation Order (TPO)					Site of Special Scientific Interest (SSSI)									
		Grade 2 or 3a Agricultural Land					Local Nature Reserve									
Area of Significant Historic Landscape				Zero/Low Impact - no or minimal mitigation required		Medium Impact - mitigation required		High Impact – significant mitigation required		<div>Zero/Low Impact - no or minimal mitigation required</div> <div><input checked="" type="checkbox"/></div>		<div>Medium Impact - mitigation required</div>		<div>High Impact – significant mitigation required</div>		
						</										

Historic Environment and Culture						Green Infrastructure						
Category 1: Significant Constraints	Scheduled Ancient Monument (+ 50m buffer zone if not designated)		Does the site have any historical or archaeological significance? There is no historical or archaeological significance on site but the Laverick Hall Farm buildings to the east are Grade II Listed.			Category 1: Significant Constraints	Historic Park or Garden (EH List)		Site is within a green infrastructure corridor but has limited constraints. Developing this site would have a zero/low impact and mitigation would be required where appropriate.			
	World Heritage Site & Setting (+ candidate)						Village Green					
	Grade I/Grade II*Listed Building/Structure						Cemetery / Churchyard					
Category 2: Constraints	Grade II Listed Building/Structure		Developing this site is considered to have a low impact upon historic environment and culture. Appropriate mitigation would be required where appropriate such as taking into account the site’s setting to Listed buildings adjacent.			Category 2: Constraints	Public Open Space/Playing Field/Play Area					
	Conservation Area						Allotment					
	Archaeological Site (Known & potential)						Zero/Low Impact - no or minimal mitigation required 					Medium Impact - mitigation required
	Locally-Listed Building/ Structure/ Space											
Is the proposed development site designated as open space or playing fields?						NA		Zero/Low Impact - no or minimal mitigation required 				
What is the site quality score identified in SPD3?						NA						
Flooding						Infrastructure and Services						
Category 1: Significant Constraints	Flood Risk Zone 3B (Functional Floodplain)	0%	No flooding issues have been identified on the site, by the SFRA (2011). See SFRA for further details. Developing this site is considered to have a zero/low impact and mitigation would only be required where appropriate.			Is there road capacity for site traffic generation?		?	It is considered that the site would have a medium impact in regards to capacity of and access to infrastructure and services. Whilst it is of small scale it is isolated from services. Mitigation would be required where appropriate.			
	Flood Risk Zone 3A (High Vulnerability)	0%				Is there water and sewerage capacity for site requirements?		?				
Category 2: Constraints	Flood Risk Zone 2(Medium Vulnerability)	0%	Zero/Low Impact - no or minimal mitigation required 			Is there education/community/health facility capacity for site requirements?		✓				
	Surface Water Flooding	NA				What is the broad accessibility of the site to local road network, local shopping services, public transport, education, community, and green infrastructure opportunities?		Zero/Low Impact - no or minimal mitigation required			Medium Impact - mitigation required 	High Impact – significant mitigation required
	The site is isolated from services although within a green infrastructure corridor and near a bus stop on the strategic route network. There are education and community facilities but not in the locality.											
Ground Conditions & Contamination						Deliverability						
Site Topography	Predominantly Flat	✓	The site is not within an area for further investigation in relation to contamination. It is within a Mineral Safeguarding Area, but below the threshold where prior extraction of minerals would have to be considered further. The site is considered to have a zero/low impact and mitigation would only be required where appropriate.			What is considered deliverable on the site?		It is considered that the site is within a viable area for residential, and in a strong market location for B-use class economic development. The site has now received planning permission for 7 homes.				
	Gentle Slope					How many homes could be provided?		7	Site would significantly support economic growth and/or regeneration priorities?			
	Undulating					How many jobs could the site provide for?			Site would directly support the Sunderland and the North East City Deal’s proposed International Advanced Manufacturing Park?			
	Steep Slope					Suitability and Conclusion						
Category 1: Significant Constraints	Health & Safety Executive (HSE) COMAH Development Proximity or Inner Zone		Zero/Low Impact - no or minimal mitigation required 			It is considered that this brownfield site is suitable for development due to its lack of constraints. However, scheme design would need to take into account the wider green belt landscape.		Site is considered suitable for development 	Site is considered potentially suitable for development	Site is not considered suitable for development		
	Electricity Pylon (+ 10m buffer zone)											
Category 2: Constraints	HSE COMAH Middle or Outer Zone		Zero/Low Impact - no or minimal mitigation required 			It is considered that this brownfield site is suitable for development due to its lack of constraints. However, scheme design would need to take into account the wider green belt landscape.		Site is considered suitable for development 	Site is considered potentially suitable for development	Site is not considered suitable for development		
	Landfill sites, Contaminated land											
	Minerals Legacy (quarries and coal mining)											
	High Voltage electricity line(+10m buffer zone)											

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

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

Telephone: **(0191) 424 7688**
E-mail: **local.plan@southtyneside.gov.uk**
Visit: **www.southtyneside.gov.uk/planning**


If you know someone who would like this information in a different format contact the communications team on (0191) 424 7385

Fwd: Greenbelt Response

Cllr Geraldine Kilgour [REDACTED]

Tue 2/6/2024 8:39 PM

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

 1 attachments (486 KB)

[REDACTED]PlanResponseGreenbeltFeb-24.docx;

Dear Team

Can you record this statement please and address the concerns raised.

Best regards, Geraldine

Sent from [Outlook for iOS](#)

From: [REDACTED]

Sent: Tuesday, February 6, 2024 6:47:09 PM

To: Cllr Geraldine Kilgour [REDACTED]

Subject: Re: Greenbelt Response

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Geraldine

Thanks for that info and suggestion to review the Greenbelt study.
I comment as below and attached.

I think it is from the 300+ pages of:

https://www.southtyneside.gov.uk/media/6897/South-Tyneside-Green-Belt-Study-November-2023/pdf/Green_Belt_Study_2023.pdf?m=638400437402200000

All of the plans for Fellgate seem perfectly viable on the surface and make mention of environmental and other aspects associated with the potential 1200 new properties on the Greenbelt regarding THEIR vistas, frontages, access, facilities etc.

The plan, however, to me, makes no real consideration of current Fellgate families.

The Greenbelt report criteria used make little mention of residents affected by new development and compensatory action that would be taken other than important but peripheral issues such as biodiversity.

As I say, if Council had given thought to that aspect and assured us that such improvements would be made, there may be a far less dramatic response from Fellgate (or anywhere) and some grudging acceptance of the need for development or not (I can only speak for myself).

I believe that developers will do the absolute minimum they can get away with and the Council plan is necessary to prevent this.

Ideally we, as residents, should be working together with the Council to achieve this BUT there needs to be a real commitment to the compensatory activities.

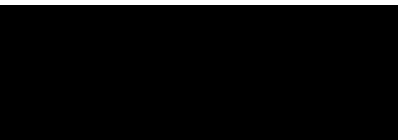
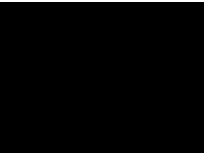
If this doesn't happen there is likely to be continued protest with all that flows from that.

Your ongoing support and some way of making an improvement to the way Council presents the plan would, perhaps, help?

Thanks

Doug

Mr & Mrs D Shearer



We support: <http://practicalaction.org/> could you?

On Thu, 25 Jan 2024 at 22:19, Cllr Geraldine Kilgour [REDACTED] wrote:

Dear Doug,

Thank you so much for attending the consultation and copying me in here. Have you responded to both aspects please? One is removal from Greenbelt and the other the Sustainability Plan for Fellgate. Both are relevant to your comments, in my opinion.

Please be assured that I will chase up the potholes and fencing matter. I'm sorry not to have kept you up to date with this.

With regards to Council Tax decisions. They will be tough ones. The Council Tax Reduction Scheme was agreed at the last Borough Council (BC)

I have attached an item also on the agenda at the last BC which details borrowing in some detail. If you require any further information please let me know.

Please stay in touch.

Best regards, Geraldine

Sent from [Outlook for iOS](#)

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South Tyneside Council, Town Hall & Civic Offices, Westoe Road, South Shields, Tyne & Wear, NE33 2RL, Tel: 0191 427 7000, Website: www.southtyneside.gov.uk

Greenbelt Response

From report (314 pages!!):

https://www.southtyneside.gov.uk/media/6897/South-Tyneside-Green-Belt-Study-November-2023/pdf/Green_Belt_Study_2023.pdf?m=638400437402200000

Report section 1.5 The National Planning Policy Framework (NPPF) states in Paragraphs 139 and 140 that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans.

And

‘inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances...’

This and multiple other regulations mitigate against ANY development on the Greenbelt.

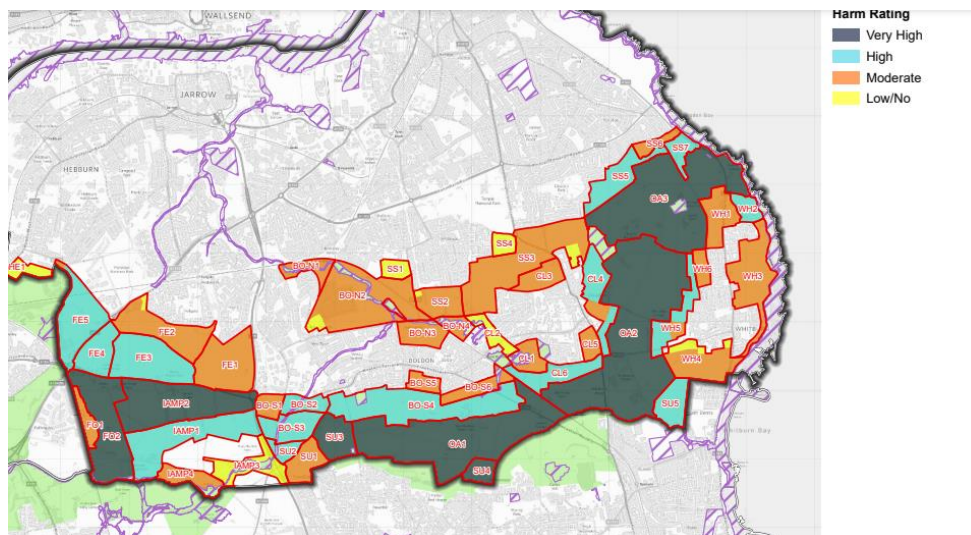
Relative Scale:

3.9 A scale of four harm ratings is used: Very High, High, Moderate and Low/No

This is based on “Professional judgement”

There does not seem to be any criteria mention of harm to existing dwellings and their residents? (so criteria are set up to ignore the views of residents?)

Greenbelt Harm areas from part of report based on 1 aspect:



Chapter 5 does mention this aspect in minimal detail, mainly in terms of biodiversity etc. but it depends how seriously this will be acted on and how existing residents would be communicated with and protected?

This aspect of the plan has been totally neglected and could get residents more accepting if strong protection and compensatory activities were included and agreed up front.

The Council should have demonstrated this at the meetings (Jan 2024) and this would likely have had a great positive effect on attitudes.

Appendix C of the report, purports to list more examples of such options.

From p.277/8

Various measures are proposed but nothing about protection of existing residents and their vistas, traffic, increased pressure on public transport, flood prevention already in place and safety aspects.

I believe any developer coming along will aim to make maximum profit whilst totally ignoring anything they are not forced to do by the Local Authority.

Any thought of compensatory works to protect the rights of current residents will also be ignored and this cannot be allowed to happen!

In that sense, the LA plan is critical and compensatory works must be communicated and decided in conjunction with existing residents, planned in detail and rigorously imposed on the developers.

Doug Shearer

