



North Tyneside Council

Unitary Development Plan

March 2002



North Tyneside Council



2	Introduction	5
PART I		
3	Strategy and Part 1 Policies	7
PART II		
4	The Local Economy	19
5	The Environment	35
6	Housing	65
7	Shopping	77
8	Transportation	87
9	Open Space and Recreation	97
10	Resources	107
11	Development Control	109
GLOSSARY/INDEX		
12	Glossary	152
13	Index	155



INTRODUCTION

What is the North Tyneside Unitary Development Plan (U.D.P.)?

- 2.1 Planning authorities have a statutory requirement to prepare development plans covering the whole of their area.
- 2.2 The North Tyneside Unitary Development Plan (U.D.P.) is a new plan covering all of North Tyneside. It will:
- replace or incorporate existing Development Plans.
 - provide the necessary framework for development, development control, and conservation; and be a clear and concise statement of the Council's policies and proposals for the development and other use of land to 2006.
 - provide a degree of certainty and commitment to the future land use pattern and nature and direction of growth within which development decisions can be made.
 - act as an incentive in bringing forward development and stimulating growth.
 - ensure that proposals brought forward by public or private bodies either individually or in partnership conform to national policies, regional guidance and the adopted strategy of the plan.
 - be monitored annually and reviewed every five years to ensure that the plan is up to date and relevant.
 - contribute to the national strategy for sustainable development.
- 2.3 In its overall timespan the U.D.P. differs from shorter term strategies such as the Council's Economic Development Strategy, the Housing Investment Programme (H.I.P.), Local Transport Plan (L.T.P.), the Derelict Land Programme and City Challenge but it provides a context for them. It allows the opportunity for an integrated approach to their formulation and implementation making full use of available resources.

Plan Progress

- 2.4 A Consultation Draft of the UDP was endorsed by North Tyneside Council in October 1993 and

published for public consultation from February to April 1994. A full schedule of all consultation responses was published in October 1994 and is available as a separate document.

- 2.5 The Council took account of the consultation responses and other material factors and has in April 1996 approved a revised version of the UDP (The North Tyneside Unitary Development Plan Deposit Draft) which was placed on deposit from 10 December 1996 to 20 January 1997 with late representations accepted to 3 February 1997.
- 2.6 Following consideration of the responses and taking into account any other relevant matters the Council approved Proposed Changes to the Deposit UDP in September 1999. These were placed on deposit for a six week period which concluded on 25 October 1999.
- 2.7 The Proposed Changes together with any counter objections and objections to the Deposit Draft UDP were considered at a Public Local Inquiry which ran from 1 February 2000 to 3 October 2000. The Inspectors report was received in January 2001.
- 2.8 The Council considered the Inspectors report in July 2001 and in August 2001 placed on deposit a Statement of Proposed Modifications to the Plan.
- 2.9 The Council considered objections to the Proposed Modifications in January 2002 and published its intention to adopt the plan on 4 February 2002. The plan was adopted on 5 March 2002.

Format

- 2.10 The U.D.P. comprises this document (the Written Statement) and a Proposals Map.
- 2.11 The Written Statement is in two main sections:

Part I is a statement of borough-wide policies providing a context and framework for the detailed proposals in Part II. It sets out a broad development and land use strategy for the borough including policies for the improvement of its physical environment, conservation of its natural beauty, and management of traffic. It includes:-

- Introduction (this chapter). This sets out the form, function and progress of the UDP to date.
- Strategy and Part I Policies (Chapter 3). This

2 INTRODUCTION

includes the aims and objectives of the plan together with strategic policies and the context within which it has been prepared.

Part II forms the basis for deciding planning applications and includes the Council's detailed proposals stemming from its strategic Part I policies. It contains a reasoned justification for the strategic policies in Part I and the proposals in Part II. It includes:

A set of topic based chapters (Chapters 4-11) together with a Glossary and Index covering:

- The Local Economy
- Environment
- Housing
- Shopping
- Transportation
- Open Space and Recreation
- Resources
- Development Control/Policy Statements
- Glossary
- Index

2.12 The Part I Strategic Policies are set out in bold type (shaded) and are repeated in this format in each relevant Part II topic chapter for completeness. Detailed Part II proposals are also in bold type.

2.13 **The Proposals Map** at 1/12,500 scale on an ordnance survey base shows the plans proposals on a borough wide map together with three inset maps covering the town centres of Wallsend, North Shields and Whitley Bay.

2.14 In considering any proposed development it will be necessary to refer to the UDP as a whole. In considering the relationship between a specific proposal and the UDP all policies that might be relevant must be taken into account, as required by Policy DC1.

2.15 Inevitably the text of the UDP includes some acronyms, abbreviations, or technical terms, although their use has been kept to a minimum. Some are not widely used outside land use planning documents, or have a particular meaning when used in such documents. Accordingly a glossary is set out to assist the user of the UDP.

INTRODUCTION

- 3.1 This chapter sets out the strategy, aims and objectives of the plan and Part I UDP Policies.

The UDP is a statutory document and the Government provides the policy framework at a national and regional level for plan preparation. However, UDP's should contain the local planning authority's policies and proposals for the development and use of land within this wider context.

- 3.3 North Tyneside is located with a complex conurbation with a significant degree of interdependence in work place, housing, transport, social and leisure activities. While the plan deals essentially with land use its influence and the influences upon it combine economic, social and environmental factors. They can arise from local, regional, national and increasingly international considerations.
- 3.4 The UDP is one of a range of linked initiatives dealing with the way in which change will be managed.
- 3.5 The main factors which contributed to the development of the UDP strategy are considered in the following sections.

CONTEXT

Location

- 3.6 North Tyneside is a metropolitan district, one of five within the County of Tyne and Wear. The borough had a population of 195,500 (at 1991) and an area of 8,367 ha. It has the North Sea to the east, the River Tyne as its southern boundary, Newcastle City to the west and Blyth Valley District in Northumberland along its northern boundary.
- 3.7 The northern fringe of the borough is open countryside with the main urban areas including the towns of Wallsend, North Shields and Whitley Bay extending inland from the river and coastline. There are a number of other settlements between the main towns and the rural hinterland. Large open areas extend into the urban area.
- 3.8 The Tyne is a commercial river with shipbuilding, offshore fabrication, fishing and port related industries. It supports regular passenger services to northern Europe and it is increasingly used for recreational purposes. The coastline

is attractive with sandy beaches and is a tourist area.

- 3.9 The borough has good external road links via the A19 southwards via the Tyne Tunnel and has access to the A1 to the north west. It has a good system of internal roads with the A1058 linking it with Newcastle City. Newcastle Airport is to the north west. A suburban electric rail 'metro' system loops through the borough linking the main towns and the coastal area with Newcastle and other districts of Tyneside.
- 3.10 An area south of the Metro loop and north of the River Tyne from the Newcastle City boundary to the Fish Quay near the river mouth was an Urban Development Area. It was the planning responsibility of the Tyne and Wear Development Corporation until 1998 and the Corporation's proposals have been incorporated into the UDP.
- 3.11 An area north of this boundary and extending northwards along the A19 Trunk Road is a corridor which until 1999 formed North Tyneside's City Challenge Area.

Other Factors

- 3.12 In preparing and revising the plan the Council has had particular regard to:
- international and national obligations, new legislation, and Government advice, especially that set out in Planning Policy Guidance Notes (PPG's), with particular emphasis on Sustainable Development, Green Belts, Transportation, Minerals, Nature Conservation and Gypsies
 - Strategic Guidance for Tyne and Wear issued by the Secretary of State for the Environment in April 1989 (RPG1)
 - the large number of representations made about the policies and proposals of the Consultation Draft UDP together with subsequent representations
 - existing Council Policies and Programmes such as HIP's, TPP, City Challenge, the Urban Programme, Economic Development Strategy, and current planning policies in Structure and Local Plans
 - proposals within the area covered by the former Tyne and Wear Development Corporation. A revised master plan was

approved by TWDC for the Royal Quays area and an SPZ has been declared to stimulate and facilitate regeneration of a riverside employment area

- policy initiatives in adjacent local authorities. The Newcastle Deposit UDP has now been adopted and the Blyth Valley Local Plan, in the context of the Northumberland County Structure Plan has included a Green Belt in that part of the District adjacent to North Tyneside
- major policy initiatives at a local level including the Enterprise Zone designation, SRB and City Challenge proposals, decision on the new Tyne Crossing, the prospective Millennium and National Lottery bids, increasing links with northern European countries and the North Tyneside Environmental Action Plan (Green Plan).
- town centre studies in both North Shields and Whitley Bay, improvements in Wallsend and recent planning applications to redevelop Killingworth and Whitley Bay Town Centres
- the Tyne and Wear Nature Conservation Strategy
- existing commitments and permissions, development completed, approved or proposed since publication of the draft UDP. There has been considerable activity during this period with the closure of a major shipyard; the decision by Siemens to invest in North Tyneside; sustained housebuilding and the revitalisation and redevelopment of the Meadowell and Royal Quays
- demographic, social and other changes which in particular impact upon housing requirements. Account has also been taken of the likelihood of some developments not being capable of being realised during the plan period
- Local Government boundary changes in April 1994 with particular impact on environment policies and land use along the boundary with Newcastle City and Blyth Valley Councils

3.13 A fuller explanation of Strategic Guidance is set out in the next section.

Strategic Guidance For Tyne and Wear

3.14 The Council is required by statute to have regard to this guidance in preparing the UDP. The guidance is set out under a number of sub-headings reproduced below.

Urban Regeneration

- the primary aim of the UDP should be revitalisation of the economy
- the focus should be on the regeneration of urban areas
- regeneration should include provision of new housing, employment and recreational opportunities alongside improvement to the areas living, working and leisure environment
- the UDP should allow potential for expansion to maintain the momentum of regeneration
- plans should cater for natural change and changes in migration
- a realistic range of sites for industrial use and opportunities for industrial and commercial development must be maintained
- such sites should include inner area locations and sites close to the strategic transport network
- a basic requirement of 12,600 dwellings (City of Newcastle/North Tyneside) from 1988-2001 should be provided
- the close links between housing markets in Newcastle/North Tyneside were noted
- the UDP should provide realistic housing choice but not to the extent that it frustrates regeneration or revitalisation or, that it promotes excessive consumption of greenfield sites

Retailing

- the UDP should seek to enhance the level and quality of shopping service provided
- town centres will remain the main focus for the provision of shopping facilities but a range of measures will be needed to secure them
- a balance should be drawn between existing provision and future proposals
- the UDP should consider how services other than retailing, such as housing could add to the vitality of centres

Transportation

- transportation improvements should assist urban regeneration, support town centres, facilitate investment in housing and industry and enhance the environment
- particular attention should be given to the improvement of mobility and the environmental quality of entry corridors
- proposals should make best use of existing capacity and relieve pressure by the use of public transport
- the strategic and primary route network should be used as a framework in assessing the need for new roads in connection with urban regeneration, economic development and environmental improvement
- a comprehensive public transport system should be maintained and new development patterns should allow public transport to serve travel needs
- provision should be made for bus priorities on congested corridors with terminals in major centres
- extensions and improvements to the metro and rail system should be included in the UDP
- land use proposals should be well related to the transportation system

Environment

- special attention should be given to areas of strategic environmental importance which assist in the task of attracting inward investment and tourism
- regard should be given to defining, protecting and enhancing areas and features of heritage importance and also Wildlife Corridors
- policies to conserve and enhance the attractiveness of the countryside and maintain and improve public access should be included
- policies for the supply of minerals should be established. Areas where there are presumptions for and against mineral working should be specified; mineral resources should be safeguarded against sterilisation by other forms of development. Plans should set out the criteria to be applied to determining planning applications for mineral development

Green Belt

- North Tyneside should consider an extension of the Metropolitan Green Belt in North Tyneside
- policies for control of development in the Green Belt should conform to the guidance in PPG2
- a secure Green Belt should be established taking account of the likely scale of development needs into the 21st century

Main Changes

- 3.15 The overall strategy set out in the Consultation Draft UDP is largely unchanged but is now explicit in its provision for sustainable development.
- 3.16 The main aim and objectives of policies and proposals for the Local Economy remain unchanged in seeking to provide a range of employment sites. However, additional policies have been included to meet the needs of major investment projects with new sites allocated in the A19 Corridor and in the west of the borough; to allocate sites for leisure developments and, to maximise the benefits of EZ designation.
- 3.17 Environment policies have been amended and new policies included to take account of a wide range of new national advice much of it developing a strategy and key actions for sustainable development, including protection of the environment and prudent use of natural resources. In particular, alterations have been made to policies for control of development in the Green Belt and to the extent of the Green Belt and Protected Open Land to take account of PPG 2 and other proposals in the plan. Protected Open Land designation has replaced proposed Green Belt in the Murton/Shiremoor area and in northern Wallsend. A hierarchical approach has now been taken in developing policies for the protection of sites of nature conservation interest. New government advice on minerals, pollution and energy is now reflected in policies and proposals.
- 3.18 In respect of Housing recent demographic information together with sustained private sector building activity confirms an overall dwelling requirement of 13,300 (1988 - 2006) for which additional justification is now provided. A major housing proposal at West Moor has now been allocated for employment use. Policies for accessible and affordable housing have been clarified, and as a result of legislation the policy covering the provision of gypsy caravan sites has been revised.

- 3.19 Shopping policies and proposals now incorporate the governments latest advice to protect and enhance established centres. A new policy dealing with change of use of car showrooms has been included and clearer links established with policies for the local economy.
- 3.20 Objectives, policies and proposals for Transportation have been refined to take account of national advice (PPG13) to reduce the need to travel and also to reflect local programmes such as the TPP. A by pass for Holystone is now proposed and the West Moor/Killingworth Southgate extension has been deleted. Additional routes for possible public transport corridors are now included and the proposal for a Metro Station for Killingworth Town Centre is deleted. Some of the more detailed policies have been incorporated into an expanded Development Control chapter. The importance of increasing the attraction of cycling as a means of transportation is recognised.
- 3.21 Open Space and Recreation policy objectives remain unchanged. The policy for improvements and additions to facilities now includes references to playing pitch and children's play site provision. New policies are included dealing with the identification of new playing fields and proposals for recreation corridors.
- 3.22 Development Control policies have been extensively revised and expanded to take account of national advice, other UDP policies and proposals and, to clarify their status in the plan.

STRATEGY

- 3.23 Taking into account the range of issues covered in this chapter North Tyneside Council has developed a strategy expressed as a set of guiding principles with a spatial content.
- 3.24 These guiding principles are then explained by a series of aims and objectives relating to particular topic areas from which in turn strategic Part I policies and Part II policies and proposals have been developed.

Sustainable Development

- 3.25 The overall strategy is to provide for development which is sustainable. Sustainable development was defined by the Brundtland Report (1987 - World Commission on Environment and Development) as "development which meets the needs of the present without compromising the ability of future generations to meet their own needs". The subsequent United Nations

Conference (Rio 1992) agreed a plan of world-wide action to achieve sustainable development (Agenda 21 - Action plan for the next century).

- 3.26 The UK Government first published a national strategy for sustainable development in 1994. This has now been replaced by "A better quality of life - a strategy for sustainable development for the UK" (1999). This has four main aims of equal importance:

- social progress which recognises the needs of everyone
- effective protection of the environment
- prudent use of natural resources
- maintenance of high and stable levels of economic growth and employment

Local authorities have been set the target of preparing local sustainable development strategies (known as "Local Agenda 21"). The Council has produced an Environmental Action Plan (Green Plan - 1997) as a response to the LA 21 Initiative.

- 3.27 In planning guidance the Government draws attention to the key role of development plans (including this Plan) in contributing to the national strategy for sustainable development.

Environmental Appraisal

- 3.28 In accordance with Government guidance the UDP strategy, policies, and proposals have been subject to environmental appraisal. This involves a structured assessment of each of these elements of the UDP against 16 environmental criteria covering global sustainability, natural resources, and environmental quality. Such an assessment should be carried out at the various stages of the preparation of the UDP. Accordingly, an appraisal was carried out of the UDP as it stood at the Deposit Draft stage, and of the plan as amended by proposed Modifications. The two environmental appraisals have been published, and are available separately from the UDP.

Strategy Statement

- 3.29 The overall strategy of this Plan is to provide for sustainable development by achieving a balance between new development, regeneration of the urban areas, and protection of the environment.

The main elements of the strategy are accordingly to:

- revitalise the economy of North Tyneside

- allow for some population growth
- locate most development on sites already committed and on land or in buildings to be re-used
- locate additional development within or on the edge of the built up area where:
 - it is already accessible or has the potential to be accessible by means other than the private car;
 - it supports existing community facilities;
 - it provides the potential for mixed land uses;
 - it reduces the need to travel;
 - it minimises harm to the environment, or use of natural resources
- extend the Tyne and Wear Metropolitan Green Belt across the northern part of the borough
- protect open land between the built up area and the Green Belt, and protect urban open space
- maximise equality of opportunity and access in all development proposals for all of the Borough's residents especially those experiencing economic, social, racial, physical or sensory disadvantage.
- monitor, protect, and enhance the biodiversity and natural resources of North Tyneside
- preserve or enhance the built environment

and Longbenton, as well as meeting local employment needs in the older riverside areas, in the Longbenton area, and in Whitley Bay

- to implement measures for the improvement of older industrial and commercial areas.
- to protect the manufacturing base of the local economy from further decline, and attempt to foster its stability and growth
- to encourage continued growth in service sector employment
- to help existing businesses and to promote the creation of new businesses
- to capitalise on the availability of well-located, easily accessible development sites by promoting a number of high quality, premium business locations
- to support employment in agriculture and fishing industries by encouraging successful continuation of these activities
- to promote further development of tourism in North Tyneside to provide additional job opportunities and to capitalise on the accessibility of the District's natural and man-made leisure and recreational resources
- to support and develop the main centres of North Tyneside, as major foci of economic activity and local employment
- to integrate development of the District's economy with economic planning across the region
- to achieve a sound basis of partnership between public and private sector interests.

AIMS AND OBJECTIVES

THE LOCAL ECONOMY

Aim

3.30 To maintain and strengthen the health of North Tynesides economy.

3.31 This aim is fundamental to the well being of the borough's residents and is crucial to the retention of its population. A healthy economy is also essential in underpinning the provision of a range of housing, retailing and community services.

Objectives

3.32 to assist in retaining the Borough's population by maximising the number and range of employment opportunities, to achieve the highest possible level and quality of employment

- to provide Borough residents with optimum access to employment opportunities
- to focus employment support and job creation in areas with greatest potential by giving priority to development opportunities in the A19 Corridor

PART 1 POLICIES

LE1 THE LOCAL PLANNING AUTHORITY WILL ENSURE PROVISION OF A RANGE OF SITES FOR EMPLOYMENT ACROSS THE DISTRICT, SUFFICIENTLY BALANCED IN TERMS OF SIZE, TYPE AND LOCATION TO MEET NEEDS THROUGHOUT THE PLAN PERIOD.

LE2 THE LOCAL PLANNING AUTHORITY WILL SUPPORT PROPOSALS FOR THE DEVELOPMENT OF TOURIST AND LEISURE FACILITIES PROVIDED THEY ARE ACCEPTABLE IN TERMS OF THEIR IMPACT ON THE NATURAL AND BUILT ENVIRONMENT. IN THE CASE OF USES WHICH ARE APPROPRIATE TO A TOWN CENTRE LOCATION PROPOSALS WILL BE ACCEPTED ONLY WHERE THEY SATISFY THE CRITERIA SET OUT IN (I) - (VII) OF POLICY S8 FOR ALLOWING KEY TOWN CENTRE USES ON NON-CENTRAL SITES.

LE3 THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE, AND WHERE APPROPRIATE IMPLEMENT MEASURES FOR THE IMPROVEMENT OF OLDER INDUSTRIAL AND COMMERCIAL AREAS WITHIN THE BOROUGH, AND COVERING:

- (I) MODERNISATION BY REDEVELOPMENT, CONVERSION AND EXTENSIONS.**
- (II) ENVIRONMENTAL IMPROVEMENTS, INCLUDING LANDSCAPING AND RECLAMATION OF DERELICT LAND AND PREMISES.**
- (III) IMPROVED ACCESS, TRAFFIC CIRCULATION AND PARKING, AND**
- (IV) ADDITION OF NEW PREMISES.**
- (V) DEVELOPMENT OF MIXED USE PROJECTS WHERE IT CAN BE CLEARLY DEMONSTRATED THAT THE JUXTAPOSITION OF USES WILL NOT GIVE RISE TO UNACCEPTABLE CONFLICT.**

LE4 AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

THE ENVIRONMENT

Aim

3.33 To protect and enhance the rural, natural and built environment.

3.34 The environment includes the natural environment, for example biodiversity, air, water, and landscape features; and the built environment, ranging from historic buildings to new housing estates. Therefore, unless the context indicates otherwise, whenever the UDP refers to the environment, this is a reference to the surroundings or physical condition of a particular place or area, whether natural or otherwise.

3.35 In addition to protection by UDP policies of the environment for its own sake, a high quality image and identity, together with improvements in the environment of the Borough and thus the quality of life, assists in retaining and attracting investment, population, and employment. The aims for the environment incorporated in the national strategy for sustainable development have been taken into account in the preparation of all UDP policies and proposals.

Objectives

- 3.36 to resolve outstanding environmental problems including giving priority to the reclamation of derelict land
- to reuse vacant and derelict land and minimise the take of greenfield sites
 - to set high environmental and design standards in the control of new development
 - to extend the Green Belt
 - to maintain extensive areas of open land around the built up area and ensure that a pattern of linked open spaces is established within the urban area with access to countryside
 - to improve existing townscape and landscape and to protect historic features and areas
 - to promote biodiversity and to protect sites of nature conservation value.
 - to deal with particular issues including waste disposal and mineral working in a way that minimises environmental impact and maximises the potential to accommodate beneficial new uses, such as sport and recreation.
 - to ensure that the amenity of the coastline and river estuary is protected and enhanced

PART 1 POLICIES

E1 AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

E12 THE LOCAL PLANNING AUTHORITY WILL PROMOTE NATURE CONSERVATION AND LOCAL BIODIVERSITY, AND WILL SAFEGUARD PROTECTED SPECIES, THROUGH:

- (I) THE PROTECTION AND ENHANCEMENT OF DESIGNATED SITES OF WILDLIFE AND GEOLOGICAL IMPORTANCE, AND OF WILDLIFE CORRIDORS.**
- (II) THE PROTECTION, ENHANCEMENT, AND CREATION OF WILDLIFE HABITAT.**

continued...

(III) THE ENCOURAGEMENT OF BENEFICIAL LAND MANAGEMENT PRACTICES THROUGHOUT THE BOROUGH.

IN THE APPLICATION OF THIS POLICY, ACCOUNT WILL BE TAKEN OF THE BENEFIT TO THE PUBLIC OF LOCAL AND ACCESSIBLE SITES OF WILDLIFE INTEREST.

E13 IN PURSUING ENVIRONMENTAL IMPROVEMENT WITHIN THE URBAN ENVIRONMENT THE LOCAL PLANNING AUTHORITY WILL GIVE PRIORITY TO THE IMPROVEMENT OF THOSE PARTS WHICH ARE MOST IN NEED OF REGENERATION BECAUSE OF THEIR POOR LAYOUT, PHYSICAL DECAY AND LACK OF AMENITIES, SUCH AS LARGE MUNICIPALLY BUILT HOUSING ESTATES, AND TO THOSE WITH A HIGH LEVEL OF PUBLIC ACCESSIBILITY AND/OR VISIBILITY SUCH AS PRINCIPAL TRANSPORT CORRIDORS AND TOWN CENTRES.

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

E20 A GREEN BELT IS DEFINED WHICH:

(I) EXTENDS THE EXISTING GREEN BELT ACROSS THE BOROUGH TO THE COAST.

(II) CHECKS THE UNRESTRICTED SPREAD OF THE BUILT-UP AREA OF NORTH TYNESIDE.

(III) PREVENTS THE MERGING OF THE FOLLOWING SETTLEMENTS: KILLINGWORTH WITH WIDEOPEN, DUDLEY/ANNITSFORD AND SEGHILL; SHIREMOOR/BACKWORTH WITH SEGHILL AND SEATON DELAVAL/HOLYWELL; WHITLEY BAY WITH SHIREMOOR, SEATON DELAVAL/HOLYWELL AND SEATON SLUICE.

(IV) MAINTAINS THE SEPARATE CHARACTER OF SEATON BURN, WIDEOPEN/BRUNSWICK GREEN, DUDLEY/ANNITSFORD AND EARSDON.

(V) ASSISTS IN THE REGENERATION OF THE OLDER PARTS OF THE URBAN AREA.

(VI) SAFEGUARDS THE BOROUGH'S COUNTRYSIDE FROM FURTHER ENCROACHMENT.

E21 BETWEEN THE GREEN BELT AND THE URBAN AREA AN AREA OF SAFEGUARDED LAND IS DEFINED WHICH WILL BE MAINTAINED IN ITS OPEN STATE FOR AT LEAST THE PLAN PERIOD.

E26 AN AREA OF COASTAL PROTECTION IS DEFINED ON THE PROPOSAL MAP WHOSE OPEN CHARACTER WILL BE MAINTAINED AND WHERE POSSIBLE ENHANCED. ITS TOURISM AND RECREATIONAL POTENTIAL WILL BE ENCOURAGED TO THE EXTENT THAT THIS DOES NOT ADVERSELY AFFECT ITS LANDSCAPE AND NATURE CONSERVATION VALUE. LAND MANAGEMENT PRACTICES WHICH WOULD ACHIEVE A BALANCE OF THESE INTERESTS WILL BE ENCOURAGED.

E27 IN CONSIDERING ANY APPLICATIONS FOR THE EXTRACTION OF NON-ENERGY MINERALS THE LOCAL PLANNING AUTHORITY WILL HAVE REGARD TO NATIONAL AND REGIONAL GUIDELINES RELATING TO THE SUPPLY OF THE SPECIFIC MINERAL TYPE. BEARING IN MIND THE LEVEL OF NEED ESTABLISHED AND THE AMOUNT OF PROVISION MADE ELSEWHERE IN THE REGION EXTRACTION OF NON-ENERGY MINERALS WILL ONLY BE PERMITTED IN ASSOCIATION WITH OPENCAST COAL EXTRACTION APPROVED UNDER POLICY E28.

E28 IN CONSIDERING PROPOSALS FOR THE EXTRACTION OF COAL THE FOLLOWING GUIDELINES WILL BE ADOPTED:

(I) THERE SHOULD BE A PRESUMPTION AGAINST COAL EXTRACTION, WHETHER OPENCAST OR DEEP MINE, UNLESS IT CAN BE CLEARLY SHOWN EITHER THAT PROPOSALS WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT IN RELATION TO BOTH LOCAL COMMUNITIES AND THE WIDER ENVIRONMENT, OR THAT THEY CAN BE MADE ENVIRONMENTALLY ACCEPTABLE BY PLANNING CONDITIONS OR OBLIGATIONS.

(II) IN EXCEPTIONAL CIRCUMSTANCES WHERE OPENCAST COAL WORKING IS PROPOSED SOLELY FOR THE PURPOSES OF CLEARING DERELICT AND DESPOILED LAND, OR TREATING LAND INSTABILITY ARISING FROM FORMER WORKINGS, PROPOSALS FOR SITE RESTORATION, AND THE EXTENT TO WHICH THE SCHEME BENEFITS THE COMMUNITY, WILL BE WEIGHED AGAINST THE SEVERITY OF HARM LIKELY TO BE CAUSED WHILE DEVELOPMENT IS IN PROGRESS AND THE TIMESCALE FOR SITE RESTORATION AND REGENERATION.

THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT PROVISION FOR OTHER DEVELOPMENT DOES NOT UNNECESSARILY STERILISE COAL RESOURCES WHERE IT IS LIKELY THAT PROPOSALS FOR THEIR REMOVAL CAN SATISFY THE VERY STRICT ENVIRONMENTAL SAFEGUARDS REQUIRED.

E29 IN DETERMINING ANY APPLICATION FOR MINERAL EXTRACTION THE LOCAL PLANNING AUTHORITY WILL TAKE INTO ACCOUNT THE FOLLOWING PRINCIPAL FACTORS:

- (I) THE PROPOSED SCALE AND DURATION OF OPERATIONS.
- (II) THE RELATIONSHIP OF THE SITE TO KNOWN MINERAL RESERVES WITHIN NEIGHBOURING OR NEARBY SITES.
- (III) ANY PROPOSALS FOR OTHER FORMS OF DEVELOPMENT ON THE SITE AND IN PARTICULAR THOSE WHICH MIGHT STERILISE MINERAL RESERVES.
- (IV) THE PROXIMITY OF THE SITE TO HOUSING OR OTHER SENSITIVE DEVELOPMENT AND THE ANTICIPATED EFFECT ON THE AMENITIES OF RESIDENTS OR OCCUPANTS IN RESPECT OF NOISE, DUST, VIBRATION, VISUAL INTRUSION AND GENERAL DISTURBANCE.
- (V) THE EFFECT OF TRAFFIC TO AND FROM THE SITE ON THE ROAD SYSTEM AND ITS IMPACT ON NEARBY SETTLEMENTS OR RESIDENTIAL AREAS.
- (VI) THE EFFECT ON THE CHARACTER AND QUALITY OF THE LANDSCAPE OF THE SITE AND ITS SURROUNDINGS BOTH DURING AND AFTER OPERATIONS.
- (VII) THE IMPACT ON GREEN BELT.
- (VIII) THE EFFECT ON FEATURES OR AREAS OF ARCHAEOLOGICAL, HISTORIC, GEOLOGICAL OR NATURE CONSERVATION VALUE AND ON WILDLIFE.
- (IX) THE EFFECT ON AGRICULTURAL LAND QUALITY, FARM STRUCTURE AND OPERATIONS.
- (X) THE EFFECT ON THE DRAINAGE OF THE AREA WITH PARTICULAR REGARD TO THE POSSIBLE POLLUTION OF WATERCOURSES OR FLOODING.
- (XI) THE VISUAL IMPACT OF THE SITE WHEN IN OPERATION ON THE USERS OF MAIN ROADS AND THE RAIL NETWORK.
- (XII) THE EXISTENCE WITHIN THE SITE OF OTHER MINERAL DEPOSITS WHICH COULD BE EXTRACTED IN COMMERCIALY VIABLE QUANTITIES.

continued...

- (XIII) THE IMPACT IN TERMS OF EMPLOYMENT TAKING ACCOUNT OF JOBS WHICH WOULD BE PROVIDED AS AGAINST JOBS OR POTENTIAL JOBS IN THE WIDER MARKET WHICH MIGHT BE LOST AS A RESULT OF THE DEVELOPMENT.
- (XIV) WHETHER ANY PART OF THE SITE TO BE WORKED IS DERELICT OR CONTAMINATED AND THE DEVELOPMENT WOULD SECURE ITS RESTORATION.
- (XV) THE LEVEL OF NEED ESTABLISHED FOR THE MINERAL TYPE AND QUALITY AND THE AMOUNT OF PROVISION MADE ELSEWHERE IN THE REGION. IN THE CASE OF COAL IT WILL BE NECESSARY FOR INDIVIDUAL OPERATORS TO JUSTIFY THEIR PROPOSALS IN THE LIGHT OF MARKET CONDITIONS.

E30 THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE AND SUPPORT THE MINIMISATION OF WASTE PRODUCTION, AND THE RE-USE AND RECOVERY OF WASTE MATERIALS, INCLUDING RECYCLING AND COMPOSTING AND ENERGY FROM WASTE RECOVERY. IN FURTHERANCE OF THESE AIMS IT WILL IN CONJUNCTION WITH OTHER LOCAL PLANNING AUTHORITIES IN THE REGION AND IN CONSULTATION WITH THE ENVIRONMENT AGENCY SEEK TO ESTABLISH AN INTEGRATED NETWORK OF FACILITIES FOR COLLECITON, HANDLING AND DISPOSAL OF WASTE, CONSISTENT WITH PROTECTION AND ENHANCEMENT OF THE ENVIRONMENT. IT WILL FURTHER SEEK TO ENSURE THAT WHEN WASTE HAS TO BE MOVED PREFERENCE WILL BE GIVEN TO BULK TRANSPORT SCHEMES BY RAIL OR BOAT WHERE THIS WOULD REDUCE THE OVERALL ENVIRONMENTAL IMPACT.

HOUSING

Aim

- 3.37 To reverse current trends in population decline arising mainly from out migration and allow some growth in the population of North Tyneside by creating conditions under which the housing needs of all sectors of the borough's population are met in terms of choice, access, quality and location having full regard to the protection of the environment.
- 3.38 A good quality housing stock and environment are vital elements in assisting the borough to reverse current trends in population decline and allow for some growth.

Objectives

- 3.39 to maintain and where necessary improve the existing housing stock and its environment
- to provide a range and choice of sites for all sectors of the housing market including social housing and housing for special needs
 - to make full and effective use of land and buildings within the built up area but balance this against environmental concerns such as the loss of open space
 - to locate housing development so as to provide a choice of means of travel
 - to minimise the take of greenfield sites by recycling urban land and buildings.
 - to ensure that environmental considerations and high standards of design are applied to all proposals giving particular attention to the access and opportunity needs of disabled people and to the improvement of personal safety and the reduction of crime
 - to support the primary aim of the UDP in the regeneration of the urban areas

PART 1 POLICIES

H1 THE LOCAL PLANNING AUTHORITY WILL ENSURE THAT A RANGE AND CHOICE OF HOUSING IN TERMS OF SIZE, TYPE AND LOCATION IS AVAILABLE THROUGHOUT THE PLAN PERIOD WHICH WILL TAKE ACCOUNT OF THE NEEDS OF ALL SECTORS OF THE BOROUGH'S POPULATION. THIS WILL BE SECURED BY:

- (I) PROMOTING AND ENCOURAGING THE IMPROVEMENT, MAINTENANCE AND ADAPTATION OF THE EXISTING HOUSING STOCK, AND
- (II) SUPPORTING THE IMPROVEMENT OF THE EXTERNAL ENVIRONMENT OF RESIDENTIAL AREAS, AND
- (III) PROVIDING LAND FOR THE CONSTRUCTION OF 13,300 NEW DWELLINGS BETWEEN JANUARY 1988 AND DECEMBER 2006.

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

H6
YEA
DUI

SHOPPING

Aim

- 3.40 To contribute to economic regeneration by enhancing the level and quality of the shopping service provided which is accessible to all sectors of the population and to ensure that town centres continue to be the focus for new retail investment.
- 3.41 Shopping provision in accessible locations is a necessary community facility but particular priority needs to be given to the borough's less mobile residents by continuing investment in existing centres.

Objectives

- 3.42 to support the vitality and viability of established centres, including bringing forward measures to improve their environment, safety, accessibility and by providing new floorspace
- to focus retail development in locations which facilitate competition and maximise the opportunity to use means of transport other than the car.
 - to ensure the availability of a wide range of shopping opportunities within an efficient, competitive and innovative retail sector.
 - maintaining and improving levels of provision and the environment of local shops
 - making provision for new floorspace commensurate with new residential development
 - providing a policy framework for other issues directly related to aspects of shopping

PART 1 POLICIES

S1 THE LOCAL PLANNING AUTHORITY WILL ENSURE THE AVAILABILITY OF A WIDE RANGE OF

SHO AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

VIABILITY OF EXISTING CENTRES AND WOULD NOT RESULT IN AN UNACCEPTABLE INCREASE IN VEHICLE GENERATED POLLUTION.

S2 THE LOCAL PLANNING AUTHORITY WILL PROMOTE MEASURES TO SECURE A GOOD QUALITY AND SAFE ENVIRONMENT IN THE BOROUGH'S SHOPPING CENTRES BY:

- (I) GIVING PRIORITY TO MEASURES TO ASSIST PEDESTRIAN AND CYCLIST MOVEMENT.
- (II) INTRODUCING TRAFFIC MANAGEMENT AND CALMING.
- (III) IMPROVING ACCESS TO AND WITHIN THE SHOPPING AREAS AND ENSURING IT MEETS THE NEEDS OF THE ELDERLY, PEOPLE WITH DISABILITIES, WHEELCHAIR USERS, AND CARERS WITH YOUNG CHILDREN IN PRAMS/PUSHCHAIRS.
- (IV) PROMOTING A HIGH STANDARD OF DESIGN.
- (V) ENCOURAGING THE FULL USE OF VACANT AND DERELICT SITES AND PREMISES WITHIN CENTRES WHICH WOULD CONTRIBUTE TO IMPROVING OVERALL STANDARDS.
- (VI) SUPPORTING PROMOTIONAL AND CENTRE MANAGEMENT INITIATIVES.
- (VII) GIVING PRIORITY TO MEASURES TO IMPROVE PERSONAL SAFETY AND SECURITY.

S3 THE TOWN CENTRES OF WALLSEND, NORTH SHIELDS AND WHITLEY BAY AS DEFINED ON THE PROPOSALS (INSET) MAP WILL CONTINUE TO BE MAINTAINED AND ENHANCED AS THE MAIN FOCUS FOR RETAIL PROVISION AND ASSOCIATED FACILITIES BY:

- (I) DEFINING THE AREAS OF PRIMARY SHOPPING FRONTAGE AND DEVELOPING DETAILED PROPOSALS TO ENSURE THE DOMINANCE OF RETAILING.
- (II) IDENTIFYING DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT OPPORTUNITIES.
- (III) IMPROVING THE CENTRES ENVIRONMENT.
- (IV) IMPROVING ACCESSIBILITY.

S6 THE LOCAL PLANNING AUTHORITY WILL SEEK TO MAINTAIN AND ENHANCE THE ROLE OF LOCAL SHOPPING CENTRES WHERE FEASIBLE TO ENABLE THEM TO CONTINUE TO MEET THE NEEDS OF THEIR CATCHMENT POPULATION BY:

- (I) UNDERTAKING EXTERNAL ENVIRONMENTAL IMPROVEMENTS.

continued...

- (II) DECLARING COMMERCIAL IMPROVEMENT AREAS.
- (III) UNDERTAKING IMPROVEMENTS TO PREMISES.
- (IV) IMPLEMENTING TRAFFIC MANAGEMENT, ACCESS AND PARKING SCHEMES IN ACCORDANCE WITH POLICY T10.
- (V) SUPPORTING PROPOSALS FOR NEW RETAIL INVESTMENT APPROPRIATE TO THE ROLE OF THE CENTRE.

TRANSPORTATION

Aim

- 3.43 Ensure that transportation improvements assist urban regeneration, support town centres, facilitate further investment in industry and housing and enhance the environment.
- 3.44 Other elements of the UDP will ensure that land use proposals are well related to the transportation system recognising the need to contain urban sprawl, reduce the need for car journeys, conserve energy and permit the choice of more energy efficient public transport.

Objectives

- 3.45 to provide a safe and efficient transport system for North Tyneside
 - to reduce pollution, congestion and accidents
 - to maximise the efficient use of existing transport networks and facilities
 - to improve mobility and accessibility particularly for non motor car users and disadvantaged groups.
 - to promote an additional River Tyne crossing point
 - reducing the need to travel by facilitating a range and mix of land use patterns in close proximity to where people live
 - directing major trip generating developments to locations where they can be reached by means of transport other than the car
 - promoting usage and directing investment towards public transport, cycling and walking; and

- implementing travel demand management measures, such as parking restraint, to encourage people to modify their travel behaviour.
- Although the basis of the new policy agenda is to improve public and non-motorised modes of transport, it appreciates that the car remains a very important means of transport for a large number of people. The road network in the Borough is largely complete and priority will be given to the maintenance of existing roads and management of the network rather than building new ones. There are nevertheless some instances where new roads need to be built.

PART 1 POLICIES

T1 THE COUNCIL WILL GIVE PRIORITY TO THE CONTINUED DEVELOPMENT OF AN INTEGRATED PUBLIC TRANSPORT SYSTEM.

T2 DEVELOPMENT PROPOSALS WHICH UTILISE SPARE CAPACITY IN THE EXISTING PUBLIC TRANSPORT NETWORK WILL BE ENCOURAGED.

T4 A HIGH PRIORITY WILL BE GIVEN TO ASSISTING PUBLIC TRANSPORT OPERATION BY GIVING PRECEDENCE TO BUS MOVEMENTS ON CONGESTED ROUTES, IN TOWN CENTRES AND AT METRO INTERCHANGES AND BY PROMOTING IMPROVEMENTS TO EXISTING PUBLIC TRANSPORT PASSENGER FACILITIES.

T6 THE HIGHWAY NETWORK WILL BE IMPROVED IN ACCORDANCE WITH THE COUNCIL'S GENERAL OBJECTIVE OF:

- (I) IMPROVING CONDITIONS FOR PUBLIC TRANSPORT AND
- (II) IMPROVING SAFETY AND CONVENIENCE ON THE PUBLIC HIGHWAY, AND
- (III) PROTECTING AND IMPROVING THE BUILT AND NATURAL ENVIRONMENT, AND
- (IV) IMPROVING CONDITIONS FOR PEDESTRIANS, ESPECIALLY FOR THOSE PEOPLE WITH DISABILITIES, AND
- (V) PROVIDING FOR CYCLISTS; AND OTHER NON-MOTORISED USERS, AND
- (VI) IMPROVING ACCESSIBILITY TO MAIN EMPLOYMENT, RESIDENTIAL AND OTHER AREAS.

continued...

IN THIS CONTEXT, THE COUNCIL WILL CONSIDER THE NEED TO INCREASE THE EFFICIENCY OF A HIGHWAY IN ORDER TO MEET SOME OR ALL OF THESE GENERAL OBJECTIVES.

T7 DEVELOPMENT REQUIRING IMPROVEMENTS TO THE HIGHWAY NETWORK WILL NOT BE ALLOWED UNLESS:

- (I) APPROPRIATE CONTRIBUTIONS RELATED DIRECTLY TO THE IMPACT OF THE PROPOSALS ARE OBTAINED FROM DEVELOPERS;
- (II) THE OPERATIONAL ECONOMIC AND ENVIRONMENTAL INTERESTS OF THOSE AFFECTED BY DEVELOPMENT ARE PROPERLY SAFEGUARDED;
- (III) IT IS AGREED WITH THE APPROPRIATE HIGHWAY AUTHORITY; AND
- (IV) APPROPRIATE PROVISION IS MADE FOR PUBLIC TRANSPORT, PEDESTRIANS, CYCLISTS AND HORSE RIDERS.

T8 CYCLING WILL BE ENCOURAGED BY:

- (I) PROVIDING A SIGNED NETWORK OF CYCLE ROUTES SEPARATE, WHERE POSSIBLE, FROM MAJOR TRAFFIC FLOWS;
- (II) ENSURING THAT CYCLISTS' NEEDS ARE TAKEN INTO ACCOUNT IN THE DESIGN OF HIGHWAY AND TRAFFIC MANAGEMENT SCHEMES;
- (III) ENSURING CYCLISTS' NEEDS ARE CONSIDERED AS PART OF NEW DEVELOPMENT AND WHERE APPROPRIATE REQUIRING THAT FACILITIES, INCLUDING PARKING, ARE PROVIDED, TO SATISFY OPERATIONAL REQUIREMENTS AND STANDARDS;
- (IV) PROVIDING CYCLE PARKING FACILITIES AT APPROPRIATE LOCATIONS;
- (V) PROVIDING ACCESS TO ROAD SPACE OTHERWISE SHARED BY BUSES AND SERVICE VEHICLES WHERE APPROPRIATE; AND
- (VI) PROVIDING EDUCATION TRAINING AND PUBLICITY WHICH ENCOURAGE SAFE AND GOOD CYCLING PRACTICE.

T9 THE NEEDS OF PEDESTRIANS, INCLUDING PEOPLE WITH DISABILITIES AND SPECIAL NEEDS, WILL BE GIVEN A HIGH PRIORITY WHEN CONSIDERING TRANSPORT AND DEVELOPMENT ISSUES.

T11 PARKING REQUIREMENTS WILL, IN GENERAL, BE KEPT TO THE OPERATIONAL MAXIMUM AND SHOULD INCLUDE ADEQUATE PROVISION FOR PEOPLE WITH DISABILITIES AND SPECIAL NEEDS.

OPEN SPACE AND RECREATION

Aim

3.46 To ensure that the recreational and open space needs of the borough's residents are satisfied and that the borough's recreational resources are protected and developed taking account of their impact on the natural environment and local amenity.

3.47 Recreation uses can have major land use implications and their availability is a significant factor in the quality of life for the borough's residents and in the image projected by the borough.

Objectives

3.48 to accommodate a wide spectrum of leisure and recreation facilities

- to provide a choice of active and passive recreation facilities
- to identify and protect an open space framework
- to remedy shortcomings in availability and quality of provision
- to protect amenity and environment in making new provision
- to consider carefully any proposed loss of facilities and open space and to require suitable compensating provision when the loss is unavoidable

PART 1 POLICIES

R1 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE PROVISION OF A COMPREHENSIVE RANGE OF FACILITIES FOR ACTIVE AND PASSIVE RECREATION, WITHIN THE BUILT-UP AREA AND BEYOND, AND AVAILABLE AND ACCESSIBLE TO ALL ITS RESIDENTS.

R2 THE LOCAL PLANNING AUTHORITY WILL PROVIDE FOR OPEN SPACE RECREATION TO BE BASED AROUND AN ORGANISED PATTERN OF ACCESSIBLE GREEN SPACES FOR BOTH FORMAL AND INFORMAL FACILITIES, VARYING IN SCALE FROM DISTRICT-WIDE TO NEIGHBOURHOOD SIGNIFICANCE.

R3 THE COUNCIL WILL AIM TO ENSURE THAT RECREATION AND OPEN SPACE RESOURCES ARE PROPERLY MANAGED AND KEPT UNDER REVIEW, AND WHERE NECESSARY AND IN CONSULTATION WITH LOCAL RESIDENTS, WILL ENCOURAGE IMPROVEMENTS AND ADDITIONS TO FACILITIES TO ACHIEVE AN OVERALL ENHANCEMENT OF THE DISTRICT'S AMENITIES. IT WILL GIVE PARTICULAR PRIORITY TO:

- (I) DEVELOPMENT WHICH WOULD SECURE THE USE OF DERELICT OR UNDER-USED SITES.
- (II) DEVELOPMENT OF NEW SPORTS AND RECREATION FACILITIES IN PARTNERSHIP WITH NON-LOCAL AUTHORITY PROVIDERS TO MEET NEEDS IDENTIFIED IN LOCAL COMMUNITIES.
- (III) COMPLETION OF DEFINITION OF THE BOROUGH'S RIGHTS OF WAY NETWORK.
- (IV) CREATION OF GREEN RECREATION CORRIDORS WITHIN AND BETWEEN THE URBAN AREAS OF THE BOROUGH AND LINKING WITH ADJOINING DISTRICTS.
- (V) PROVISION OF AN INCREASED NUMBER AND RANGE OF CHILDREN'S PLAYSITES.
- (VI) ENHANCEMENT OF THE RECREATIONAL POTENTIAL OF THE COASTLINE AND TYNE ESTUARY.
- (VII) ENHANCEMENT OF LOCAL BIODIVERSITY.

R5 IN CONSIDERING PROPOSALS FOR RECREATION FACILITIES THE LOCAL PLANNING AUTHORITY WILL AIM TO ENSURE THAT DEVELOPMENT IS ACCEPTABLE IN TERMS OF:

- (I) NEED DEMONSTRATED IN RELATION TO EXISTING FACILITIES.
- (II) IMPACT ON THE LOCAL NEIGHBOURHOOD IN TERMS OF VISUAL EFFECT, NOISE AND DISTURBANCE, AND TRAFFIC CONSIDERATIONS.
- (III) QUALITY OF DESIGN, BUILDING MATERIALS, AND LANDSCAPING.
- (IV) EASE OF ACCESS ESPECIALLY BY PUBLIC TRANSPORT.
- (V) RELATIONSHIP WITH THE NETWORK OF GREEN LINKS ESTABLISHED BY THE UDP.
- (VI) THE IMPACT ON NATURE CONSERVATION AND BIODIVERSITY.

INTRODUCTION

The Changing Economy

4.1 In the period since currently operational planning policies were adopted in the early 1980's, the local and national economies have undergone significant structural changes. The balance has altered between primary, manufacturing and service industry, and between male/female and full-time/part-time employment. There has also been a trend towards increasing levels of long-term youth and older male unemployment. Finally the international, national and regional distribution of economic activities has seen radical change.

Table LE1 Changing structure of employment in North Tyneside District 1981-91

Type of Employment	%1981	%1991	%change
Primary	5.3	1.4	-74
Manufacturing	36.2	25.0	-31
Services	51.6	60.2	+17
male/female ratio	60/40	54/46	
full/part/time ratio	79/21	70/3	

Source: DE Census of Employment

4.2 In planning for the next ten years or so policies and proposals for the local economy need to be sufficiently flexible and robust to cater for and respond to future variations in the level, type and distribution of economic activity. Looking to the future

- many private and public bodies are involved in the field of economic development in North Tyneside. The UDP is required to provide a clear physical planning framework for their activities during the decade ahead.
- its provisions will need to be closely monitored and kept under review so that appropriate adjustments can be made if required through established procedures for modifying the Plan.
- strategies for attracting inward investment will need to be balanced with encouragement for the development and growth of investments already in place - the existing stock. Along with exploiting the scope for growth in indigenous enterprises such as offshore fabrication, ship repair, or tourism, the availability of prime sites benefitting from a range of incentives means that inward investment opportunities will be vigorously pursued.

Regeneration of the Local Economy

4.3 During recent decades North Tyneside has seen decline in key sectors of the District's economy; mining, fishing, ship-building and heavy engineering; and a major shift to service sector employment, some of it located outside the District, mainly in and around Newcastle City Centre. Regionally, new manufacturing investment has until recently concentrated south of the Tyne, and new service industries, particularly in the office sector, have focused on the regional capital, Newcastle. Economic decline has in turn been accompanied by population decline, with a significant loss of young, economically active from among the District's residents, though fortunately this trend appears more recently to have been arrested.

4.4 A primary aim of the UDP must therefore be to revitalise the local economy by appropriate land use planning and economic development policies. This will achieve for North Tyneside a stronger and more diversified economic base, a more successful share in the region's manufacturing and service sector activity, and an ability to attract and retain an economically active population.

4.5 Economic change has particularly affected the older, urban parts of North Tyneside, both along the riverside and in former mining areas, which are now undergoing a process of regeneration in both economic and physical terms. The pattern of land use left in these parts is frequently unsuited to modern industrial or commercial needs, deterring new investment and development. Local unemployment in such areas has consistently exceeded the Borough average by up to 50% or more, in spite of many years of remedial efforts through urban renewal projects by various agencies including North Tyneside Council, the Department of Environment, the Tyne and Wear Development Corporation, English Partnerships, and most recently North Tyneside City Challenge.

4.6 For these reasons the UDP must continue to support the revitalisation of the older urban areas within an overall strategy for the economy which gives residents in these areas full access to a range of opportunities across the District, by providing the necessary education and training, public transport, and childcare and other social support. More directly, a proportion of the sites for new industrial and commercial uses should be provided near to inner areas identified as being particularly disadvantaged.

Strategic Planning Policy Context

4.7 In formulating UDP policies and proposals for the local economy account has been taken of the existing policy background in this area, and in particular:

- strategic planning guidance and other government direction and advice for the planning system.
- current development plans, especially the Tyne and Wear Structure Plan and adopted local plans.
- North Tyneside Council's Economic Development Strategy and annual plan, and its other policies and programmes for the local economy, in particular North Tyneside City Challenge Action Plan.
- policies and proposals of the Tyne and Wear Development Corporation in North Tyneside.

4.8 The Government's **Strategic Planning Guidance** for Tyne and Wear UDP's (currently being updated for incorporation in Regional Planning Guidance) makes a number of recommendations in relation to the framework for economic policy, and specifically that:

- revitalising the economy should be the primary aim of the UDP, with particular emphasis on urban regeneration, involving provision of new employment and improvement of the working environment.
- investment should be attracted and retained by offering and developing a range of industrial and commercial development opportunities, within and outside the inner areas, and in close proximity to the strategic highway network.
- previous allocations should be carefully considered as to their adequacy and suitability, and potential for development.

4.9 The **Tyne and Wear Structure Plan**, through its policies for the Tyneside economy, sought to balance efforts between regeneration of older urban areas and development of new industrial land, aiming to provide a wide range of size, type and location of sites throughout the plan period. It also recognised the strong interdependence of local District economies - a characteristic reinforced by the evidence of the 1991 Census which showed that while nearly 35,600 North Tyneside residents lived and worked in the Borough, 33,300 travelled daily to work in adjoining Districts of Newcastle, Northumberland, and

south of the Tyne, whilst over 22,000 travelled into North Tyneside from the same Districts.

4.10 Looking to the provision of large scale sites to meet employment needs across the county, in North Tyneside the Structure Plan proposed strategic allocations of industrial land at Longbenton (60 ha), Tyne Tunnel North Approach (nowadays described as the Silverlink) (150 ha), and Whitehill Point (20 ha) to provide major foci of new investment and activity. In the period since the Structure Plan was approved, a variety of factors constrained development of these locations, as the scale and depth of recession in the 1980's depressed demand for industrial land and premises to unforeseen levels and competition grew from other sites able to offer a fuller range of incentives and locational advantages. More recently however all 3 locations have been the subject of active preparation and major infrastructure works which together with the designation of significant parts as Enterprise Zones has greatly increased their attractiveness and potential for early development.

4.11 A consequence of the earlier low level of industrial demand is that a proportion of the area in these locations which has been developed has been approved for non-industrial use. Some of these changes have taken place as a result of TWDC housing, leisure and retail proposals for the Royal Quays area. Others have been a consequence of changing patterns of retail activity, which have seen a strong demand for out-of-town centre sites contrasting with weak demand from industrial activity.

4.12 The Structure Plan also specified the need for a wide range of smaller sites, particularly in the inner urban areas, to meet the requirements of smaller and local industries, to allow for local expansion and relocation, and to maintain the balance between inner area and peripheral development. These sites have experienced active development over the plan period, particularly those at Killingworth, Whitley Road, Longbenton and West Chirton, and their use has, in general been successfully restricted to industrial purposes (Table LE2), including, since 1987, Class B1 business development.

Table LE2 Allocated industrial land consumed in North Tyneside 1981-94 (ha)

	Consumption 1981-94		
	Total	Industrial	Non Industrial
Strategic Sites	114.2	46.8	67.4
Smaller Sites	86.1	70.5	15.6
All Sites	200.3	117.3	83.0
Per Annum	14.3	8.4	5.9
Redevelopment/ Existing Estates	152.4		
Greenfield Sites	47.9		

Source: North Tyneside Council:

4.13 The other significant feature of past land consumption shown in Table LE2 is its concentration within redevelopment sites and designated industrial estates, indicating a relatively successful strategy of urban regeneration, in keeping with the Structure Plan's objectives. However the vulnerability of riverside industries, coupled with a much more competitive regime for the funding of urban regeneration, means that future strategy has to capitalise on the major investments referred to in 4.10 as the best means of providing new employment opportunities not only for the District but for the wider sub-region.

4.14 Given the range of size and location and quality of sites now being made available through the proposals of the UDP to attract both indigenous and inward growth, and the effect of additional incentives, particularly the designation of Enterprise Zones, it is anticipated that rates of site consumption and new job creation will greatly increase compared with earlier rates (in 1995 some 40 ha. were consumed against an average consumption over the period 1981-94 of approximately 14 ha. per annum [Table LE2]).

4.15 North Tyneside Council's **Economic Development Strategy and annual plan** is the key statement of the Council's overall policy towards the local economy, based on three main strands of labour market, business development and physical regeneration objectives. The UDP has in particular to take account of the physical regeneration objectives of the strategy which require the following:

- provision of an appropriate range of development sites to satisfy anticipated demand for commercial and industrial land.
- availability of a stock of business premises both suitable and sufficient to meet demands.
- improvement of North Tyneside's internal and external transport and communications links.

- enhancement of North Tyneside's built and natural environment to attract new investment, retain its resident labour force and exploit its tourist potential.
- implementation of comprehensive improvement programmes for areas with major opportunities for regeneration or growth.

4.16 **The North Tyneside City Challenge Action Plan (1993-99)** has as its main aim to strengthen the local economy and revitalise the communities dependent on it, by targeting action and funds on key locations within or adjoining the inner areas. The focus of its economic development proposals is the A19 Industrial Corridor, the subject of major infrastructure works and joint private and public investment projects, to promote employment opportunities for adjoining areas of high unemployment, and for the wider District. The Action Plan also includes measures to revitalise the commercial centres of Wallsend and North Shields through a mixture of redevelopment, commercial improvements, and traffic and transport measures.

4.17 Through its **North Tyneside Economic Partnership** the Council is keen to exploit the economic potential presented by the A19 corridor through North Tyneside and to protect and expand the industrial capacity along the River Tyne. The Partnership brings together key local economic agencies, landowners and the private sector aimed at promoting the area for economic and competitive advantage. The initiative is developing a common purpose and framework for economic development activities between all major economic agencies along the North Tyneside A19 corridor and the River Tyne.

4.18 **The Tyne and Wear Development Corporation**, which ceased to function in 1998, had as its main physical planning objectives for the area of its operations in North Tyneside:

- provision of infrastructure and other support to maintain and strengthen established manufacturing industries along the Tyne riverside.
- support to the future development of port facilities on the Tyne, and in particular to improve links with Northern Europe.
- development of the Royal Quays flagship scheme covering over 80 ha. of riverside land to include elements of new industrial, commercial, leisure and retail development.
- regeneration of North Shields Central Riverside and Fish Quay areas.

Main Aims of the UDP

Employment

- 4.19 Notwithstanding the planning policies and economic initiatives currently in place, recent analysis for both North Tyneside and Tyne and Wear continues to show a local economy in which employment opportunities are inadequate to meet the needs of, and retain the labour force of the area, and in which chronic structural weaknesses continue to threaten security of employment. These are especially evident in large scale manufacturing, where employment depends on a small number of major employers operating in evermore competitive national and international markets.
- 4.20 Looking to the decade ahead recent forecasts offer little respite, especially in the shorter term, with a predicted further decline in manufacturing and construction, involving losses too large to be fully replaced by service growth. The value of employment is likewise set to decline with higher than national average shifts to poorer paid, part-time and female unemployment (in 8 out of 20 wards already in North Tyneside the largest single group in employment is part-time females). Finally, studies for Tyne and Wear show the local economy to be poorly placed and requiring exceptional stimulus to benefit from national forecasts that over half the growth in total employment during the 1990's will come from self-employment, (local self-employment being only two-thirds of the national rate and growing at only half that rate).
- 4.21 In the light of current forecasts, and the need to arrest further population decline in the District, the UDP must therefore aim to establish physical development policies and proposals whose objectives and main policies are set out in Part I of this document.

Existing Industry

- 4.22 A main requirement of policy is also to protect and enhance those existing areas of industrial and business development for current providers of employment, to secure existing jobs and encourage their further expansion. Present historically high levels of vacant property indicate a need to encourage refurbishment and redevelopment where appropriate, to modernise the fabric, layout and amenities of older areas, to capitalise on established infrastructures and past investment, and also to meet demand for economically priced accommodation.

Office Development

- 4.23 Structure Plan policy for North Tyneside envisaged modest new office development appropriate to local demand in North Shields, Killingworth and Wallsend town centres. Development has now taken place in the centres of North Shields and Wallsend but over the past decade the more significant feature has been the growth of out of centre office development, on sites designated for B1 (business use) especially those which since 1996 have had the benefit of Enterprise Zone status. The main locations constructed or approved are at Longbenton (Gosforth Business Park and Balliol West), in the A19 Corridor (Hadrian North and Silverlink) and at Royal Quays, with a smaller business park at Brenkley, Seaton Burn, in all involving more than 200,000 square metres of floorspace.
- 4.24 Sites committed so far are in general well located in relation to both public transport and the main highway network, although the internal layout of major development locations in some cases requires further works to ensure an acceptable level of public transport provision. In the case of future proposals for office development it is intended that policy should reflect the importance attached by the Government, through PPG6 and PPG13, to ensuring that consent is only given to locations within or adjacent to the urban area readily accessible to the local residential workforce by public transport. This will involve a renewed emphasis on town centre locations as first preference, with a sequential approach to justifying any alternatives

The Tourist and Leisure Industry

- 4.25 Within North Tyneside tourism provides a higher than average proportion of employment, as a consequence of the range of attractions which the coast, River Tyne and countryside provide, and as a result of their accessibility, particularly by public transport, from the rest of the conurbation and beyond. In coastal parts of the District more than 20% of employment is provided by this sector; while in others, such as the riverside area and Wallsend, potential exists for tourism projects based on the local historical and industrial heritage, which studies elsewhere have shown can have a significant and cost-effective impact on local unemployment. Improvements to facilities at North Shields Fish Quay have greatly increased its attraction to tourists while the growth of passenger shipping services through the recently improved facilities at the Tyne Commission Quay, and events such as the Tall Ships Race have enhanced North

Tyneside's ability to attract an international market. For these reasons the UDP aims to maximise the economic and employment benefits of tourism, and encourage its physical development, so long as this is compatible with environmental and conservation objectives.

- 4.26 Allied to the potential of tourism development, the Council recognises that significant employment can arise from other forms of intensive leisure and recreation uses such as cinema, bingo, fitness and leisure centres, and indoor sports such as bowls and tennis. Provided they conform with other policies it will therefore generally welcome proposals for such projects, which if carefully located, can make a substantial contribution to the Borough's potential for attracting tourism and business, as well as enhancing facilities for residents. It is nevertheless also anxious to ensure that such projects are well served by public transport, and that wherever possible they contribute to the vitality and viability of North Tyneside's town centres, and of its main centres of tourism.

The Fishing Industry

- 4.27 The fishing industry is diminishing significantly in terms of employment numbers and under pressure to restructure and contract as a result of dwindling fish stocks, conservation measures and changing markets. It nevertheless merits protection and support for its local base in North Shields, where it represents an important part of the local heritage, is a major attraction to visitors, and provides valuable employment in related activities in an inner urban location. Additionally, under restructuring of the industry, North Shields is in future likely to attract the largest concentration of regional activity. The UDP will therefore aim to protect the area required for fish landing, marketing, processing and transport, and encourage development of training and other facilities required for the successful continuation of the industry, under the management of the North Shields Fish Quay Development Company.

The Agricultural industry

- 4.28 Although a small employer in numerical terms, the agricultural industry in North Tyneside is nevertheless significant in terms of its responsibility for contributing to the maintenance of the rural landscape for the enjoyment of the public, and as an attractor to general economic investment in the District through the creation of a 'green' image. The UDP will therefore aim

wherever possible to protect and improve agricultural activity through the maintenance of viable working units, in order to secure existing agricultural jobs, as well as ensuring these wider benefits at a time of restructuring and contraction in the industry. The Plan will also seek to facilitate diversification of farm activities, within the framework of its Green Belt and open land policies, including the establishment of appropriate activities for re-use of farm buildings where this can secure the maintenance of attractive buildings or groups of buildings in the landscape, as well as providing local employment.

River and Port-related Development

- 4.29 Direct access to the River Tyne is an essential requirement for a number of major employment uses, particularly marine construction and repair, offshore fabrication and supply, and maritime trade in goods and passengers, as well as for fishing and related activities. Additionally adequate lengths of frontage are required for laying-up facilities, and some minerals and waste disposal activities also need access to water-borne transport. Land with river frontage is therefore a valuable resource, whose area has recently diminished as a result of residential development and other commitments within the area of the Tyne and Wear Development Corporation, at a time when demand for recreational access is growing.
- 4.30 In view of the importance of riverside industries to the local economy as a whole, and the fact that sufficient land is available outside riverside areas to satisfy general industrial requirements, the UDP will aim to protect areas occupied by uses requiring river frontage from loss to other purposes, so that the future success of their operations will not be prejudiced. The Plan will thereby ensure the continuing successful operation and future growth of the Port of Tyne, as an essential pre-requisite in developing North Tyneside's links with Europe. In addition, since coastal shipping represents up to a third by weight of all freight moved annually in the UK, the securing of accessible and well-serviced wharves and harbour facilities can make a significant contribution to minimising traffic movements by land.

General Control of Development

- 4.31 Changing patterns of land use, and market demands for a higher quality of industrial and commercial development mean that in relation to control of development the UDP must aim to embody flexible locational criteria; for example in

allowing new forms of employment such as business units in mixed development on the fringe of town centres. Policies at the same time need to ensure a high quality of design and overall environment in existing and new development. These, together with good accessibility, and up to date telecommunications, will become increasingly important factors in attracting and retaining investment, and in enabling existing enterprises to grow and compete more successfully.

Policies and Proposals for The Local Economy: Principal Objectives

4.32 In meeting the general aims discussed, and in consideration of the economic and planning policy context outlined, the UDP will have the following specific objectives:

- (1) to assist in retaining the Borough's population by maximising the number and range of employment opportunities, to achieve the highest possible level and quality of employment.
- (2) to provide Borough residents with optimum access to employment opportunities by:
 - aiming for the closest possible juxtaposition of employment and residential uses so that people have increasing opportunities to work near their homes.
 - facilitating movement across the Borough and sub-region through improved public transport, and strong support for a new lower Tyne river crossing.
 - locating new housing to maximise access by public transport to local and regional employment.
 - seeking to afford equal opportunities for female and male, full and part-time labour of all skills, in terms of access to, and choice of employment.
- (3) to focus employment support and job creation in areas with greatest potential by giving priority to developing opportunities in the A19 Corridor and Longbenton/Killingworth areas, as well as meeting local employment needs in the older riverside neighbourhoods, and in Whitley Bay.
- (4) to protect the manufacturing base of the local economy from further decline, and attempt to foster its stability and growth by:
 - supporting and encouraging new opportunities for existing manufacturing industry along the riverside, and in other established industrial areas.
- (5) to encourage continued growth in service sector employment by supporting a full range of opportunities - in town centres, commercial and industrial areas, where flexible forms of development can where appropriate be mixed with other uses - as well as in new purpose-built business developments.
 - protecting and enhancing existing key employment sites in terms of access, layout, building refurbishment, environmental quality and social facilities.
 - bringing forward additional sites capable of attracting and retaining new manufacturing investment, and allowing for expansion and relocation of existing enterprises.
- (6) to help existing businesses by facilitating planning approval for individual alterations and extensions, and to promote creation of new business by encouraging rapid adaptation and take-up of vacant premises, subject to normal planning safeguards.
- (7) to capitalise on the availability of well-located, easily accessible development sites by promoting a number of high quality, premium business locations capable of contributing to the employment needs of the wider region.
- (8) to support employment in agriculture and fishing industries by encouraging successful continuation of these activities within current constraints on their development, and within a framework of good environmental practice.
- (9) to promote further development of tourism in North Tyneside in order to:
 - provide additional job opportunities in areas of high unemployment along the riverside and in Whitley Bay.
 - capitalise on the accessibility of the Borough's natural and man-made leisure and recreational resources.
 - attract new investment to this growing sector of the economy.
- (10) to support and develop the main centres of North Tyneside, in particular Wallsend, North Shields, Whitley Bay and also Killingworth as major foci of economic activity and local employment, through a mix of retailing, business, workshop and service

activities, combined with a range of public service uses.

- (11) to integrate development of the Borough's economy with economic planning across the region, in order to promote a successful regional economy, taking advantage of European integration, for the benefit of North Tyneside residents and those in the wider region.
- (12) to achieve a sound basis of partnership between public and private sector interests, in order to optimise use of existing employment facilities, and bring forward a range of new opportunities, in accordance with the Plan's overall objectives and to complement other economic development initiatives in place.

POLICIES AND PROPOSALS

Employment Sites

- 4.33 In respect of the key objectives of the Council's Economic Development Strategy, the main purpose of the UDP is to enable and to stimulate the physical development of sufficient suitable land and premises to meet all foreseeable employment needs throughout the Plan period. Therefore;

LE1 THE LOCAL PLANNING AUTHORITY WILL ENSURE PROVISION OF A RANGE OF SITES FOR EMPLOYMENT ACROSS THE DISTRICT, SUFFICIENTLY BALANCED IN TERMS OF SIZE, TYPE AND LOCATION TO MEET NEEDS THROUGHOUT THE PLAN PERIOD.

- 4.34 Having reviewed the disposition of sites in current use or presently allocated for employment purposes, whose development would make the most efficient use of existing resources, and taking into account the recently greatly accelerated rate of take-up of major sites, it is proposed to allocate a number of specific locations to meet the requirements of Policy LE1. The Local Planning Authority is concerned to capitalise on existing investments, often resulting from substantial public funding. It also wishes to ensure that in a period of scarce investment resources, declining public funding, and other adverse economic and social conditions, priorities are clearly established as to the location of main efforts and initiatives in terms of physical development for the economy.

- 4.35 The sites identified for these purposes are shown on the proposals map and specified in Policies LE1/1 (Major Employment Locations) and LE1/3 (Other Employment Sites).

Major Employment Locations

- 4.36 The main locations proposed for high quality business development total 238 ha. and are indicated as follows:

LE1/1 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT MAJOR SITES ALLOCATED FOR CLASS B1 (BUSINESS) B2 (GENERAL INDUSTRIAL) AND B8 (STORAGE AND DISTRIBUTION) PURPOSES IN THE FOLLOWING LOCATIONS ARE BROUGHT INTO USE DURING THE PERIOD OF THE PLAN:

- (1) WEETSLADE (30 HA)
- (2) SALTERS LANE, LONGBENTON (20 HA)
- (3) BALLIOL WEST, LONGBENTON (13 HA)
- (4) BALLIOL EAST, LONGBENTON (48 HA)
- (5) SHIREMOOR WEST (15 HA)
- (6) HADRIAN BUSINESS PARK, SILVERLINK (37 HA)
- (7) NEW YORK, SILVERLINK (18 HA)
- (8) TYNE TUNNEL ESTATE NORTH (27 HA)
- (9) TYNE TUNNEL ESTATE SOUTH (12 HA)
- (10) FORMER ESSO SITE HOWDON ROAD (18 HA)

IN THE CASE OF SITE (1) DEVELOPMENT SHALL NOT COMMENCE UNTIL A DEVELOPMENT BRIEF HAS BEEN SUBMITTED TO AND AGREED BY THE LOCAL PLANNING AUTHORITY, TO INCLUDE IN PARTICULAR ACCESS ARRANGEMENTS, HIGHWAY IMPROVEMENTS AND ENVIRONMENTAL SAFEGUARDS INCLUDING THE PRESERVATION AND ENHANCEMENT OF THE STRATEGIC WILDLIFE CORRIDOR.

IN THE CASE OF SITE (5) THE PERMITTED USES MAY INCLUDE LEISURE PURPOSES ALLOCATED UNDER POLICY LE2/1 AND NONE OF THE DEVELOPMENT SHALL BE OCCUPIED UNTIL THE ADJOINING SCHEME FOR THE A186 SHIREMOOR BYPASS IS IN PLACE., AND THE PROPOSED BACKWORTH STATION IS OPERATIONAL.

LE1/2 A PLANNING BRIEF TAKING INTO ACCOUNT THE PROVISIONS OF POLICY LE1/7 WILL BE PREPARED FOR THE DEVELOPMENT OF EACH MAJOR SITE ALLOCATED UNDER POLICY LE1/1. WHERE SUCH A BRIEF EXISTS AND SAVE FOR DEVELOPMENT AUTHORISED UNDER THE TERMS OF THE NEW TYNE RIVERSIDE ENTERPRISE ZONE SCHEME, PERMISSION WILL BE SUBJECT TO CONFORMITY WITH THAT BRIEF.

APPROVAL WILL BE LIMITED TO USE CLASSES B1(BUSINESS), B2 (GENERAL INDUSTRY) AND B8 (STORAGE OR DISTRIBUTION) EXCEPT THAT:

- (I) USES PROPOSED WITHIN THE CURRENT CLASS B2 WHICH WERE INCLUDED IN CLASSES B4 TO B7 OF THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 (BAD NEIGHBOUR USES) WILL NOT BE PERMITTED; AND**
- (II) PROPOSALS FOR DIRECTLY RELATED SERVICES AND AMENITIES WILL BE ACCEPTABLE WHERE THEIR SIZE AND NATURE ARE DESIGNED PRIMARILY TO SERVE EMPLOYEES OF THESE MAJOR SITES.**

4.37 In designating these major sites, most of which (apart from (1), (2) part of (4) and (5)) are currently allocated for industrial purposes, and promoting their use for high quality business development, the Local Planning Authority intends to maximise the benefits of their locations, which are in general ideally related to public transport services, the principal highway network (with improvements where necessary), and areas of greatest employment need, as well as providing a relatively even distribution of sites across the Borough. In considering proposals for these sites the Local Planning Authority will, in addition to requiring approval of a detailed planning brief, seek in discussion with the landowners and development agencies, to achieve a reasonable balance between B1, B2 and B8 Use Classes, in accordance with market requirements, both within each site, and across the District. By virtue of their location in relation to the main highway network and Tyne Port facilities respectively, sites (1) and (10) are considered particularly appropriate for storage and distribution uses. In the case of those parts of sites LE1/1 (3), (4), (6) and (7) which are included in the New Tyne Riverside Enterprise Zone adopted in 1996 the approved enterprise zone scheme, including its annexed conditions and reserved matters, prescribes the type and general form of development.

4.38 In keeping with modern practice in large business neighbourhoods, the Local Planning Authority is concerned to ensure that employees have easy access to facilities for their immediate needs and convenience. These facilities may include nursery, crèche and fitness, and local shopping, eating and financial services. However, the scale of such development will be restricted by Policy LE1/2(II) so that it does not damage local shopping centres, or compromise the proper intended use of the sites. The principal control on the sale of retail goods from land used or allocated for employment purposes is maintained by Policies LE1/4 and S8.

Major Inward Investment Projects

4.39 Some proposals for very large projects of national or regional significance are anticipated to be so exceptional in their size and locational requirements that it will not be possible to make suitable provision for them within the major sites designated under Policy LE1/1. The provision of a site or sites of this scale is a matter to be considered in the wider context of regional planning guidance where crucial resource and locational criteria can be addressed. At the present stage it is not therefore intended to identify a site for very large projects and should any proposals be received they will be considered on their merits, against the relevant policies and proposals of the Plan.

Proposals for Other Employment Sites

4.40 In addition to designating major locations under Policy LE1/1 the Local Planning Authority intends to provide a well-distributed complementary range of small to medium sized sites (10 ha. or less), advantageously located in relation to employment needs, and the majority adjoining Metro stations, for optimum access. Some sites are by virtue of their size, location and accessibility, appropriate to be reserved for Class B1 business use only, while the remainder are indicated for business (B1), general industrial (Class B2) or storage and distribution (Class B8) purposes. The sites, totalling 37.5 ha. are shown on the proposals map and indicated as follows:

LE1/3 THE LOCAL PLANNING AUTHORITY HAS ALLOCATED SMALL TO MEDIUM SIZED SITES FOR CLASS B1 (BUSINESS) DEVELOPMENT IN THE FOLLOWING LOCATIONS:

- (1) WEST MOOR (2 HA)
- (2) HOWDON ROAD (2 HA)
- (3) EARL GREY EAST (1 HA)
- (4) SILVERLINK WEST (2 HA)
- (5) SILVERLINK EAST (2 HA)
- (6) BACKWORTH METRO/HOLYSTONE (4 HA).
- (7) WEST ALLOTMENT (1 HA)

SITE (5) AND THE PART OF SITE (6) NORTH OF A19 HOLYSTONE ROUNDABOUT ARE ALSO CONSIDERED APPROPRIATE FOR LEISURE USE AND INDICATED FOR THAT PURPOSE IN POLICY LE2/1.

FOR CLASS B1 (BUSINESS) AND B2 (GENERAL INDUSTRY) DEVELOPMENT IN THE FOLLOWING LOCATIONS:

- (8) COBLE DENE (1 HA)
- (9) EARL GREY WEST (2 HA)

AND FOR CLASS B1 (BUSINESS) B2 (GENERAL INDUSTRY) AND B8 (STORAGE AND DISTRIBUTION)DEVELOPMENT IN THE FOLLOWING LOCATIONS:

- (10) BACKWORTH (3 HA)
- (11) HADRIAN ROAD METRO (1 HA)
- (12) EAST HOWDON (10 HA)
- (13) PERCY MAIN (1.5 HA)
- (14) BULL RING DOCKS NORTH SHIELDS (5 HA)

APPROVAL WILL FURTHER NEED TO TAKE ACCOUNT OF THE LOCAL PLANNING AUTHORITY'S POLICIES FOR CONTROL OF INDUSTRIAL AND COMMERCIAL DEVELOPMENT SET OUT IN POLICY LE1/7.

4.41 Given the overall size of the existing supply of industrial sites and their distribution across the District, the majority of the above sites are based upon existing allocations, which are well located for employment needs. Additional allocations are proposed to be limited to a small number of medium sized, but strategically placed sites, capable of contribution to the overall objectives of the Plan. Site (12) East Howdon is by virtue of its size and location in relation to the strategic high way network and Tyne Port facilities respectively, considered to be particularly appropriate for Class B8 storage and distribution uses. Site (5) Silverlink East is regarded, by reason of its location in relation to the Retail Park, to be also appropriate for leisure use under Policy LE2/1

and the proposals map therefore reflects its dual designation. Sites (1) West Moor and (6) Backworth Metro/Holystone are by virtue of their location adjoining strategic highway inter sections, considered to be also appropriate for hotel/restaurant purposes as an alternative to business use. The part of site (6) Backworth Metro/Holystone north of the A19 Holystone roundabout is also indicated in the policy to be acceptable for leisure purposes in the light of its current consent for that use.

4.42 A number of major industrial and commercial enterprises hold vacant land for their own operational or expansion purposes. Generally the proposals map indicates these sites to be designated for industrial or commercial development, protecting them for eventual use in association with the currently operational part of the site. A large area of land at Howdon, for example, in the ownership of Northumbrian Water Ltd has been indicated as likely to be required for water treatment purposes, and is therefore to be regarded as industrial expansion land, for which any proposals would be subject to any relevant planning considerations, including environmental impact. Proposals relating to the unused part of such sites will be considered in accordance with the following Policy LE1/4 and development control Policy LE1/7, and other relevant policies of this Plan. In the case of Formica Ltd a major employer which occupies a site at West Chirton Industrial Estate, part of its expansion land includes an area equipped for playing field purposes. It is proposed that in view of the demand for such facilities in the part of the Borough east of the A19, this area, although considered part of the operational area of Formica, should be maintained for playing field use until such time as it is required for expansion of the adjoining industry.

4.43 Some commercial uses such as car showrooms (which are often combined with servicing facilities) are not included in general use classes, and are not therefore allocated any particular sites, though their characteristics when service workshop facilities are included in the facility, may indicate that a site allocated for B1 use would probably be appropriate. As indicated in para. 7.46 and shopping Policy S9 the Local Planning Authority is prepared to consider such proposals within employment sites, subject to conditions or agreements to mitigate the potential effect of permitted development rights which would otherwise allow change of use from car showrooms to class A1 shops.

4 THE LOCAL ECONOMY

Protection of North Tyneside's Economic Base

4.44 In order to maintain and protect the existing base of the local economy, the main areas of North Tyneside presently in industrial use, which total some 500 ha, and provide nearly 30,000 jobs in manufacturing, distribution, transport and service employment, are identified on the proposals map to be protected from loss to other uses, and therefore:-

LE1/4 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT THE PHYSICAL BASE OF THE LOCAL ECONOMY IS MAINTAINED AND PROTECTED. AREAS SHOWN ON THE PROPOSALS MAP AS CURRENTLY USED FOR USE CLASSES B1, B2, OR B8, OR ALLOCATED FOR THESE PURPOSES UNDER PROPOSALS LE1/1, AND LE1/3 OF THE PLAN, WILL BE PROTECTED FROM CHANGE OF USE TO OTHER PURPOSES, EXCEPT WHERE ONE OR MORE OF THE FOLLOWING EXCEPTIONAL CIRCUMSTANCES CAN BE CLEARLY SHOWN:

- (I) THE PROPOSAL IS ESSENTIAL TO THE COUNCIL'S AIM OF ENCOURAGING THE REGENERATION OF ITS OLDER URBAN AREAS,
- (II) THERE IS NO REASONABLE EXPECTATION OF A SITE BEING USED FOR THE PURPOSE ALLOCATED, AND THE BENEFITS OF ITS ALTERNATIVE USE IN RELATION TO THE OTHER OBJECTIVES OF THE PLAN HAVE BEEN DEMONSTRATED,
- (III) THE EXISTING USE DOES NOT CONFORM WITH, AND HAS HAD AN ADVERSE IMPACT ON, NEIGHBOURING USES.

4.45 In order to provide maximum flexibility of opportunities for economic regeneration the final part of Policy LE1/4 allows the change of use of employment land to other purposes where this is shown to be desirable in exceptional circumstances; for example to facilitate the relocation of a poorly sited local enterprise, or in circumstances where an industrial or commercial use has been demonstrated to have an excessively adverse impact on neighbouring uses by virtue of noise, smell, traffic movement or some other factor. Where the opportunity arises, such a use might be better terminated, and re-located to a site more appropriate for the purpose. Replacement by a more acceptable use could thereby be facilitated, to satisfy the need for housing, for example. In an area where industry is the predominant use however it will generally be inappropriate to introduce new housing or similar development where it may have an inhibiting effect on any future expansion or intensification of local industry.

4.46 Likewise care needs to be taken to ensure that proposals for sites in close proximity to areas allocated for, or occupied by industrial or commercial activities do not inhibit the successful establishment or continuation of those activities, thereby prejudicing existing and potential investment and employment. Where proposals are in close proximity, physical measures such as mounding and planting can often be devised to minimise conflict between uses. However in cases where such conflict can not be resolved the following policy will apply:

LE1/5
DEVELOP
USED F
PLANN
PROPO
TO PRE
EMPLE

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

Retailing from Employment Areas

- 4.47 The Local Planning Authority's policy to control retailing from employment areas is covered by
- (i) LE1/2 in the case of retail activities designed primarily to serve occupants of major employment sites, or
 - (ii) LE1/4 and S8 in the case of other retail proposals.

Change of Use To Industry or Commerce

4.48 In line with its economic regeneration objectives, the Local Planning Authority is prepared, in appropriate cases, to approve a change from other use to industry or commerce, for example, to encourage building conversion or infill within suitable locations in the built-up area such as district or neighbourhood centres, and therefore:-

LE1/6 THE LOCAL PLANNING AUTHORITY WILL APPROVE THE USE FOR CLASS B1 (BUSINESS) B2 (GENERAL INDUSTRIAL) AND B8 (STORAGE AND DISTRIBUTION) PURPOSES OF A SITE OR PREMISES NOT PREVIOUSLY ALLOCATED OR USED FOR THAT PURPOSE WHERE THAT SITE OR PREMISES IS CLEARLY DEMONSTRATED TO BE NO LONGER REQUIRED OR SUITABLE FOR ITS CURRENT USE OR ALLOCATION.

APPROVAL UNDER THIS POLICY WILL BE RESTRICTED TO CLASS B1 (BUSINESS) USE WHERE THE PROPOSED DEVELOPMENT IS LOCATED WITHIN OR ADJOINING RESIDENTIAL DEVELOPMENT.

4.49 The main purpose of this policy is to encourage redevelopment of redundant sites and premises within the built-up area, in the interests of local economic regeneration, and to maximise the range of premises and locations available to provide employment.

Bad Neighbour Uses

4.50 Proposals for those industrial activities previously specified as classes B4 to B7 of the Town and Country Planning (Use Classes Order) 1987 but now included within Class B2 (general industry), need especially careful consideration in view of their possible impact on local communities and the environment. They may nevertheless be seen in positive terms, of securing employment by the continuation or expansion of an existing activity, for example, and of contributing to sustainable development by offering recycling facilities such as vehicle dismantling or scrap collection and processing.

4.51 None of the sites allocated under Policies LE1/1 and LE1/3 are however considered appropriate for the purpose. Certain locations in the Borough, generally in the lower Tyne riverside areas, may be suitable for these bad neighbour uses by virtue of their compatibility with much of the surrounding development, their long establishment in the area and the absence of alternative suitable sites. As well as being subject to the general policy LE1/7 for control of industrial development, in appropriate cases proposals will also be assessed against the criteria set out in policies E30/3 and E30/4 for controlling waste disposal, where comparable considerations are involved.

4.52 A number of vehicles dismantling and storage facilities, some apparently unauthorised, are currently operating in northern and western urban fringe areas of the Borough. To improve the quality of such areas, and to complement proposed land reclamation initiatives, the Local Planning Authority will seek opportunities to relocate these facilities to a more appropriate location. It will therefore take steps to identify a suitable site or sites to facilitate such re-location, possibly in association with land reclamation projects for those parts of the Borough. These sites should be accessible to the main highway network, but substantially screened to minimise their visual impact on adjoining areas, and the effects of noise, dust and other harmful emissions should similarly be restrained.

Control of Development

4.53 In considering any proposals for industrial or commercial development the Local Planning Authority intends to apply the following general conditions, in order to secure the highest possible quality of development, and to safeguard the wider interests of the community, whilst not wishing to place any unreasonable restraints on uses generating employment. For example the Local Planning Authority wishes to facilitate and encourage the adaptation, conversion or extension of existing premises and sites in order to help existing businesses and encourage formation of new enterprises. Therefore:

LE1/7 IN CONSIDERING PROPOSALS FOR CLASS B1 (BUSINESS) B2 (GENERAL INDUSTRIAL) AND B8 (STORAGE AND DISTRIBUTION) DEVELOPMENT THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT DEVELOPMENT IS IN PARTICULAR ACCEPTABLE IN TERMS OF:

- (I) ITS IMPACT ON THE ENVIRONMENT, EXISTING LAND USES AND LOCAL AMENITY.**
- (II) THE LOCAL PLANNING AUTHORITY'S REQUIREMENTS FOR DESIGN, LANDSCAPING, ACCESS, CIRCULATION AND PARKING STANDARDS, STORAGE OF MATERIALS, FENCING, SIGNING, SERVICING AND SECURITY, AS SET OUT IN DEVELOPMENT CONTROL POLICY INCORPORATED IN THE UDP.**

AND IN PARTICULAR WHERE NEW DEVELOPMENT IS PROPOSED IT

MEETS HIGH STANDARDS OF DESIGN, BUILDING MATERIALS, LAYOUT AND LANDSCAPING, AND

IS APPROPRIATE TO ITS LOCATION IN TERMS OF FORM AND SCALE AND

DOES NOT INVOLVE THE LOSS OF A RESIDENTIAL USE OR OPEN SPACE DESIGNATED IN THE PLAN.

IN THE CASE OF PROPOSALS FOR BAD NEIGHBOUR USES REGARD WILL BE PAID WHERE APPROPRIATE TO THE CRITERIA SET OUT IN POLICIES E30/3 AND E30/4 IN DECIDING WHETHER DEVELOPMENT IS ACCEPTABLE.

IN THE CASE OF PROPOSALS FALLING WITHIN PART (A) OF CLASS B1 I.E. OFFICE DEVELOPMENT, CONSENT WILL ONLY BE GRANTED TO LOCATIONS WITHIN OR ADJACENT TO THE URBAN AREA WELL SERVED BY PUBLIC TRANSPORT AND READILY ACCESSIBLE TO THE LOCAL RESIDENTIAL WORKFORCE. EVIDENCE WILL BE REQUIRED THAT A SEQUENTIAL APPROACH HAS BEEN ADOPTED IN SELECTING THE LOCATION, GIVING FIRST PREFERENCE TO TOWN CENTRE SITES.

4.54 In considering proposals for new development the Local Planning Authority is particularly concerned to ensure a quality of development in keeping with highest present day standards, which will enhance the image of the Borough in terms of its promotion for inward investment and as an attractive place in which to live. The strategy of English Partnerships in constructing advance units to a high standard, to provide a model for subsequent development, is a commendable approach in this respect.

Protection of River Tyne frontage

4.55 The main operational area of the Port of Tyne in North Tyneside lies between Howdon Pans and the river mouth. In view of the significance of the Port to the external functioning of the local economy, and its increasingly important trade and tourist links with Europe, and to meet the Local Planning Authority's objective of securing the unique resource of river frontage areas for maritime activities, in areas shown on the proposals map the following additional policy will apply in respect of control of development:

LE1/8 TO MEET THE NEEDS OF MARINE-RELATED ACTIVITIES INCLUDING MARITIME TRADE AND FISHERIES AND TO ALLOW FOR THEIR NECESSARY DEVELOPMENT AND EXPANSION, AREAS OF LAND WITH RIVER FRONTAGE SHOWN ON THE PROPOSALS MAP WILL BE RESERVED FOR THESE PURPOSES.

4.56 In the particular circumstances of tourist or leisure development requiring access to river frontage which cannot be provided elsewhere, an exception to this policy may be justified in accordance with the objectives of Policy LE2.

4.57 The Local Planning Authority is also aware of the essential requirement of access to river frontage for the marine fabrication and servicing and supply industries. It will therefore aim to ensure that as far as possible in areas occupied by these industries the facility of river frontage will continue to be protected, especially in the area between Wallsend and Willington Quay. In this connection, in order to give as much flexibility as possible for the operations of Amec Offshore Ltd, the Tyne and Wear Development Corporation in 1994 introduced a Simplified Planning Zone Scheme (the Willington Quay/Wallsend Simplified Planning Zone Scheme) to cover the Company's Hadrian West Complex together with areas formerly known as Hadrian Yard Central and Hadrian Yard East. The main effect of the

scheme is to stimulate and facilitate regeneration of the area by streamlining planning procedures in giving a general approval for industrial use Classes B1, B2 and B8 within the Zone. The Zone comprises a total of some 39 ha and will operate for 10 years from 1994. Its area is shown for information on the proposals map.

The Tourist and Leisure Industry

4.58 In considering proposals for tourist related activities and other leisure developments, the Local Planning Authority is conscious of their importance to the local economy (referred to in para. 4.25) and their potential for generating new economic activity and job opportunities, reflecting increased personal income, leisure time and mobility. Additionally, since tourism often depends on a high quality of environment its development can act as a positive force for protection and enhancement of the natural and built environment. Conversely planning policy must also take account of the possible adverse effects of existing tourist attractions and activity, and be sufficiently flexible to respond as new types of activities and attractions become popular. It must also ensure that activities involving a significant number of trips, such as cinemas, bingo or indoor sports facilities are located on sites already well served, or with a clear potential to be well served by public transport.

4.59 In respect of its objective to support the local tourist industry and encourage its physical development therefore:

LE2 THE LOCAL PLANNING AUTHORITY WILL SUPPORT PROPOSALS FOR THE DEVELOPMENT OF TOURIST AND LEISURE FACILITIES PROVIDED THEY ARE ACCEPTABLE IN TERMS OF THEIR IMPACT ON THE NATURAL AND BUILT ENVIRONMENT, AND ON SURROUNDING LAND USES. IN THE CASE OF USES WHICH ARE APPROPRIATE TO A TOWN CENTRE LOCATION PROPOSALS WILL BE ACCEPTED ONLY WHERE THEY SATISFY THE CRITERIA SET OUT IN (I) - (VII) OF POLICY S8 FOR ALLOWING KEY TOWN CENTRE USES ON NON-CENTRAL SITES.

4.60 Given the close proximity of main tourist facilities to North Tyneside's coastal residential communities, proposals for extending or introducing tourist developments in close proximity to residential areas will be very carefully considered as to impact in terms of noise, traffic and other disturbance. In order to resolve these and other issues within a properly planned framework which takes account also of the UDP's

policies for the environment, leisure, recreation and open space and nature conservation, the Local Planning Authority will prepare and implement a Coastal Management Plan for North Tyneside.

- 4.61 Additionally the more specific objects of policy LE2 will be to encourage tourist development in the following main areas:
- (1) coastal parts of Whitley Bay, Cullercoats and Tynemouth.
 - (2) further action in the area of North Shields Fish Quay and Riverside to enhance its attractiveness as a tourist destination.
 - (3) support for further development of the Stephenson Railway Centre and Steam Railway as a major tourist attraction.
 - (4) further promotion of tourist and visitor use of Tynemouth Station.
 - (5) development of the Roman heritage at Wallsend, and
 - (6) work in partnership with the private sector to stimulate investment in tourism.
- 4.62 With the exception of sites listed in policy LE2/1, land is not generally specifically identified for leisure and tourism purposes on the proposals map since these are considered to be predominantly town centre uses. Applications will be considered against the policies and proposals of the plan and in particular the criteria set out in (I) - (VII) of Policy S8 for allowing key town centre uses on non-central sites.
- 4.63 There are a number of locations in the Borough where development for leisure would generally conform with the above criteria. However six sites have been specifically identified for leisure purposes - at West Allotment, adjoining the Country Park, a site of 2.0 ha. at Silverlink East, adjoining the Retail Park, which is considered appropriate for either business use under Policy LE1/3(5) or for leisure development, a site of 4.0 ha at Royal Quays adjoining the factory shopping outlets, a site of 15.0 ha at Shiremoor West, north of the Metro, a site of 2.0 ha at Backworth Metro, and a site at Spanish City Whitley Bay whose precise delineation is dependent on studies to be concluded.

The proposed use for the sites identified shall be for leisure purposes except in the case of site (2) Silverlink East, which is also considered appropriate for B1 Business Use, (4)

Spanish City, whose uses may also include open space, play space, education and housing, the precise uses to be determined in accordance with a development brief to be drawn up, and (6) Backworth Metro, which is also considered appropriate for B1 Business Use."

Therefore:

LE2/1 THE FOLLOWING SITES ARE SHOWN ON THE PROPOSALS MAP AS BEING APPROPRIATE FOR LEISURE DEVELOPMENT

- (1) WEST ALLOTMENT PARK (2 HA)
- (2) SILVERLINK EAST (2 HA)
- (3) ROYAL QUAYS (4 HA)
- (4) SPANISH CITY
- (5) SHIREMOOR WEST (15 HA)
- (6) BACKWORTH METRO (2 HA)

SITES (2) AND (6) ARE ALSO CONSIDERED APPROPRIATE FOR B1 BUSINESS USE AND INDICATED FOR THAT PURPOSE IN LE1/3.

IN THE CASE OF SITE (5) THE PERMITTED USES MAY INCLUDE HIGH QUALITY INDUSTRIAL AND BUSINESS DEVELOPMENT ALLOCATED UNDER POLICY LE1/1 AND NONE OF THE DEVELOPMENT SHALL BE OCCUPIED UNTIL THE ADJOINING SCHEME FOR THE A186 SHIREMOOR BY-PASS IS IN PLACE AND THE PROPOSED BACKWORTH STATION IS OPERATIONAL.

- 4.64 In the case of Whitley Bay Caravan Park which lies outside the built-up area and immediately adjoins proposed Green Belt the Council is concerned to ensure that the site should continue to make an important contribution to the local tourist economy. It also recognises the need to minimise its impact on the sensitive surrounding environment particularly the neighbouring site of nature conservation importance and the Coastal Protection Zone. For these reasons it is proposed that any intensification of its use as a caravan park should be restricted to within the existing site boundary, and any proposals for development within the site should be subject to strict environmental safeguards, particularly at its margins. In order to ensure that a range of tourist accommodation continues to be available in North Tyneside, particularly in its coastal area, it is intended that any future proposals for the site should also be examined against the need to maintain a supply of both touring and static caravan provision. To further its objectives the Council also intends to maintain discussions with the Holiday Park operators regarding further improvements to their site and the continuation of their important contribution to the local tourist economy.

And therefore:

LE2/2 THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE THE FURTHER DEVELOPMENT OF WHITLEY BAY CARAVAN PARK FOR THE PURPOSES OF A TOURIST CARAVAN PARK PROVIDED THAT

- (I) DEVELOPMENT IS CONTAINED WITHIN THE EXISTING BOUNDARY OF THE SITE AND DOES NOT LEAD TO AN OVER-INTENSIFICATION OF ITS USE**
- (II) DUE REGARD IS PAID TO THE SENSITIVE LOCAL ENVIRONMENT SURROUNDING THE SITE**
- (III) PROPOSALS TAKE INTO ACCOUNT THE NEED TO MAINTAIN A RANGE OF TOURIST ACCOMMODATION IN NORTH TYNESIDE INCLUDING TOURING AND STATIC CARAVAN PROVISION.**

Improvement Policy

4.65 The success of the Local Planning Authority's policies in maintaining and generating employment opportunities, and in achieving its wider objectives of enhancing the image of the Borough to attract and retain its population will depend to a considerable extent on achieving improvement in the quality of its older commercial and industrial areas. To deal with the outdated pattern of land use, low quality of environment, and poor physical condition of land and premises shown by recent surveys, in its older industrial and commercial areas the Local Planning Authority will therefore adopt the following policy and proposals:

LE3 THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE, AND WHERE APPROPRIATE IMPLEMENT MEASURES FOR THE IMPROVEMENT OF OLDER INDUSTRIAL AND COMMERCIAL AREAS WITHIN THE BOROUGH, AND COVERING:

- (I) MODERNISATION BY REDEVELOPMENT, CONVERSION AND EXTENSIONS.**
- (II) ENVIRONMENTAL IMPROVEMENTS, INCLUDING LANDSCAPING AND RECLAMATION OF DERELICT LAND AND PREMISES.**
- (III) IMPROVED ACCESS, TRAFFIC CIRCULATION AND PARKING**
- (IV) ADDITION OF NEW PREMISES, AND**
- (V) DEVELOPMENT OF MIXED USE PROJECTS WHERE IT CAN BE CLEARLY DEMONSTRATED THAT THE JUXTAPOSITION OF USES WILL NOT GIVE RISE TO UNACCEPTABLE CONFLICT.**

4.66 With regard to industrial improvements, it is intended that any action should particularly focus on riverside areas of Wallsend, Willington Quay and North Shields and the older industrial areas in the A19 Corridor, particularly West Chirton South Estate, to include:

- (1) selective redevelopment of sub-standard premises.
- (2) continuing access and service improvements for difficult to reach or unattractive sites, in particular the Dock Road Industrial Estate, former Bullring Docks and Hudson Street/East George Street areas of North Shields, and at Willington Quay.
- (3) provision and improvement of operational infrastructure such as access and service facilities and security measures within post-war industrial estates such as West Chirton, and
- (4) improvements to the appearance and presentation of industrial estates through landscaping and other environmental and signposting work.

4.67 With respect to improving the main commercial areas of the Borough the Local Planning Authority will concentrate resources on the older town centres of Wallsend, North Shields and Whitley Bay, together with necessary revitalisation of post-war centres at Longbenton and Killingworth. Improvements will cover both redevelopment of sites and refurbishment of buildings, community safety, improved access, traffic and public transport management, and landscaping and other environmental improvements.

4.68 The proposed redevelopment of Killingworth Town Centre will provide particular opportunities for new commercial and leisure development, including offices and retailing, in a location which has been the subject of considerable investment in recent years, and is very well located in relation to public transport and major new housing developments, both existing and proposed.

4.69 It can be anticipated that the Local Planning Authority's Economic Development partners, and in particular North Tyneside City Challenge, the Tyne and Wear Development Corporation and English Partnerships will play a significant role in achieving the objectives of its improvement policies.

Simplified Planning Zones

4.70 Apart from the adopted Willington Quay/Wallsend Simplified Planning Zone referred to in 4.57 the Local Planning Authority does not consider it necessary to propose any further sites for such designation, since the aims of flexibility and streamlining to stimulate economic development and regeneration are already embodied in the policies of the Plan, and in the Local Planning Authority's approach to planning control and implementation. It further considers there be sufficient other special incentives and programmes already in place, including the declaration of some 98 ha, or nearly 24% of the Borough's allocated employment land as Enterprise Zones.

Enterprise Zones

4.71 Following an application from North Tyneside Council, and the Tyne and Wear Development Corporation, the Secretary of State for the Environment has designated 8 sites in North Tyneside as Enterprise Zones. The eight zones involved are:

Tyne Riverside Enterprise Zone No. 1: Hadrian Business Park South (20.4 ha). Part of Siemens site, north of Middle Engine Lane.

Tyne Riverside Enterprise Zone No. 2: Silverlink North (24.8 ha). [Part of UDP Site LE1/1 (6)]

Tyne Riverside Enterprise Zone No. 3: Silverlink Business Park (0.85 ha). [Kingfisher Way, south of Middle Engine Lane].

Tyne Riverside Enterprise Zone No. 4: Middle Engine Lane (1.1 ha). [Silverlink/Middle Engine Lane].

Tyne Riverside Enterprise Zone No. 5: New York Industrial Park (14.7 ha). [Part of UDP Site LE1/1 (7)].

Tyne Riverside Enterprise Zone No. 6: Balliol Business Park West (11.4 ha). [Part of UDP Site LE1/1 (3)].

Tyne Riverside Enterprise Zone No. 7: Balliol Business Park East (17.8 ha). [Part of UDP Site LE1/1 (4)].

Tyne Riverside Enterprise Zone No. 8: Baltic Enterprise Park (6.6 ha). [Part of UDP Sites LE1/3 (2), (3), (8) and (9)].

Lasting for 10 years from 1996, they are intended to maximise incentives to investment in order to address a number of serious and inter-related problems, namely:

- the exceptional job losses arising from the closure of Swan Hunter, Wallsend, and from the recent significant decline in employment in the riverside areas and their hinterland, particularly in the sphere of engineering and marine industries.
- the chronic and very high unemployment rates in riverside areas, coupled with increasing competition for available vacancies as other job losses take effect, particularly in energy and service sectors.
- the slow take-up of land identified for employment purposes, arising from locational and other factors, a depressed local economy, and from an inability to compete on equal terms for a diminishing amount of inward investment.

4.72 The planning schemes submitted for the zones have been designed to accord with the policies of the UDP, and the Local Planning Authority, in conjunction with its economic partners, is committed to putting in place the streamlined planning and administrative procedures integral to the operation of the Zones. Therefore:

LE4 ENDE MINI DESI FACII ACCO AGRE	AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.
--	--

4.73 Given the additional stimulus to development arising from Enterprise Zone status it can be anticipated that rates of take-up of employment land will increase significantly compared with past levels. The process of regular UDP monitoring and review will allow assessment to be made of any need arising to allocate additional land. The Local Planning Authority is also conscious of the need to employ measures to stimulate development of other sites lacking the benefits of special status, but which can nevertheless benefit from the general increase in economic activity in the District.



INTRODUCTION

5.1 A principal concern of the Plan is to make the borough a more attractive place in which to live and work. This involves protection and improvement of the physical environment including the urban areas, the countryside and the coast. By so doing further investment will be attracted to the area, jobs will be created, visitors attracted and the livelihoods of future generations assured.

CONTEXT

The Environment of the Borough

5.2 The borough's environment is diverse in type and quality. Its character is largely shaped by its natural features and its land use history. Major influences have been and are the river, the coast, its otherwise fairly featureless topography, its geology and particularly the underlying coal seams and its proximity to a major urban centre. The land use pattern which has resulted is one of intense urban development along the river and continuous urban development along much of the coast with a fragmented pattern of development elsewhere based on former agricultural and mining settlements and an extension of Newcastle's urban area. This basic structure was laid down in the late 19th and early 20th centuries and much of it survives today.

5.3 The quality of a large part of the urban environment is poor because of its layout, design and physical condition. This applies particularly to the riverside belt but also to certain former mining settlements and to large inter and post-war housing estates. There are, however, areas of quality and character in many parts of the borough including the riverside belt. Urban open spaces as well as built development contribute to this character as do important relics of the area's history.

5.4 The in general visually flat topography and lack of tree cover result in a countryside which is generally unremarkable. Features of interest often relate to the area's mining history including reclaimed spoil heaps. However, locally minor topographical variations create areas of higher visual amenity and of nature conservation value. The latter include ponded areas formed by mining subsidence. Agriculture and particularly arable farming has an important influence on the

environment of the northern part of the borough with hedgerows having been removed to create large fields. The countryside area also has an important role as a green lung for the conurbation with a network of footpaths and bridleways based on the old colliery wagonways.

5.5 On the other hand the coastal strip is a high quality environment. It has been retained largely in an open state and is valued both for its natural characteristics and wildlife and as a recreational resource. This quality needs to be enhanced principally by good management of potentially conflicting land uses and activities.

5.6 The lack of quality in much of both the urban and rural environment does mean that there is great opportunity for improvements to be made. The process of environmental improvement has gained some momentum over recent years and has been particularly assisted in some of the older and poorer parts of the urban area by Urban Programme funding which has been available through Central Government since 1978. In the riverside strip improvement has since 1987 been funded through the Tyne and Wear UDC. The termination of the Urban Programme has been compensated to some extent by the City Challenge initiative which operates over a similar area, the most notable exclusion being the Longbenton Estate.

5.7 Elsewhere in the urban area and in the countryside resources for environmental improvement have been very limited. Most improvements have been dependent on private investment and the quality of development control has great significance in achieving wider environmental benefits. Particularly in the former mining settlements progress has been slow although there has been significant private investment in new housing. It is unlikely that in these areas there will be any dramatic transformation but rather an incremental improvement.

5.8 Much of the area's former dereliction has now been cleared although certain substantial scars remain. The legacy of the area's past heavy industries means that potential for land contamination is likely to be a recurring problem in new development.

- 5.9 Much has already been done to reduce pollution. Air quality has been improved by completion of a smoke control programme. Water quality in the River Tyne and on the coast has been improved by the construction of the Tyneside Interceptor Sewerage system. Noise nuisance is not a major issue although there are local problems related to the transport network including the flightpath into Newcastle Airport.
- 5.10 The particular environmental impacts of waste disposal and minerals are also covered in this chapter. Both of these activities have had substantial influence on the area's environment in the past. These activities are now more tightly controlled but potential developments could have localised impact during the plan period. Such developments may be accepted as necessary but their environmental impact would be minimised.

Policy Context

- 5.11 Environmental policy at local level has to follow national environmental strategy, and more specifically needs to take account of the advice given in Government policy guidance (especially PPGs). Policies of neighbouring local authorities and other public bodies also influence the environmental contents of the plan. The policies of the Plan take account of these considerations, which are detailed in the relevant sections of this Chapter.

Policies and Proposals

General

- 5.12 The plan seeks to control and direct change and in doing so to protect the best parts and features of the environment and encourage improvement elsewhere. The location of development, the type of development proposed for particular locations, and transport proposals and policies affect travel patterns and thereby energy demands and pollution.
- 5.13 Accordingly, the policies and proposals of this Plan have been drawn up to minimise the need to travel as far as possible and encourage such travel that does take place to be made by the most "environmentally friendly" means.
- 5.14 An important means of securing improvement of the environment is within the development control process by influencing the content and impact of planning applications. This involves giving advice and encouragement to applicants to realise developments which contribute to the

improvement process. Conditions will be attached to approvals where necessary to ensure this. Applications which fail to meet required environmental standards will be refused. Certain types of development are the subject of specific policies and standards included in this document which give advice and set out the environmental standards which would normally be expected.

E1 MONITORING AND BIODIVERSITY ENVIRONMENTAL POLICY AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

Conservation of Energy

5.15 The use of common sources of energy, although essential, contributes to global warming and acid rain, particularly through the generation of carbon dioxide emissions. Conservation of energy is therefore in the interests of this and future generations. There is an international agreement that emissions of greenhouse gases should be reduced, which is reflected in Government policy (e.g. PPG22 - Renewable Energy). The Local Planning Authority can make a contribution by encouraging and supporting a range of measures and projects both to save energy and to create energy in an environment friendly way and to see that such projects are compatible with other policies in the Plan. Energy can be saved in building design for instance by making best use of free solar gain, used more efficiently in schemes which generate both heat and power, generated from waste either by collecting methane from landfill sites or using waste as a fuel, or generated from renewable sources such as wind and tides. Measures to reduce the use of energy in the field of transportation are contained in Chapter 8.

E2 THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE THE EFFICIENT USE OF ENERGY IN BUILDING FORM AND DESIGN, THE USE OF COMBINED HEAT AND POWER, THE GENERATION OF POWER FROM WASTE AND THE DEVELOPMENT OF RENEWABLE FORMS OF ENERGY.

E2/1 FOR THE REGULATION OF THE ENVIRONMENT AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

(I) AS OF THE 27th SEPTEMBER 2007 THIS
 ON POLICY NO LONGER APPLIES BY VIRTUE OF
 (II) DIRECTION UNDER PARAGRAPH 1 (3) OF
 (III) SCHEDULE 8 TO THE PLANNING AND
 RE COMPULSORY PURCHASE ACT 2004.
 PLEASE REFER TO GOVERNMENT OFFICE
 FOR THE NORTH EAST LETTER DATED 31st
 AUGUST 2007.

Pollution Control

- 5.16 Pollution can arise from various sources usually associated with land use and development and can affect land, air, or water. It transcends administrative boundaries making control more complex. Much pollution arises from industry but pollution from traffic is a cause for growing concern. Patterns of development can impact on vehicle mileage and pollution. This is an important consideration for this Plan and is further considered in other parts of the document.
- 5.17 The planning and pollution control systems are separate but complementary. The Environmental Protection Act (EPA) and the Water Resources Act are the main pieces of legislation for controlling pollution. In many instances enforcement duties rest with the national Environment Agency. The Council has powers under the EPA to deal with atmospheric pollution from specific industrial processes (Local Authority Air Pollution Control-LAAPC) as well as general powers to deal with statutory nuisance.
- 5.18 Currently there are approximately 60 processes in North Tyneside which are authorised by either the Council or the Environment Agency. Details of the companies involved and copies of the authorisations are maintained on a public register held by the Council. The Local Planning Authority needs to recognise the potential effects of various kinds of pollution on land use and development in accordance with Government advice (PPG23) and therefore has a direct interest in the pollution implications of development proposals and on minimising pollution potential.
- 5.19 The regulating authorities require industries to comply with national standards and adopt techniques to prevent, minimise or render harmless polluting substances. In the case of LAAPC this entails using 'the best available techniques not entailing excessive cost' (BAT NEEC) and in the case of Integrated Pollution Control (IPC) regulated by the Environment Agency the "best practicable environmental option" (BPEO) The Local Planning Authority's role

will be to support the pollution regulating authorities in reducing existing pollution, monitoring pollution and preventing future pollution.

- 5.20 While the use of BATNEEC and BPEO will provide guidance to the Local Planning Authority on particular proposals it may not ensure that a development is satisfactory in land use planning terms. The authority will want to ensure that any development will not be subject to or subject existing developments to nuisance or other adverse impacts.
- 5.21 Special consideration will be given to the pollution implications of the transport and highway network where these impinge on sensitive land uses such as housing or schools.

E3 THE LOCAL PLANNING AUTHORITY WILL SEEK TO MINIMISE THE IMPACT OF POLLUTION ON THE ENVIRONMENT, INCLUDING EXISTING LAND USES, AND ON PROPOSED DEVELOPMENT AND WILL SUPPORT AND ENCOURAGE MEASURES, INCLUDING MONITORING OF POLLUTION, TO REDUCE EXISTING POLLUTION TO THE LOWEST PRACTICABLE LEVELS.

- 5.22 Certain developments and existing installations will be subject to pollution regulatory control under Part 1 of the Environmental Protection Act either by the Environment Agency or by the local authority. The Local Planning Authority can specifically address the land use implications of such developments by ensuring that they are kept apart from pollution sensitive developments such as housing and schools

E3/1 APPLICATIONS FOR DEVELOPMENT WHICH WOULD BE SUBJECT TO POLLUTION CONTROL REGULATION UNDER PART 1 OF THE ENVIRONMENTAL PROTECTION ACT (1990) WILL BE EXAMINED IN RELATION TO THEIR LIKELY IMPACT ON THE USE OF ADJACENT OR NEARBY LAND. IF THIS IMPACT IS ADVERSE THEN APPLICATIONS WILL BE REFUSED. SUCH DEVELOPMENT SHOULD NORMALLY BE LOCATED WITHIN INDUSTRIAL AREAS REMOVED FROM HOUSING AND OTHER ENVIRONMENTALLY SENSITIVE USES.

- 5.23 There was substantial pollution of the River Tyne until the early 1980's but the Tyneside Sewerage Treatment Scheme which involves collection and treatment of sewerage from both sides of the river at the Howdon works has improved river water quality. Waste water from the works is however still discharged into the river, and under

5 THE ENVIRONMENT

the provisions of the European Union's Waste Water Treatment Directive this will need to be treated to a higher level than at present. This will require additional development at the Howdon works referred to in Chapter 4 para 4.42. The new coastal interceptor sewer from Whitley Bay and Tynemouth is now complete and will bring further improvements to the quality of coastal waters. Other improvements to the system are planned.

E3/2 THE LOCAL PLANNING AUTHORITY WILL IN PRINCIPLE SUPPORT AND ENCOURAGE MEASURES PROPOSED BY THE RELEVANT AUTHORITIES TO IMPROVE WATER QUALITY IN RIVERS AND COASTAL WATERS INCLUDING THE EXTENSION OF SEWAGE TREATMENT FACILITIES AT HOWDON.

5.24 Noise and vibration are forms of pollution which require particular consideration. They give rise to serious problems for many people. Major sources include industrial premises and transport routes. Government advice (PPG24 - Planning and Noise) is that wherever practicable noise sensitive developments should be separated from major sources of noise. Where separation is not possible it may be practicable to control or reduce noise levels or to mitigate the impact of noise through the use of conditions or planning obligations. For instance developers may be required to carry out noise and vibration surveys and incorporate attenuation measures in their proposals where background levels are high. Where background levels are low conditions may be imposed on a potentially noisy development restricting late night opening or general operating hours and/or limiting noise levels on the site boundary. In certain cases however permission may be refused.

E4 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF POTENTIAL DIRECTION UNDER PARAGRAPH 1 (3) OF AWA REL SCHEDULE 8 TO THE PLANNING AND REL PLA COMPULSORY PURCHASE ACT 2004. DEV PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st PRA AUGUST 2007.

5.25 Noise and vibration in transport corridors is given detailed consideration in Development Control Policy Statement 7 (Development and Noise). This is developed in line with PPG 24 (Planning and Noise). In that document four categories of

noise to which new dwellings would be exposed are identified, ranging from levels of noise which would not be a factor in granting planning permission, to levels where proposals for new dwellings would be refused.

5.26 The approach flight path to Newcastle International Airport crosses the north-west corner of the borough, and the Airport company in conjunction with the Council have identified in plan form those areas within which aircraft noise may be a material consideration in determining planning applications during the plan period. These areas are identified on the Proposals Map.

E4/1 PROPOSALS FOR DEVELOPMENT, INCLUDING DEVELOPMENT WHICH MAY BE AFFECTED BY AIRCRAFT NOISE, WILL BE CONSIDERED AGAINST THE CRITERIA SET OUT IN THE DEVELOPMENT CONTROL POLICY STATEMENT 7 (DEVELOPMENT AND NOISE) OF THIS PLAN AND IN RESPECT OF RESIDENTIAL DEVELOPMENT WITH PARTICULAR REFERENCE TO THE NOISE EXPOSURE CATEGORIES SET OUT IN PPG 24.

Hazardous Installations

5.27 The Planning (Hazardous Substances) Act 1990 and its related regulations came into force on the 1 June 1992. The Act requires hazardous substances consent to be obtained from the Local Planning Authority for the storage of specified types and amounts of hazardous substances. These are substances which would present major fire, explosion or toxic hazards to people in the vicinity. Hazardous substances consent is a parallel process to planning consent although the former may be required even where storage of materials would not require planning consent. The Health and Safety Executive (HSE) gives advice on the degree of risk relating to the presence of hazardous substances but the Local Planning Authority acting as Hazardous Substances Authority (HSA) must take the decision. There is provision for deemed consent to be given where substances were stored before June 1992. Within the borough 8 applications were received for deemed consent, these being mainly in the riverside belt.

5.28 The Local Planning Authority will give very careful consideration, in consultation with the Health and Safety Executive, to applications for development within a defined radius of hazardous installations. Particular attention will be paid to sensitive developments, likely to be occupied by large numbers of people. Existing hazardous

installations and the surrounding consultation area are identified on the Proposals Map. In addition, part of North Tyneside lies within the consultation radius around the premises of Rohm and Haas at Jarrow (South Tyneside). Conversely new proposals to store hazardous substances or to vary existing consents would be considered in the context of existing sensitive development and uses in the vicinity.

E5
SUB
NOT
SUR

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

E6 P
A SE
HOM
A SI
OF A

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST

Derelict and Contaminated Land

- 5.29 Derelict land is defined as land so damaged by industrial or other development that it is incapable of beneficial use without treatment. The District has suffered from dereliction related in particular to the demise of deep coal mining, the decline of heavy and polluting industry and the closure of rail transport links related to both of these use types. Mining related dereliction has particularly impacted on the outer parts of the borough whereas dereliction related to heavy industry has been concentrated in the riverside belt. Although much derelict land has been reclaimed since the 1960's there are substantial residual areas which require treatment particularly related to mining. With the disappearance of deep mining and the rundown of heavy industry new dereliction is not anticipated to occur on a significant scale.
- 5.30 Much recent reclamation has been undertaken in the riverside area by the Tyne and Wear Development Corporation (TWDC) including the major Royal Quays development site. The Council meanwhile completed the reclamation of Brenkley Colliery and associated wagonways in 1989 and the Blyth and Tyne railway land site at Tynemouth in 1993.
- 5.31 For many years Central Government has operated a programme of Derelict Land Grant to restore derelict or contaminated land. In principle reclamation schemes by local authorities have been supported with 100% grant. Grant has also been available direct to the private sector. The Council has made an annual bid to the DoE for assistance from the programme. During the period since 1988 the Council has carried out 10 major land reclamation schemes involving work costing a total of about £5 million. More than 30 ha. of land have been reclaimed in this programme for housing, industry and open space.
- 5.32 Often derelict land is contaminated but contamination is also found on other land. This may require urgent treatment because of risk to public health. Two sites in the borough have required emergency treatment in the last 5 years. The Environment Act 1995 requires the local authority to identify contaminated land, and gives it the power to serve remediation notices on appropriate persons.
- 5.33 As the Council depends on grant aid for finance to reclaim derelict land, and also because it does not own or control much of the existing derelict land it needs to be flexible in its approach. In principle however, priority would be given to those schemes which would have the greatest impact in terms of environmental improvement and urban regeneration. Within the open area the main objectives would be landscape improvement and increased recreational opportunity while within the urban area it would usually be to make sites available for appropriate development such as industry or housing. Proposals for new uses for reclaimed sites are described in appropriate chapters of the UDP.
- 5.34 Since April 1994 derelict land grant has been controlled by a newly formed urban regeneration agency (English Partnerships). First annual submissions were made to this body for 1994-1995. The Council's submission, for 1996-1997 includes strategic programmes of reclamation for former colliery sites and for the riverside area.
- 5.35 The Council is completing reclamation of the Dudley Colliery and wagonway sites which started in September 1993. The colliery site is to be used in part for housing, in part as informal public open space and also for the relocation of a private football ground. A section of wagonway has been reclaimed and dedicated as a bridleway. Other colliery sites are yet to be reclaimed.
- 5.36 The Council owns derelict land associated with the former Eccles and Fenwick Collieries east of Backworth and is currently preparing a scheme for reclamation of these areas in a phased

5 THE ENVIRONMENT

operation. Nearly all the land involved is to remain open in the long term and the uses proposed are recreational open space, woodland and agriculture. Some additional land would be acquired at Fenwick.

- 5.37 The Weetslade site east of Wideopen (50 ha.) comprises a major colliery spoil heap, smaller spoil heaps and an area of former railway sidings and small business premises. Negotiations for the transfer of this land from the ownership of British Coal to English Partnerships are well advanced. It is the Council's intention to work with English Partnerships in particular to reclaim the site for leisure and amenity use (major spoil heap) and a strategic employment site for major investment (remaining part of the site).
- 5.38 There are several derelict sites in the riverside area of the borough within the Urban Development Area. Funding for reclamation of these sites has so far not been identified as Development Corporation resources are committed to other projects and derelict land grant is not normally available to the Council with in the UDA. Priority schemes have been identified however for the former Esso Refinery site and for the disused Bull Ring Docks, both at North Shields. Both of these sites are most suitable for employment uses.
- 5.39 Apart from the major former colliery sites, and riverside sites identified, amongst other derelict land requiring reclamation the highest priority sites are the former land fill site at West Allotment which is proposed principally for recreational uses complementing major housing and employment developments in the area; the Amberley Building at Killingworth which the Council wish to be demolished and replaced by health and community uses; and a former pre fab site at West Moor to be cleared and reused for housing.

E7 DERELICT AND DESPOILED LAND IN THE BOROUGH WILL BE RECLAIMED AS RESOURCES PERMIT HAVING REGARD TO THE EXTENT OF ENVIRONMENTAL BENEFITS OF INDIVIDUAL SCHEMES IN ASSISTING URBAN AND COMMUNITY REGENERATION, IMPROVING THE APPEARANCE OF THE AREA, MAINTAINING AND IMPROVING THE WILDLIFE VALUE OF THE SITE AND ENCOURAGING ITS RECREATIONAL USE.

E7/1 THE FOLLOWING DERELICT SITES ARE THOSE WHICH SHOULD BE RECLAIMED AS A PRIORITY FOR THE USES INDICATED:

- (1) FENWICK AND ECCLES COLLIERIES - OPEN SPACE/WOODLAND AND AGRICULTURE
- (2) WEETSLADE COLLIERY - OPEN SPACE AND WOODLAND AND EMPLOYMENT USES
- (3) ESSO REFINERY SITE - EMPLOYMENT
- (4) BULL RING DOCKS - EMPLOYMENT
- (5) AMBERLEY BUILDING, KILLINGWORTH - HEALTH/COMMUNITY
- (6) SHELDON COURT, WEST MOOR - HOUSING

- 5.40 Other sites are likely to come forward for reclamation and the Council will need to be flexible in its approach. However the following sites are also proposed for reclamation during the Plan period.

E7/2 THE FOLLOWING SITES ARE PROPOSED FOR RECLAMATION FOR THE USES INDICATED:

- (7) TANNERS BANK, NORTH SHIELDS - EMPLOYMENT.
- (8) LOW FLATWORTH LAND FILL - EMPLOYMENT.
- (9) HOWDON GAS WORKS - HOUSING.
- (10) TYNE TUNNEL TRADING ESTATE - EMPLOYMENT.
- (11) TYNEMOUTH OPEN AIR SWIMMING POOL - LEISURE/ AMENITY.

- 5.41 The Local Planning Authority will need to anticipate the potential for dereliction or contamination when considering planning applications and when relevant seek to minimise the possibility of this happening by imposing conditions relating to restoration and where appropriate aftercare. This would apply to mineral working and waste disposal schemes but also to industrial development where buildings are unlikely to be adaptable to another use.

E8 THE LOCAL PLANNING AUTHORITY WILL SEEK TO PREVENT FUTURE DERELICTION OR CONTAMINATION BY IMPOSING RESTORATION AND AFTERCARE CONDITIONS ON APPROPRIATE DEVELOPMENT PERMISSIONS INCLUDING THOSE FOR INDUSTRIAL STRUCTURES WHICH WOULD NOT BE ADAPTABLE TO OTHER USES.

Works of Art

- 5.42 Art and sculpture in public places can add variety and character particularly although not exclusively to the urban environment. Projects

have already been undertaken at certain locations in the older urban area notably at the Fish Quay, schools, a health centre and other sites. As well as supporting further projects within the existing urban fabric and particularly in key locations such as shopping centres the Local Planning Authority would encourage new developments in the public and private sectors to incorporate works of art. The Council intends to adopt a 'percent for art policy' and will encourage the involvement of artists in building developments and refurbishment schemes at the earliest possible stage. The Council will also act as an advisory body for developers wishing to commission new art works.

E9 THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE THE INCORPORATION OF WORKS OF ART INTO DEVELOPMENT AND IMPROVEMENT SCHEMES; AND WILL IN DETERMINING PLANNING APPLICATIONS TAKE INTO ACCOUNT THE CONTRIBUTION MADE BY THE DEVELOPMENT TO THE PUBLIC DISPLAY OF ART WORKS.

Advertisements

5.43 Advertisements can have a major visual impact on the environment. Control of outdoor advertisements is regulated by the Town and Country Planning (Control of Advertisement) Regulations 1992, and it is a task of the Local Planning Authority to ensure that advertisements do not become over intrusive but so far as possible blend into the townscape or landscape. Criteria for advertisement control on visual grounds will vary according to the type of area where they are proposed to be displayed, varying from Conservation Areas or residential localities to town centres or industrial estates. Government policy guidance on advertising is contained in PPG19 (Outdoor Advertisement Control). More detailed guidance on poster advertising is contained in Development Control Policy Statement 23 (Poster Advertising). The local planning authority may also have regard to the safe use or operation of any form of traffic or transport in considering applications for advertisement consent.

E10 THE LOCAL PLANNING AUTHORITY IN CONNECTION WITH THE POLICY OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007. (POSTER ADVERTISING) WILL BE APPLIED.

Telecommunications

5.44 Like advertisements telecommunications apparatus can have a considerable impact on the environment. It includes radio masts and towers, various kinds of antennae, radio equipment housing, public call boxes, cabinets, poles and overhead wires. Existing Government policy as expressed in national planning guidance (PPG8 - Telecommunications) is to facilitate the growth of new and existing communications systems while seeking to avoid detrimental impact on the environment. Control of the various types of apparatus is a complex issue because permitted development rights are available in many circumstances. The objective of Local Planning Authority policy will be to limit adverse visual impact where possible and particularly to combat the proliferation of equipment and apparatus in concentrations which damage environmental quality. This will be assisted by encouraging systems which lead to economy in the use of apparatus, and encouraging removal of redundant apparatus. More detailed criteria which the Local Planning Authority will take into account on consideration of planning applications for satellite dishes are set out in Development Control Policy Statement 30 (Siting of Domestic and Commercial Satellite Dishes).

E11 THE LOCAL PLANNING AUTHORITY IN CONSIDERING PROPOSALS FOR THE SITING OF TELECOMMUNICATIONS DEVELOPMENT WILL, WHILE TAKING INTO ACCOUNT THE TECHNICAL CONSTRAINTS ON SYSTEM OPERATION, SEEK TO:

- (I) DISCOURAGE OBTRUSIVE SITING OF SUCH DEVELOPMENT IN OR CLOSE TO RESIDENTIAL AREAS, OR AREAS, SITES, AND BUILDINGS OF ARCHITECTURAL OR HISTORIC IMPORTANCE OR ON OPEN SPACES DEFINED FOR THEIR AMENITY VALUE.**
- (II) ENCOURAGE MAST AND EQUIPMENT SHARING, AND REMOVAL OF REDUNDANT EQUIPMENT.**
- (III) REDUCE THE VISUAL IMPACT OF ESSENTIAL DEVELOPMENT BY**

A) ENCOURAGING MATERIALS, COLOUR AND DESIGN WHICH ARE SITE SYMPATHETIC.

B) REQUIRING LANDSCAPING IN APPROPRIATE CIRCUMSTANCES.

C) IN RESPECT OF SATELLITE DISHES APPLY CRITERIA SET OUT IN DEVELOPMENT CONTROL POLICY STATEMENT 30 (SITING OF DOMESTIC AND COMMERCIAL SATELLITE DISHES)

Nature Conservation

5.45 The local planning authority must take account of nature conservation objectives and of Government planning policy advice (PPG9 - Nature Conservation) in preparing this plan. These objectives form part of the wider objective to achieve sustainable development through effective protection of the environment. They include the promotion of biodiversity (the variety of life in all its forms) and protection of natural features (for example those of geological interest). Specific sites range in their nature conservation value from international to local importance, and are identified on the basis of scientific analysis independent of the land use planning system. The designation and relative status of sites may change over time. Wildlife interest is however not confined to identified sites, and extends to include links between habitats (wildlife corridors) and the legal protection of particular plants and animals. New habitats for wildlife can be created, e.g. through reclamation schemes. Management of sites identified as having nature conservation value is particularly important.

5.46 The Council's planning policies for nature conservation take account of the Nature Conservation Strategy for Tyne and Wear published in 1988 and reviewed in 1994. This strategy was prepared by the local authorities of Tyne and Wear, English Nature, the Northumberland Wildlife Trust and the Royal Society for the Protection of Birds. The Strategy identifies valuable wildlife areas and contains policy guidelines relating to protection of sites, land management, and promotion of nature conservation. The Council's planning policies for protection of nature conservation sites reflect their relative importance. As part of its contribution to the Local Agenda 21 process, the Council is committed to the preparation of Biodiversity Action Plans (BAP) (aimed at maintaining and where possible increasing the variety of species). These will be adopted by the Council as supplementary planning guidance. The Council is a partner in the production and implementation of the Gosforth Park - Cramlington BAP. The Council will also review the use of Bylaws to support nature conservation objectives.

(I) THE PROTECTION AND ENHANCEMENT OF DESIGNATED SITES OF WILDLIFE AND AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

(II)

(III)

IN THE EVENT OF SUCH DEVELOPMENT, IT WILL BE TAKEN OF THE BENEFIT TO THE PUBLIC OF LOCAL AND ACCESSIBLE SITES OF WILDLIFE INTEREST.

5.47 Designations of sites of international nature conservation importance derive from various international conventions or European Union Directives. Ramsar sites are listed under the global Convention on Wetlands of International Importance. In Europe, the best sites form the Natura 2000 series which are either Special Protection Areas (SPAs) classified under the European Union (EU) Directive on the Conservation of Wild Birds, or Special Areas of Conservation (SACs) to be designated under the EU Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora. Parts of the coast of North Tyneside are incorporated in both a Ramsar site and a SPA. These parts of the coast are mainly rocky shore and associated boulder/cobble beaches and are identified on the Proposals Map. A high level of protection in accordance with European Directives must apply to SPAs and SACs.

E12/1 DEVELOPMENT WHICH WOULD AFFECT SPECIAL AREAS OF CONSERVATION, SPECIAL PROTECTION AREAS OR RAMSAR SITES. EITHER DESIGNATED OR NOT BE PERMITTED, WILL NOT BE PERMITTED.

(I) IT IS DEEMED THAT SUCH DEVELOPMENT IS NECESSARY IN THE INTERESTS OF THE NATURAL HERITAGE OF THE SITE; OR

(II) IT WOULD CONTRIBUTE TO THE PROTECTION OF THE NATURAL HERITAGE OF THE SITE

(III) THE DEVELOPMENT IS OF SUCH A NATURE THAT THERE ARE NO ALTERNATIVE DEVELOPMENT OPPORTUNITIES AVAILABLE

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

WHERE SUCH DEVELOPMENT DOES PROCEED, IT MAY BE SUBJECT TO PLANNING CONDITIONS AND OBLIGATIONS TO SECURE MITIGATION OR COMPENSATORY MEASURES, INCLUDING THOSE NECESSARY TO ENSURE THAT OVERALL COHERENCE OF NATURA 2000 IS PROTECTED.

E12 PROMOTE AND ENHANCE BIODIVERSITY AND SPECIES

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

5.48 Sites of national nature conservation importance are designated by English Nature as Sites of Special Scientific Interest (SSSIs) under the Wildlife and Countryside Act 1981, and benefit from statutory protection under that Act. Consideration of development proposals in or near them is subject to special procedures reflecting their key importance. There are two SSSIs within North Tyneside, the Tynemouth to Seaton Sluice Cliffs SSSI (three areas of cliffs and rocks of geological interest) and the Northumberland Shore SSSI (part - of ornithological interest) which overlap. They are shown on the Proposals Map. (The proposed Ramsar/SPA site constitutes parts of the Northumberland Shore SSSI). In addition a third SSSI lies within Gosforth Park immediately west of the Borough boundary (within Newcastle City), of importance for flora and fauna. SSSI benefit from statutory protection under the Wildlife and Countryside Act 1981.

E12/2 DEVELOPMENT WHICH WILL ADVERSELY AFFECT A DESIGNATED OR PROPOSED SITE OF SPECIAL SCIENTIFIC INTEREST WILL NOT BE PERMITTED UNLESS NO ALTERNATIVE SITE IS REASONABLY AVAILABLE AND THE BENEFITS OF THE PROPOSED DEVELOPMENT WOULD OUTWEIGH

- (I) THE INTRINSIC NATIONAL IMPORTANCE OF THE DESIGNATION; AND**
- (II) THE NATIONAL VALUE OF THE NETWORK OF SUCH SITES.**

IN ALL CASES WHERE DEVELOPMENT IS PERMITTED, APPROPRIATE MEASURES OF MITIGATION OF, OR COMPENSATION FOR, ANY ADVERSE EFFECTS WILL BE SECURED, WHERE APPROPRIATE THROUGH PLANNING CONDITIONS OR PLANNING OBLIGATIONS.

5.49 Within the Borough there are currently 26 sites of regional nature conservation importance for wildlife, providing a variety of habitats, known as Sites of Nature Conservation Importance (SNCI). The initial identification of these sites has principally been made by the Northumberland Wildlife Trust. Of equivalent nature conservation importance are Local Nature Reserves (LNRs) established by local authorities under the National Parks and Access to the Countryside Act 1949 after consultation with English Nature; and the Voluntary Marine Nature Reserve covering areas around St Mary's Island, established by the Council in partnership with other organisations. The Council will consider establishing further reserves where appropriate. There are no recognised sites of regional

geological or geomorphologic importance (RIGS) in the Borough, the initial identification of which is undertaken by the RIGS North-East Group. All the above identified sites are defined on the Proposals Map.

E12/3 DEVELOPMENT WHICH WOULD ADVERSELY AFFECT A SITE OF NATURE CONSERVATION IMPORTANCE (SNC1), A REGIONALLY IMPORTANT GEOLOGICAL OR GEOMORPHOLOGICAL SITE (RIGS), A LOCAL NATURE RESERVE (LNR) OR VOLUNTARY MARINE NATURE RESERVE (VMNR), WILL NOT BE PERMITTED UNLESS:

- (I) NO ALTERNATIVE SITE IS REASONABLY AVAILABLE AND THE BENEFITS OF THE DEVELOPMENT WOULD OUTWEIGH THE IMPORTANCE OF THE SITE; OR**
- (II) APPROPRIATE MEASURES OF MITIGATION OF, OR COMPENSATION FOR, ALL THE ADVERSE EFFECTS ARE SECURED, WHERE APPROPRIATE THROUGH PLANNING CONDITIONS OR PLANNING OBLIGATIONS.**

IN ALL CASES ANY ADVERSE EFFECTS OF DEVELOPMENT SHALL BE MINIMISED

5.50 The Council has identified a number of sites of local nature conservation interest (SLCIs). These are not of equivalent value to internationally, nationally, or regionally designated sites but are nevertheless significant in their local context. These sites are also defined on the Proposals Map.

E12/4 THE LOCAL PLANNING AUTHORITY WILL IN DETERMINING PLANNING APPLICATIONS TAKE INTO ACCOUNT THE EFFECT OF THE PROPOSAL ON ANY SITE OF LOCAL CONSERVATION INTEREST (SLCI), AND THE EXTENT TO WHICH ANY ADVERSE EFFECTS MAY BE MITIGATED OR COMPENSATED (WHERE APPROPRIATE THROUGH PLANNING CONDITIONS OR OBLIGATIONS). IN ANY CASE THE LOCAL PLANNING AUTHORITY WILL SEEK TO MINIMISE ANY ADVERSE EFFECTS.

5.57 Both within and outside the designated areas protection is accorded to certain plant and animal species and their natural habitats under the Wildlife and Countryside Act 1981, and the Conservation (Natural Habitats) Regulations 1994, implementing an European Union Directive and other international obligations. The presence of a protected species is a material consideration when a local planning authority is considering a development proposal which could if implemented result in harm to the species or its habitat. These habitats can include buildings.

E12/5 AS OF THE 27th SEPTEMBER 2007 THIS ADVERSE POLICY NO LONGER APPLIES BY VIRTUE OF HABITAT DIRECTION UNDER PARAGRAPH 1 (3) OF OBLIGATIONS SCHEDULE 8 TO THE PLANNING AND SUCH AS COMPULSORY PURCHASE ACT 2004. APPROXIMATE PLEASE REFER TO GOVERNMENT OFFICE PLANNING FOR THE NORTH EAST LETTER DATED 31st WILL NOT BE PERMITTED UNLESS AUGUST 2007.

5.52 The importance of links between nature conservation sites in promoting biodiversity is recognised in both European Union and National Planning Policy Guidance. Account is taken in this plan of the wildlife corridors identified in the Tyne and Wear Nature Conservation Strategy. These comprise strategic and local wildlife corridors, and wildlife links. The nature and effective extent of the strategic and local wildlife corridors will in practice vary according to their location, habitat, and the requirements of individual species. The areas of the corridors within which the effects of development proposals on movement of wildlife will be assessed are therefore shown as broad bands on the Proposals Map. Not all development proposed within the area thus delineated will have an adverse effect. In some cases the creation of an effective corridor will be dependant on redevelopment proposals which may come forward, and may take many years.

5.53 Wildlife links are narrow but extensive linear features such as pathways, disused wagonways, existing Metro and railway lines, highway verges, hedgerows and streams. They are not identified on the Proposals Map, but are evident on the ground. In the interests of clarity the council will confirm their location and extent in separate Supplementary Planning Guidance as soon as possible.

E12/6 DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CONTRIBUTION TO BIODIVERSITY OF A WILDLIFE CORRIDOR IDENTIFIED ON THE PROPOSALS MAP WILL NOT BE PERMITTED UNLESS:

- (I) NO ALTERNATIVE SITE IS REASONABLY AVAILABLE; OR,**
- (II) APPROPRIATE MEASURES OF MITIGATION OF, OR COMPENSATION FOR, ALL THE ADVERSE EFFECTS ARE SECURED, WHERE APPROPRIATE THROUGH PLANNING CONDITIONS OR OBLIGATIONS.**

IN ALL CASES ANY ADVERSE EFFECTS OF DEVELOPMENT SHALL BE MINIMISED. IN ADDITION THE POSITIVE EFFECT OF A PROPOSED DEVELOPMENT

continued...

ON THE CONTRIBUTION TO BIODIVERSITY OF A WILDLIFE CORRIDOR WILL BE TAKEN INTO ACCOUNT IN DETERMINING PLANNING APPLICATIONS.

E12/7 DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CONTRIBUTION TO BIODIVERSITY OF WILDLIFE LINKS WILL NOT BE PERMITTED UNLESS:

- (I) NO ALTERNATIVE SITE IS REASONABLY AVAILABLE; OR,**
- (II) APPROPRIATE MEASURES OF MITIGATION OF, OR COMPENSATION FOR, ALL THE ADVERSE EFFECTS ARE SECURED, WHERE APPROPRIATE THROUGH PLANNING CONDITIONS OR OBLIGATIONS.**

IN ALL CASES ANY ADVERSE EFFECTS OF DEVELOPMENT SHALL BE MINIMISED. IN ADDITION THE POSITIVE EFFECT OF A PROPOSED DEVELOPMENT ON THE CONTRIBUTION TO BIODIVERSITY OF A WILDLIFE LINK, WILL BE TAKEN INTO ACCOUNT IN DETERMINING PLANNING APPLICATIONS.

The Urban Environment

5.54 The character and quality of the built up area of the Borough is diverse. While the principle of protection and improvement applies to the whole of this existing area, because of restricted resources there is a need to concentrate action in those locations where it is most required or will have the greatest impact. The Council's environmental strategy for its Urban Programme Area gave priority to those areas with a high level of public accessibility and or visibility and to areas where basic environmental infrastructure is poor and where environmental schemes would complement social, housing or industrial improvements. This approach is reflected in the major improvement initiatives currently operating in the borough; the Urban Development Area, City Challenge and Estate Action. The kinds of areas which would be given a high priority are the town centres of North Shields, Wallsend and Whitley Bay, the older residential and industrial areas often associated with these centres, the principal transport corridors of the borough and large municipally built housing estates with social and physical infrastructure difficulties.

E13 IN PURSUING ENVIRONMENTAL IMPROVEMENT WITHIN THE URBAN ENVIRONMENT THE LOCAL PLANNING AUTHORITY WILL GIVE PRIORITY TO THE IMPROVEMENT OF THOSE PARTS WHICH ARE MOST IN NEED OF REGENERATION BECAUSE OF THEIR POOR LAYOUT, PHYSICAL DECAY AND LACK OF AMENITIES, SUCH AS LARGE MUNICIPALLY BUILT HOUSING ESTATES, AND TO THOSE WITH A HIGH LEVEL OF PUBLIC ACCESSIBILITY AND/OR VISIBILITY SUCH AS PRINCIPAL TRANSPORT CORRIDORS AND TOWN CENTRES.

5.55 Other policies and proposals which are aimed at improving the quality of particular aspects of the built environment are contained in the other main chapters of this document, for example in relation to industrial and commercial improvement areas (Policy LE3).

Urban Open Space

5.56 Open space within the built up area is an integral part of the urban fabric and often has an important amenity as well as recreational and/or wildlife value. DoE guidance indicates the importance of retaining valuable amenity space within the urban area. Such open space can take a variety of forms such as public and private playing fields including those attached to schools and higher education institutions, informal open areas, parks, woodland and allotments. Policies relating to the protection and use of urban open space are contained in the Open Space and Recreation chapter of this document (Policies R1-R5).

Trees and landscaping in urban areas

5.57 Trees and landscaped features make a significant contribution to the character and appearance of the urban area and to nature conservation. Trees in parks and public open spaces, in private gardens and grounds and on streets and high ways are all significant in this respect. The borough is fortunate to have benefited from past street planting in certain areas e.g. in parts of North Shields. Many of the important groups of trees are protected by tree preservation orders (TPO's), more than 80 of which are operating in various parts of the borough, and further orders continue to be regularly made. These may cover one or two trees or many in related locations. Trees within designated conservation areas also have statutory protection. Other landscape elements including shrub and bulb planting, water features and land

contouring are often associated with publicly owned land including highways. Major new landscaping works including a public park have been carried out by the Tyne and Wear Development Corporation as part of the Royal Quays redevelopment.

5.58 New planting and landscaping are an investment in the area's future environment and will be encouraged through the development control process in association with new development by attachment of landscaping conditions to planning consents. Where possible the Council will itself implement planting and landscaping schemes e.g. on existing open areas and in relation to high ways. New planting should be of local native species wherever practical and appropriate.

E14 THE LOCAL PLANNING AUTHORITY WILL SEEK TO PROTECT AND CONSERVE EXISTING TREES AND LANDSCAPE FEATURES WITHIN THE URBAN ENVIRONMENT AND WILL ENCOURAGE NEW PLANTING IN ASSOCIATION WITH DEVELOPMENT AND WHENEVER POSSIBLE IN OTHER SUITABLE LOCATIONS.

The Historic Environment

5.59 There are buildings, sites and landscapes within the borough which because of their historic, architectural or archaeological interest are an important part of its heritage. These include already identified areas and buildings of architectural and historic character (conservation areas and listed buildings) other areas and buildings of character as yet undesignated, historic parks and gardens, ancient monuments and other archaeological sites and features. These are assets which require protection in the context of Government Policy Advice in PPG15 (Planning and the Historic Environment) and PPG16 (Archaeology and Planning).

**E15
PRE
ARC
THE**

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

Conservation Areas

5.60 The designation and review of conservation areas (areas of special architectural or historic interest) and the formulation of detailed proposals within them is subject to a separate

statutory process from the preparation of this plan, but it is intended that the UDP should provide the policy framework for that process. There are at present 12 designated conservation areas in the borough which vary considerably in size, land use, architecture and character and the Council is required to formulate and publish proposals for their preservation and enhancement. (Existing boundaries of Conservation Areas are identified on the Proposals Map). Such proposals when prepared will be published as supplementary planning guidance and following appropriate public consultation adopted by the local planning authority. In the meanwhile in operating its development control powers the Local Planning Authority will work to these principles of preservation and enhancement, supported by the grant aid being made available for restoration work on buildings in conservation areas.

E16
PRE
CHA

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

5.61 Most of the designations in the borough date from the mid 1970's, although there have been certain additions and amendments since that time. The most recent designation was that of Wallsend St.Peter's CA.in early 1995.This action was taken because of the threat of demolition to certain key buildings within the area around St.Peter's Church. The Local Planning Authority has a duty to review the designation of conservation areas from time to time.

5.62 It is not envisaged that boundaries of most existing Conservation Areas will require more than minor adjustments. Those where significant changes may be required are Camp Terrace, North Shields; Wallsend Green; and St. Mary's Island.

Any review of existing Conservation Areas will be guided by a number of criteria relating to character or appearance. Work has already commenced on such reviews, including the preparation of character statements and enhancement proposals.

E16/1 IN REVIEWING EXISTING CONSERVATION AREAS AND THEIR BOUNDARIES THE FOLLOWING CRITERIA WILL BE TAKEN INTO ACCOUNT:

(I) EXISTENCE OF DISTINCTIVE ARCHITECTURAL ENVIRONMENTAL OR HISTORIC CHARACTER WORTH PRESERVING.

- (II) POTENTIAL FOR REINFORCEMENT OR ENHANCEMENT OF A CONSERVATION AREA**
- (III) PRESENCE OF BUILDINGS OR SITES OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST, OR OF ARCHAEOLOGICAL SIGNIFICANCE.**
- (IV) PRESENCE OF A HISTORIC CORE OF A SETTLEMENT OR SUBURB.**
- (V) PRESENCE OF A GROUP OF BUILDINGS PROVIDING AN UNALTERED EXAMPLE OF A PARTICULAR PERIOD, OR WITHIN A LANDSCAPE SETTING OF QUALITY**
- (VI) PRESENCE OF SPECIAL LANDSCAPE CHARACTER**
- (VII) SPECIAL LOCAL, SOCIAL OR CULTURAL RELEVANCE.**

5.63 Four areas have been identified which appear to be of sufficient quality and interest to justify their designation as new Conservation Areas. These are

1. Cullercoats: harbour, original village, nineteenth century residential development, and open space.
2. Benton: areas of Victorian and Edwardian housing, offices, Metro Station and open space.
3. Monkseaton: old village core.
4. Fish Quay, North Shields: including historic buildings relating to military purposes and the fishing industry.

Their full assessment, and detailed definition of boundaries, will be undertaken separately from preparation of this Plan in accordance with a programme under preparation.

5.64 The Council is required to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas in determining planning applications. This requires careful judgement by the Local Planning Authority of the impact of each development proposal in a conservation area and of its various elements. In addition development outside a conservation area may also affect its setting or views into or out of the area. Development Control Policy Statement 8 (Development Within Conservation Areas) sets out criteria which will be taken into account when individual development proposals are considered. The supplementary guidance to be prepared for each conservation area will assist this process. Building design, scale, use of materials, layout, treatment of spaces within and about development and relationship to existing development all take on additional significance in a conservation area. These elements will be closely examined in any proposed scheme to ensure that it does not adversely affect area appearance or character.

E16/2 DEVELOPMENT WHICH WOULD NOT PRESERVE OR ENHANCE THE CHARACTER , APPEARANCE, OR SETTING, OF A CONSERVATION AREA WILL NOT BE PERMITTED. IN ASSESSING A DEVELOPMENT, PARTICULAR CONSIDERATION WILL BE GIVEN TO:

- (I) ITS DESIGN, SCALE, LAYOUT, AND MATERIALS,
- (II) THE IMPACT ON TREES,
- (III) THE TREATMENT OF SURROUNDING SPACES, AND
- (IV) ITS RELATIONSHIP TO SURROUNDING DEVELOPMENT.

5.65 From time to time there may be developments which make a substantial contribution to the enhancement of a Conservation Area, but are contrary to Unitary Development Plan policies relating to other aspects of the development. In addition, in some cases strict application of development control standards would result in a reduction in the contribution made by a development to the enhancement of the conservation area.

E16/3 THE LOCAL PLANNING AUTHORITY WILL IN CONSIDERING A PROPOSED DEVELOPMENT GIVE PARTICULAR WEIGHT TO THE CONTRIBUTION MADE TO THE ENHANCEMENT OF A CONSERVATION AREA BY THE DEVELOPMENT IN APPLYING OTHER POLICIES AND STANDARDS OF THE PLAN.

5.66 Demolition of existing buildings in Conservation Areas can damage the quality and interest of these areas. This can be due to direct loss of architectural or historic interest, or the wider effects on the surrounding area. In addition, demolition of buildings requires a separate consent (Conservation Area Consent) from the local planning authority. In dealing with applications for Conservation Area Consent, the Council will apply the same criteria as set out in Policy E16/4 dealing with development proposals (planning applications) which result in demolition of existing buildings.

5.67 Trees make an important contribution to the character and appearance of most of the borough's conservation areas. Special statutory protection is given to all trees in conservation area, and this is reflected in Policy E16/2.

E16/4 DEVELOPMENT WHICH WOULD RESULT IN THE DEMOLITION OF A BUILDING IN A CONSERVATION AREA WILL NOT BE PERMITTED UNLESS

- AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.**
- (I) REDEVELOPMENT WOULD PRODUCE SUBSTANTIAL COMMUNITY BENEFITS DECISIVELY OUTWEIGHING THE LOSS RESULTING FROM DEMOLITION; AND IN ALL CASES
 - (II) COMPLETION OF THE DEVELOPMENT CAN BE SECURED WITHIN A REASONABLE PERIOD FOLLOWING DEMOLITION TAKING PLACE.
 - (III) REDEVELOPMENT WOULD PRODUCE SUBSTANTIAL COMMUNITY BENEFITS DECISIVELY OUTWEIGHING THE LOSS RESULTING FROM DEMOLITION; AND IN ALL CASES
 - (IV) COMPLETION OF THE DEVELOPMENT CAN BE SECURED WITHIN A REASONABLE PERIOD FOLLOWING DEMOLITION TAKING PLACE.

5.68 It may be necessary for the Local Planning Authority to seek additional powers to control development which would otherwise be permitted under general planning legislation in order to preserve the character of a conservation area. In particular this applies to development within the curtilage of dwellings where certain extensions and alterations to windows, doors and roofs do not normally require planning permission. The adverse consequences of this can be seen in almost all of the borough's conservation areas. The Government has recently introduced measures which allow local planning authorities to make directions withdrawing certain permitted development rights in relation to dwellinghouses after undertaking local consultation and publicity. Other permitted development right withdrawals would still require directions to be approved by the Secretary of State for the Environment. If it is considered that permitted development threatens the overall character or appearance of a conservation area the Local Planning Authority may take advantage of the additional powers available to control such development.

E16/5 IN ORDER TO PROTECT THE APPEARANCE

- AND LOCAL CHARACTER AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.**
- (I) REDEVELOPMENT WOULD PRODUCE SUBSTANTIAL COMMUNITY BENEFITS DECISIVELY OUTWEIGHING THE LOSS RESULTING FROM DEMOLITION; AND IN ALL CASES
 - (II) COMPLETION OF THE DEVELOPMENT CAN BE SECURED WITHIN A REASONABLE PERIOD FOLLOWING DEMOLITION TAKING PLACE.
 - (III) REDEVELOPMENT WOULD PRODUCE SUBSTANTIAL COMMUNITY BENEFITS DECISIVELY OUTWEIGHING THE LOSS RESULTING FROM DEMOLITION; AND IN ALL CASES
 - (IV) COMPLETION OF THE DEVELOPMENT CAN BE SECURED WITHIN A REASONABLE PERIOD FOLLOWING DEMOLITION TAKING PLACE.

Buildings of Special Architectural or Historic Interest

5.69 There are within the borough some 230 buildings or structures which are included on the statutory list of buildings of special architectural or historic interest. Many of these are within existing or proposed conservation areas. Such buildings are subject to strict controls regarding their demolition or external or internal alteration. These works require special consent (Listed Buildings Consent) as well as planning permission for any development. In considering applications for listed building consent the Council will apply the same criteria as set out in policies E17/2 and E17/3 relating to planning applications for the demolition or alteration of a listed building. Listed buildings are in a variety of ownership, use and condition. Currently some are vacant and neglected, others are only partly used. As well as using its powers to protect and conserve the fabric of these buildings both as an owner and as Local Planning Authority, including powers of grant assistance for restoration work, the Council will encourage proposals to bring them into full use of an appropriate nature. In certain cases the Local Planning Authority will consider granting planning consent for uses which would not be normally acceptable where this would ensure the preservation of a listed building otherwise threatened with demolition, or falling into serious disrepair.

E17 PRO INCL SPEC
 AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

E17 CON OF A THE ECON POLI
 AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

5.70 There should be a general presumption in favour of the preservation of listed buildings. Only in extreme circumstances would the Local Planning Authority agree to development resulting in the demolition of a listed building. Before doing so it would need to be satisfied that all avenues had been explored to retain and use the building and that this had proved impracticable. A scheme of development for the site would need to be agreed and a contract for replacement development let before demolition takes place.

E17/2 DEVELOPMENT WHICH WOULD RESULT IN THE DEMOLITION OF A LISTED BUILDING WILL NOT BE PERMITTED UNLESS

- (I) IT IS CLEARLY DEMONSTRABLE THAT NO VIABLE USE FOR THE BUILDING CAN BE FOUND, AND PRESERVATION IN CHARITABLE OR COMMUNITY OWNERSHIP IS NOT FEASIBLE, OR
- (II) REDEVELOPMENT WOULD PRODUCE SUBSTANTIAL COMMUNITY BENEFITS DECISIVELY OUTWEIGHING THE LOSS RESULTING FROM DEMOLITION; AND IN ALL CASES
- (III) COMPLETION OF THE DEVELOPMENT CAN BE SECURED WITHIN A REASONABLE PERIOD FOLLOWING DEMOLITION TAKING PLACE.

5.71 Extensions can obviously affect the character of a listed building and would only be permitted in certain circumstances and subject to close control, with regard to design and use of materials.

5.72 Alterations can be just as damaging to character and particular consideration will be given to the use of materials and design features to match those in the existing building. Use of UPVC as a substitute for timber would almost always be inappropriate. Restoration of original design features in traditional materials would be encouraged. Where internal alterations are proposed the Local Planning Authority would expect that original architectural features would be retained.

E17/3 DEVELOPMENT RESULTING IN ALTERATION OR ADDITION TO A LISTED BUILDING WHICH WOULD ADVERSELY AFFECT ITS SPECIAL ARCHITECTURAL OR HISTORIC INTEREST WILL NOT BE PERMITTED.

5.73 There are certain restrictions on development within the curtilage of listed buildings. Listing status extends to objects or structures fixed to the building or objects or structures within the curtilage in existence before 1 July 1948. Subsidiary buildings within the curtilage therefore often have similar protection to the main building. This assists control over the setting of buildings. It is often important however that attention is given to the wider setting to encourage development which will complement the listed building, to discourage traffic intrusion and to maintain or introduce trees or landscaping. Where listed buildings are situated within conservation areas, positive proposals for enhancement will be published for the whole area.

E17/4 DEVELOPMENTS WHICH WOULD ADVERSELY AFFECT THE SETTING OF A LISTED BUILDING WILL NOT BE PERMITTED. IN CONSIDERING SUCH PROPOSALS THE LOCAL PLANNING AUTHORITY WILL TAKE INTO ACCOUNT:

- (I) THE SCALE, HEIGHT, MASSING, ALIGNMENT AND MATERIALS OF, AND ACCESS TO, THE PROPOSED DEVELOPMENT;
- (II) IMPACT ON ANY GARDENS OR GROUNDS LAID OUT TO COMPLEMENT THE DESIGN OR FUNCTION OF THE LISTED BUILDING;
- (III) EFFECT ON THE RELATIONSHIP BETWEEN THE LISTED BUILDING AND ITS SURROUNDINGS INCLUDING THE GROUPING OF BUILDINGS, AND THE SPACES BETWEEN BUILDINGS.

5.74 There are other buildings and structures within the borough which are considered to have particular architectural or historic interest and their circumstances will be closely monitored and will be taken into account when development is proposed which affects them or their settings. A list of these buildings will be published as a separate document from the UDP, and will be reviewed from time to time.

E17/5 THE LOCAL PLANNING AUTHORITY WILL MAINTAIN A SCHEDULE OF OTHER BUILDINGS OF LOCAL ARCHITECTURAL OR HISTORIC INTEREST. IT WILL SEEK TO GIVE PROTECTION TO BUILDINGS IN THIS SCHEDULE AND WHERE APPROPRIATE WILL RECOMMEND THEM FOR INCLUSION ON THE STATUTORY LIST.

Historic Parks and Gardens

5.75 There is a national register of parks and gardens of special historic interest and the effect of any proposed development on a registered site is a material consideration in determining planning applications. No parks or gardens within the borough are included in the national register. However, a list will be prepared of parks and gardens in the borough which are significant in the regional context, based on work already published by the Tyne and Wear Joint Conservation Team. Protecting the character and setting of these areas will be a material consideration in the determination of relevant development proposals.

E18 ALL DEVELOPMENTS WILL BE REQUIRED TO MAINTAIN THE CHARACTER AND SETTINGS OF HISTORIC PARKS AND GARDENS.

Sites of Archaeological Significance

5.76 There are a number of sites of archaeological importance within the borough including 10 scheduled ancient monuments which are subject to statutory control and protection. Most notable among these are sections of Hadrian's Wall and the fort of Segedunum at Wallsend which are within the Hadrian's Wall Military Zone (HWMZ) a World Heritage Site extending from the Cumbrian coast to the Tyne. This designation reflects the outstanding international importance of the HWMZ. Clifford's Fort at North Shields and the Castle and Priory at Tynemouth also have great importance. The HWMZ as a whole is likely to become a greater tourist attraction through increased promotion and the development of recreational routes along it. It is anticipated that Wallsend as the eastern end of the HWMZ will gain particular significance. Care will be taken to ensure that new development does not have an adverse impact on the zone. A scheme will be prepared to enhance the appearance and setting of that part of the zone within the borough taking into account the Hadrian's Wall World Heritage Site Management Plan (July 1996), and published as supplementary planning guidance.

5.77 There are many other sites of archaeological interest, however, including sites where Anglo-Saxon, Roman and earlier finds have been made, the sites of old villages, mediaeval field systems and early industrial sites including many associated with the coal industry. A register of sites and monuments of archaeological interest is maintained by the Tyne and Wear Specialist Conservation Team and can be inspected at the Council's offices.

5.78 Archaeological remains are a finite and non-renewable resource. They are valuable both for their own sake and for their role in education, leisure, and tourism. Government planning policy advice is contained in PPG16 (Archaeology and Planning). The principle on which the Local Planning Authority will operate is to protect and enhance important monuments and sites and their settings. This would of course include all scheduled ancient monuments. Those presently scheduled are identified on the Proposals Map. It would seek to preserve other sites and monuments in situ. Where a proposal is received which could affect a site of interest or potential the applicant will be required to undertake a preliminary impact assessment and where necessary an archaeological field evaluation before the application is determined. If it is shown that it is inappropriate or impossible to

5 THE ENVIRONMENT

preserve the remains in situ the applicant will be required to arrange for investigation and recording of the remains before development starts. Where finds are made in other areas as a result of development the developer should notify the Local Planning Authority so that an investigation can be undertaken. Where conflict arises between archaeological and development interests the British Archaeologists and Developers Liaison Group Code of Practice will form a basis of reconciliation.

E19 THE LOCAL PLANNING AUTHORITY WILL PROTECT THE SITES AND SETTINGS OF SITES OF ARCHAEOLOGICAL IMPORTANCE FROM DAMAGING DEVELOPMENT; AND WILL SEEK TO ENHANCE THE SETTING AND INTERPRETATION OF SITES OF A RCHAEOLOGICAL IMPORTANCE.

E19/1 AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

E19/2 DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE ARCHAEOLOGY OR SETTING OF THE HADRIAN'S WALL MILITARY ZONE,AS DEFINED ON THE PROPOSALS MAP, WILL NOT BE PERMITTED.

E19/3 THE LOCAL PLANNING AUTHORITY WILL PREPARE A SCHEME TO IMPROVE THE APPEARANCE AND SETTING OF THAT PART OF THE HADRIAN'S WALL MILITARY ZONE WITHIN THE BOROUGH.

E19/4 AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

E19/5 WHERE DEVELOPMENT IS PROPOSED WHICH MAY AFFECT THE INTERESTS OF SITES OF ARCHAEOLOGICAL IMPORTANCE THE APPLICANT WILL BE REQUIRED TO PRESERVE ARCHAEOLOGICAL REMAINS IN SITU UNLESS THIS IS CLEARLY INAPPROPRIATE OR DESTRUCTION OF THE REMAINS IS DEMONSTRABLY UNAVOIDABLE, IN WHICH CASE A PROGRAMME OF ARCHAEOLOGICAL WORKS WILL BE REQUIRED TO BE SUBMITTED AND AGREED WITH THE LOCAL PLANNING AUTHORITY BEFORE THE START OF DEVELOPMENT.

E19/6 WHERE ASSESSMENT AND EVALUATION HAVE ESTABLISHED THAT PROPOSED DEVELOPMENT WILL AFFECT A SITE OR AREA OF ARCHAEOLOGICAL INTEREST THE APPLICANT WILL BE REQUIRED TO PRESERVE ARCHAEOLOGICAL REMAINS IN SITU UNLESS THIS IS CLEARLY INAPPROPRIATE OR DESTRUCTION OF THE REMAINS IS DEMONSTRABLY UNAVOIDABLE, IN WHICH CASE A PROGRAMME OF ARCHAEOLOGICAL WORKS WILL BE REQUIRED TO BE SUBMITTED AND AGREED WITH THE LOCAL PLANNING AUTHORITY BEFORE THE START OF DEVELOPMENT.

E19/7 WHERE ARCHAEOLOGICAL REMAINS OR ARTEFACTS ARE DISCOVERED DURING THE COURSE OF DEVELOPMENT ON PREVIOUSLY UNIDENTIFIED SITES THE LOCAL PLANNING AUTHORITY SHOULD BE NOTIFIED IMMEDIATELY AND SUCH FINDS SHOULD NOT BE UNNECESSARILY DAMAGED OR REMOVED.

The Rural Environment

5.79 Large areas of the borough lie outside the main built-up area and are undeveloped. Some 25% is in agricultural production. While the undeveloped land is concentrated in the northern part of the borough it is fragmented by development. Fingers of development extend northwards towards the borough boundary in the west (Wideopen/Seaton Burn and Forest Hall/Longbenton/Killingworth) in the centre (Shiremoor/Backworth) and in the east (Monkseaton/Earsdon and Whitley Bay). Beyond the borough boundary to north and west there are other substantial settlements. This pattern of development does have the benefit of giving much of the borough's population easy access to open countryside. The value of the undeveloped areas is in the visual variety it gives as a landscape, as a recreational resource and for its natural history interest.

5.80 The Local Planning Authority will continue to treat the open countryside as a valuable resource to be maintained. Enhancement of the appearance and assets of the open areas will be encouraged. Open land on the edge of the built up areas is particularly susceptible to vandalism and neglect. Here in particular there is a need for positive landscape treatment and the encouragement of uses which can form a buffer between urban and rural areas such as certain kinds of recreational use.

Green Belt

- 5.81 Although so much of the Borough is rural open land only a limited area to the west of Seaton Burn and Wideopen is formally designated as Green Belt. This is part of a Green Belt area which surrounds the remainder of the Tyneside conurbation.
- 5.82 In approving the Tyne and Wear County Structure Plan in 1981 the Secretary of State for the Environment excluded a proposed extension of the Green Belt eastwards across North Tyneside. Although accepting the principle of Green Belt in the northern part of the borough he considered that further justification was required and that any proposals should be presented in conjunction with proposals for its extension into South East Northumberland. An alteration was subsequently proposed to the Tyne and Wear Structure Plan specifically extending Green Belt across North Tyneside to the coast but this was not accepted by the Secretary of State because of the then impending abolition of the County Council.
- 5.83 The Tyne and Wear Green Belt Local Plan which was adopted by the former County Council in 1985 defined the precise boundaries of the Green Belt within the county. The purpose of the existing Green Belt is to check urban sprawl, to safeguard the countryside and to prevent neighbouring towns and settlements merging. It also assists urban regeneration by channelling development activity into the urban area and conserving land and energy resources.
- 5.84 In Strategic Guidance to the Tyne and Wear authorities for UDP preparation the DoE has requested the Council to consider an extension of the Green Belt into North Tyneside. Northumberland County Council in a review of its Structure Plan and Blyth Valley Borough Council in its deposit district local plan are currently proposing a complementary area of Green Belt in South East Northumberland.
- 5.85 PPG2 (Green Belts) issued in January 1995 has confirmed the purposes of Green Belt designation, set down objectives for land use within Green Belt areas and re-defined development control policies.
- 5.86 A Green Belt has therefore been defined which satisfies the criteria contained in PPG2 (Green Belts) and provides long term protection from development for much of the Borough's open area.

5.87 PPG2 (Green Belts) states that the most important attribute of Green Belts is their openness and this is reflected in the objectives specified for the use of land within them. These are concerned with outdoor recreational activities, landscape protection and improvement, nature conservation and the traditional commercial activities of agriculture and forestry. It is noted, however, that 'the extent to which the use of land fulfils these objectives is not itself a material factor in the inclusion of land within a Green Belt or in its continued protection. The purposes of including land in Green Belts are of paramount importance and take precedence over the land use objectives'.

E20 A GREEN BELT IS DEFINED WHICH:

- (I) EXTENDS THE EXISTING GREEN BELT ACROSS THE BOROUGH TO THE COAST.
- (II) CHECKS THE UNRESTRICTED SPREAD OF THE BUILT-UP AREA OF NORTH TYNESIDE.
- (III) PREVENTS THE MERGING OF THE FOLLOWING SETTLEMENTS: KILLINGWORTH WITH WIDEOPEN, DUDLEY/ANNITSFORD AND SEG HILL; SHIREMOOR/BACKWORTH WITH SEG HILL AND SEATON DELAVAL/HOLYWELL; WHITLEY BAY WITH SHIREMOOR, SEATON DELAVAL/HOLYWELL AND SEATON SLUICE:
- (IV) MAINTAINS THE SEPARATE CHARACTER OF: SEATON BURN, WIDEOPEN/ BRUNSWICK GREEN, DUDLEY/ANNITSFORD, AND EARSDON
- (V) ASSISTS IN THE REGENERATION OF THE OLDER PARTS OF THE URBAN AREA
- (VI) SAFEGUARDS THE BOROUGH'S COUNTRYSIDE FROM FURTHER ENCROACHMENT

E20/1 WITHIN THE GREEN BELT, THE BOUNDARIES OF WHICH ARE SHOWN ON THE PROPOSALS MAP, THE LOCAL PLANNING AUTHORITY WILL MAINTAIN AND ENFORCE AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

- (I) EXTENDS THE EXISTING GREEN BELT ACROSS THE BOROUGH TO THE COAST.
- (II) CHECKS THE UNRESTRICTED SPREAD OF THE BUILT-UP AREA OF NORTH TYNESIDE.
- (III) PREVENTS THE MERGING OF THE FOLLOWING SETTLEMENTS: KILLINGWORTH WITH WIDEOPEN, DUDLEY/ANNITSFORD AND SEG HILL; SHIREMOOR/BACKWORTH WITH SEG HILL AND SEATON DELAVAL/HOLYWELL; WHITLEY BAY WITH SHIREMOOR, SEATON DELAVAL/HOLYWELL AND SEATON SLUICE:
- (IV) MAINTAINS THE SEPARATE CHARACTER OF: SEATON BURN, WIDEOPEN/ BRUNSWICK GREEN, DUDLEY/ANNITSFORD, AND EARSDON
- (V) ASSISTS IN THE REGENERATION OF THE OLDER PARTS OF THE URBAN AREA
- (VI) SAFEGUARDS THE BOROUGH'S COUNTRYSIDE FROM FURTHER ENCROACHMENT

5 THE ENVIRONMENT

5.88 The Tyne and Wear Green Belt Local Plan which was adopted by the former County Council in 1985 provided a set of development control policies to operate within it. These policies have applied to the limited areas of land already designated as Green Belt within the borough. Development control policies are now proposed for the existing and extended Green Belt designation which are in line with PPG2 (Green Belts). Designation strictly limits the type of development which would be allowed.

5.89 In general terms permission would not be given for inappropriate development which by definition would be harmful to the Green Belt. This would include development which would prejudice a purpose of the Green Belt or prejudice fulfilment of a Green Belt objective or would not maintain a high environmental standard.

E20/2 PERMISSION WILL NOT BE GIVEN FOR ANY INAPPROPRIATE DEVELOPMENT WHICH WOULD BE HARMFUL TO THE GREEN BELT BY:

- (I) PREJUDICING A PURPOSE OF THE GREEN BELT (SEE POLICY E20)
- (II) PREJUDICING FULFILMENT OF AN OBJECTIVE OF THE GREEN BELT (SEE POLICY E20/1)
- (III) FAILING TO MAINTAIN HIGH ENVIRONMENTAL STANDARDS WHICH ARE EXPECTED IN THE GREEN BELT

5.90 Construction of new buildings in the Green Belt would be inappropriate unless it is for certain closely defined purposes which are considered acceptable. Agriculture and forestry and essential facilities for outdoor sport and outdoor recreation, for cemeteries and for other uses of land which preserve the openness of the Green Belt are purposes which are acceptable in principle.

E20/3 WITHIN THE GREEN BELT THERE WILL BE A PRESUMPTION AGAINST PLANNING PERMISSION BEING GIVEN FOR NEW BUILDINGS UNLESS THEY ARE FOR THE FOLLOWING PURPOSES:-

- (I) AGRICULTURE AND FORESTRY
- (II) ESSENTIAL FACILITIES FOR OUTDOOR SPORT AND OUTDOOR RECREATION
- (III) ESSENTIAL FACILITIES FOR CEMETERIES
- (IV) ESSENTIAL FACILITIES FOR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND WITHIN IT.
- (V) ALTERATION AND REPLACEMENT OF EXISTING DWELLINGS

continued...

(VI) EXTENSION OF EXISTING DWELLINGS, PROVIDED THESE DID NOT INCREASE THE SIZE OF THE ORIGINAL DWELLING BY MORE THAN 25% IN TERMS OF THE GROSS FLOOR AREA OR INVOLVE A MATERIAL INCREASE IN ITS HEIGHT AND IT DID NOT CREATE A NEW DWELLING.

5.91 It is important that where a new building is justified within the Green Belt for an appropriate purpose, care should be taken that the visual amenities of the Green Belt will not be damaged either by unsuitable siting or design, for instance in a prominent location unrelated to other development. Generally conversion of an existing building or its location within a group of existing buildings would avoid detrimental visual impact.

E20/4 WHERE A NEW BUILDING IS PROPOSED, FOR A PURPOSE COVERED BY POLICY E20/3 SUCH DEVELOPMENT WILL BE EXPECTED TO BE LOCATED AND CONSTRUCTED IN SUCH A WAY THAT IT WOULD MINIMISE VISUAL DETRIMENT TO THE LANDSCAPE. THE CONVERSION OF AN EXISTING BUILDING OR LOCATION OF A NEW BUILDING WITHIN OR ADJACENT TO AN EXISTING BUILDING GROUP WOULD NORMALLY BE PREFERABLE IN THESE CIRCUMSTANCES.

5.92 Limited extension or alteration of an existing dwelling within the Green Belt would generally be permitted subject to an acceptable design but formation of a further dwelling within the altered or extended building would usually not be acceptable. A proposal for the latter, or for the siting of a residential caravan would all be treated as if they were for new dwellings in the Green Belt and would have to be justified.

E20/5 PROPOSALS FOR THE SITING OF A RESIDENTIAL CARAVAN WITHIN THE GREEN BELT WILL BE CONSIDERED AS IF THE PROPOSAL WAS FOR A NEW DWELLING.

5.93 The change of use or re-use of buildings would not normally threaten the purposes or objectives of the Green Belt or indeed its openness and therefore would usually be acceptable. If, however, the proposed use is likely to have an impact on the openness of the Green Belt then the change would not normally be permitted. This would also be the case if the buildings are not of permanent or substantial construction or if they are out of keeping with their surroundings.

E21/2 WITHIN THE AREA DEFINED AS SAFEGUARDED LAND ENVIRONMENTAL IMPROVEMENTS WILL BE SOUGHT. PRIORITY WILL BE GIVEN TO LAND WHICH IS DERELICT, OR ON THE URBAN FRINGE, OR ALONGSIDE TRANSPORT OR RECREATION CORRIDORS.

Open Break - Killingworth

5.97 Open land to the south of Killingworth forms a valuable break between the built up areas of West Moor, Forest Hall and Palmersville to the south, and Killingworth to the north. It also forms part of the setting of Killingworth Village, a Conservation Area. Much of the land is to be retained in its open state through policies protecting open space. This protection is completed by protecting the open nature of other land in this location.

E22 DEVELOPMENT WITHIN THE OPEN LAND FORMING A BREAK BETWEEN THE BUILT UP AREAS OF KILLINGWORTH VILLAGE AND FOREST HALL/PALMERSVILLE, AS DEFINED ON THE PROPOSALS MAP, WILL NOT BE PERMITTED WHERE IT WOULD ADVERSELY AFFECT THAT OPEN BREAK OR THE CHARACTER OF THE KILLINGWORTH VILLAGE CONSERVATION AREA.

Trees and Woodland in the Countryside

5.98 The open countryside of the borough is dominated by agriculture. There is very little woodland and tree cover generally is sparse. Tree planting has most often been associated with reclamation schemes such as at Backworth 'C' Pit and Rising Sun. In parts of the rural area hedgerows have been removed to facilitate arable farming. The lack of substantial tree cover and absence of strong hedgerows combined with the topography of the coastal plain tends to produce a bland landscape although in parts long distance views are important. It is important that the Local Planning Authority protects existing trees and encourages or implements new tree planting. Some groups of trees within the rural area are already protected by tree preservation orders. In addition, important hedgerows in the countryside are now protected from removal under the Environment Act 1997. Mature trees improve the landscape and they can provide a commercial crop with proper management. There are various opportunities for supplementing planting in the rural area. Grants are available for woodland and hedgerow planting from various bodies. The Council also has the opportunity to plant trees on land it owns, or to work with other landowners to implement new tree planting. New planting in rural areas should be of local native species.

E23 THE LOCAL PLANNING AUTHORITY WILL SEEK TO PROTECT AND CONSERVE MATURE TREES AND HEDGEROWS, WHEREVER POSSIBLE IN THE COUNTRYSIDE AND WILL ENCOURAGE FURTHER TREE AND HEDGEROW PLANTING WITH NATIVE SPECIES WHEREVER PRACTICABLE AND APPROPRIATE.

5.99 There are at least three ways in which the Local Planning Authority can specifically encourage woodland planting. Derelict land reclamation presents an opportunity for direct action and woodland planting is likely to feature in proposed schemes at Weetslade and at Fenwick and Eccles where it does not conflict with the nature conservation value of the sites. Where there are private schemes which involve earthmoving the authority can require restoration works which include woodland planting. The authority can also promote the establishment of community woodlands. The latter are financially assisted by the Forestry Authority and are targeted to areas close to towns and cities where opportunities for woodland recreation are limited. These woodlands must be accessible for informal public recreation. Three Council-owned sites are suggested initially.

E23/1 NEW WOODLAND PLANTING WILL BE SPECIFICALLY ENCOURAGED BY:

- (I) INCLUDING PROPOSALS IN DERELICT LAND RECLAMATION SCHEMES IN RURAL AREAS WHICH ARE TO BE UNDERTAKEN BY THE COUNCIL, NOTABLY AT THE FORMER COLLIERY SITES AT WEETSLADE, FENWICK AND ECCLES.
- (II) REQUIRING PRIVATE LANDOWNERS AND DEVELOPERS WHO ARE TO CARRY OUT MINERAL EXTRACTION, WASTE DISPOSAL OR OTHER EARTHMOVING SCHEMES WITHIN THE RURAL AREA TO INCLUDE SIGNIFICANT AREAS OF WOODLAND IN APPROPRIATE RESTORATION SCHEMES.
- (III) PROMOTING THE CREATION OF COMMUNITY WOODLANDS.

E23/2 THE CREATION OF COMMUNITY WOODLANDS IS PROPOSED AT THE FOLLOWING LOCATIONS AS SHOWN ON THE PROPOSALS MAP:

- (1) BIG WATERS DEPOT
- (2) ANNITSFORD FARM
- (3) RISING SUN

Agriculture

5.100 Some 2,000 ha of land or about a quarter of the area of the Borough is in agricultural use. This is dominated by cereal growing which has a major

influence on the appearance of the Borough's countryside. The trend is for the area of agricultural land to reduce because of development and more recently as a result of EU agricultural policy. During the 1980's the area of agricultural land in the borough declined by some 10%. The current setaside scheme provides an incentive for farmers to reduce production in the arable sector. At the same time farmers are being encouraged to pursue environmental objectives, including the conservation and enhancement of natural beauty, wildlife and public enjoyment of the countryside. There are environmental requirements built into the setaside scheme.

5.101 Nevertheless Government advice is that the potential of the best and most versatile agricultural land should be maintained as a long term safeguard. Within the Borough this is land which is classified Grade 2 and 3a by the Ministry of Agriculture, Fisheries and Food.

E24 PERMANENT DEVELOPMENT OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND WILL NOT BE PERMITTED WHERE:

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

(I)

(II)

(III)

AN OVERRIDING ENVIRONMENTAL VALUE.

Horses

5.102 The use of land for keeping horses for non agricultural purposes and for buildings to house them normally requires planning permission. There appears to be increasing pressure for such development close to urban areas, and undoubtedly such activities serve a useful recreational purpose (see Open Space and Recreation chapter). Small stables for outdoor sport and outdoor recreation may be acceptable in both Green Belt and safeguarded land. However such developments can harm the appearance of areas of countryside already under pressure owing to its urban fringe location, due to high intensity of use, the presence of jumps etc, and poorly designed or maintained buildings. As with any proposed development, in some cases highway safety may be an issue. Accordingly the following policy will be applied by the Council to such development:

E25 DEVELOPMENT COMPRISING OF THE ERECTION OF STABLES/HORSE SHELTERS, OR FOR THE USE OF LAND FOR KEEPING OF HORSES WILL ONLY BE PERMITTED WHERE:

- (I) THE PROPOSAL IS NOT DETRIMENTAL TO THE APPEARANCE OF THE AREA DUE TO ITS DESIGN OR LOCATION, AND**
- (II) ADEQUATE ACCESS FROM LOCAL ROADS AND ADEQUATE ON SITE PARKING ARE AVAILABLE, AND**
- (III) ADEQUATE FACILITIES ARE READILY AVAILABLE FOR EXERCISE AND RECREATION.**

The Coast

5.103 The coast including the river estuary is the outstanding element in the environment of the Borough. Although mostly backed by urban areas the coastal strip has generally been maintained in an open state. It is also predominantly in public ownership. An important consideration is that the coastline is dynamic and requires management or protection in the face of the natural forces of the sea and the wind.

5.104 Its natural qualities and man made features generate conflicting interests which need to be reconciled. Visually it is very attractive and it is also recognised as being of national and international nature conservation importance. It has archaeological and historic sites, and it offers a variety of recreational facilities mainly but not exclusively outdoors. Its attractions support a significant tourist industry which makes an important contribution to economic activity in the borough. The basic issue is therefore to strike a balance between human activity and protection of the natural environment.

5.105 It is considered that this can only be achieved by protecting the area between the coastal road and mean low water (beyond which the local planning authority has no development control powers) from most types of development. This is in accordance with national planning advice (PPG20 - Coastal Planning) that normally only development requiring a coastal site should be permitted in such locations. The key to balancing human activity and the natural environment is however a management plan to regulate the use of the defined area of coastal protection.

E26 AN AREA OF COASTAL PROTECTION IS DEFINED ON THE PROPOSALS MAP, WHOSE OPEN CHARACTER WILL BE MAINTAINED AND WHERE POSSIBLE ENHANCED. ITS TOURISM AND RECREATIONAL POTENTIAL WILL BE ENCOURAGED TO THE EXTENT THAT THIS DOES NOT ADVERSELY AFFECT ITS LANDSCAPE AND NATURE CONSERVATION VALUE. LAND MANAGEMENT PRACTICES WHICH WOULD ACHIEVE A BALANCE OF THESE INTERESTS WILL BE ENCOURAGED.

E26/1 DEVELOPMENT WITHIN THE AREA OF COASTAL PROTECTION WILL NOT BE PERMITTED UNLESS

- (I) IT DOES NOT ADVERSELY AFFECT THE LANDSCAPE OR NATURE CONSERVATION VALUE OF THE COAST, OR**
- (II) THE NATURE OF THE DEVELOPMENT REQUIRES A COASTAL LOCATION.**

IN ALL CASES WHERE DEVELOPMENT IS PERMITTED, APPROPRIATE MEASURES OF MITIGATION OF, OR COMPENSATION FOR, ANY ADVERSE EFFECTS WILL BE SECURED, WHERE APPROPRIATE THROUGH PLANNING CONDITIONS OR PLANNING OBLIGATIONS.

Minerals

5.106 This Plan is specifically required to contain policies for minerals which in non-metropolitan areas would be contained in minerals local plans. The Council as a metropolitan district is the minerals planning authority for its own area.

5.107 Minerals can be divided into two broad categories-energy and non-energy. The former comprises coal, oil and gas.

Non-energy minerals

5.108 The Tyne and Wear Minerals Local Plan has since its approval in 1989 provided a policy context for the working of non-energy minerals in the metropolitan county. It was initiated by the former Tyne and Wear County Council.

5.109 Non-energy minerals can in turn be divided into aggregates and non aggregates. The former includes sand and gravel, crushed rock and other suitable materials such as pulverised fuel ash and also waste material resulting from the quarrying of other minerals. Non aggregates cover other construction minerals such as brick clay, building stone and slate and also metalliferous minerals.

5.110 The Tyne and Wear Minerals Local Plan has provided for the county's contribution to aggregates production as required by national and regional guidelines. These guidelines (MPG6) were revised in April 1994 and revised county contributions within the Northern Region have subsequently been agreed. None of this provision is, however, to come from North Tyneside, there being no known workable reserves of the relevant minerals in the borough. Sea-dredged aggregates are, however, landed in the borough at Howdon Wharf and the new guidelines require an increased contribution from imported materials which could necessitate the provision or extension of river wharfage. The guidelines also indicate an increased contribution from secondary resources, principally recycled construction materials, which could also have implications for the borough. Such recycling is encouraged by waste policy E30.

5.111 The Minerals Local Plan also made provision for the recovery of non-aggregates and again proposed no contribution from North Tyneside. The only possible known sources of non-aggregate production in the borough are the fireclay which could be worked in association with coal, as was recently proposed at Burradon Farm, and the sandstone resources which exist in the northern part of the borough. These latter resources represent the thickest sandstone beds in the Coal Measures sequence in the county but are untested in terms of quality and physical and chemical characteristics. The county's supply of building sandstone currently comes from Springwell Quarry in Gateshead where there are extensive permitted reserves. In current and foreseeable circumstances it is not considered necessary to specifically safeguard any sandstone resources in the borough.

E27 IN CONSIDERING ANY APPLICATIONS FOR THE EXTRACTION OF NON-ENERGY MINERALS THE LOCAL PLANNING AUTHORITY WILL HAVE REGARD TO NATIONAL AND REGIONAL GUIDELINES RELATING TO THE SUPPLY OF THE SPECIFIC MINERAL TYPE. BEARING IN MIND THE LEVEL OF NEED ESTABLISHED AND THE AMOUNT OF PROVISION MADE ELSEWHERE IN THE REGION EXTRACTION OF NON-ENERGY MINERALS WILL ONLY BE PERMITTED IN ASSOCIATION WITH OPENCAST COAL EXTRACTION APPROVED UNDER POLICY E28.

Energy Minerals

5.112 The Tyne and Wear Minerals Local Plan did not deal with energy minerals. Of these only coal is known to constitute workable reserves in the

borough. The impact of oil and gas production is significant in the borough but only to the extent that it accommodates support and construction bases for North Sea installations.

5.113 The borough has a long history of coal working with coal measures having been accessible to deep mining across the whole area. The coal measures are generally overlain by superficial deposits such as boulder clay. The last deep mine in the borough, at Brenkley, Seaton Burn, closed in 1985. In places the coal bearing seams are not far below the surface and there are several outcrops. Since 1945 this has led to opencast working of a number of areas. Most recently two small sites known as Spine Road East and Spine Road West respectively east and west of the A19 north and west of its junction with the A191 have been worked. Both have been restored.

5.114 National planning guidance on coal mining is provided by MPG3, revised in March 1999. This indicates that planning authorities are now expected to determine the acceptability of proposals on an individual basis, paying particular regard to environmental impact as well as all other material considerations; and that there will normally be a presumption against development unless strict environmental tests can be satisfied. These tests should be especially strictly applied within the Green Belt.

5.115 Government guidance does acknowledge, however that opencasting can, in some cases, help to clear derelict or despoiled land, or remove instability from old mineral workings where this is an essential prerequisite to site development. In such circumstances it recommends that proposals for site restoration, and the extent to which the overall proposals provide benefits to the community, should be weighed against the severity of the harm likely to be caused while development is in progress, and the timescale for restoration. It also indicates a further responsibility to ensure that provision for other development does not unnecessarily sterilise coal resources where these might be removed in a way which is likely to satisfy the very strict environmental safeguards applicable.

E28 IN CONSIDERING PROPOSALS FOR THE EXTRACTION OF COAL THE FOLLOWING GUIDELINES WILL BE ADOPTED:

- (I) **THERE SHOULD BE A PRESUMPTION AGAINST COAL EXTRACTION, WHETHER OPENCAST OR DEEP MINE, UNLESS IT CAN BE CLEARLY SHOWN EITHER THAT PROPOSALS WILL NOT HAVE A SIGNIFICANT ENVIRONMENTAL IMPACT**

continued...

- (II) **IN RELATION TO BOTH LOCAL COMMUNITIES AND THE WIDER ENVIRONMENT, OR THAT THEY CAN BE MADE ENVIRONMENTALLY ACCEPTABLE BY PLANNING CONDITIONS OR OBLIGATIONS.**
- IN EXCEPTIONAL CIRCUMSTANCES WHERE OPENCAST COAL WORKING IS PROPOSED SOLELY FOR THE PURPOSES OF CLEARING DERELICT AND DESPOILED LAND, OR TREATING LAND INSTABILITY ARISING FROM FORMER WORKINGS, PROPOSALS FOR SITE RESTORATION, AND THE EXTENT TO WHICH THE SCHEME BENEFITS THE COMMUNITY, WILL BE WEIGHED AGAINST THE SEVERITY OF HARM LIKELY TO BE CAUSED WHILE DEVELOPMENT IS IN PROGRESS AND THE TIMESCALE FOR SITE RESTORATION AND REGENERATION.**

THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT PROVISION FOR OTHER DEVELOPMENT DOES NOT UNNECESSARILY STERILISE COAL RESOURCES WHERE IT IS LIKELY THAT PROPOSALS FOR THEIR REMOVAL CAN SATISFY THE VERY STRICT ENVIRONMENTAL SAFEGUARDS REQUIRED.

All Minerals

5.116 There are many factors which need to be taken into account in assessing the community costs and benefits of a mineral extraction scheme. These have to be considered individually and in combination to reach a balanced judgement. Environmental impact is of particular importance. A site which is close to a settlement or can be viewed from an important transport route, which has some landscape value and which is to remain open in the long term, would in principle be open to greater objection than a site on derelict land or which is to be developed for housing or industry. It is also likely to be the case that in an area of restricted size and with a substantial population such as North Tyneside almost any mineral working proposal would raise some valid environmental objection. At the same time economic factors such as a need for the mineral or employment provision can be significant. A specific consideration would be the prospect of sterilisation of mineral reserves by other development.

5.117 Mineral working proposals in Green Belt areas raise particular issues. Although not unacceptable in principle the MPA would need to be sure that the particular purposes and objectives of the Green Belt (see policies E20 and E20/1) would not be prejudiced and that high environmental standards would be maintained and the site well restored.

E29 IN DETERMINING ANY APPLICATION FOR MINERAL EXTRACTION THE LOCAL PLANNING AUTHORITY WILL TAKE INTO ACCOUNT THE FOLLOWING PRINCIPAL FACTORS:

- (I) THE PROPOSED SCALE AND DURATION OF OPERATIONS.
- (II) THE RELATIONSHIP OF THE SITE TO KNOWN MINERAL RESERVES WITHIN NEIGHBOURING OR NEARBY SITES.
- (III) ANY PROPOSALS FOR OTHER FORMS OF DEVELOPMENT ON THE SITE AND IN PARTICULAR THOSE WHICH MIGHT STERILISE MINERAL RESERVES.
- (IV) THE PROXIMITY OF THE SITE TO HOUSING OR OTHER SENSITIVE DEVELOPMENT AND THE ANTICIPATED EFFECT ON THE AMENITIES OF RESIDENTS OR OCCUPANTS IN RESPECT OF NOISE, DUST, VIBRATION, VISUAL INTRUSION AND GENERAL DISTURBANCE.
- (V) THE EFFECT OF TRAFFIC TO AND FROM THE SITE ON THE ROAD SYSTEM AND ITS IMPACT ON NEARBY SETTLEMENTS OR RESIDENTIAL AREAS.
- (VI) THE EFFECT ON THE CHARACTER AND QUALITY OF THE LANDSCAPE OF THE SITE AND ITS SURROUNDINGS BOTH DURING AND AFTER OPERATIONS.
- (VII) THE IMPACT ON GREEN BELT.
- (VIII) THE EFFECT ON FEATURES OR AREAS OF ARCHAEOLOGICAL, HISTORIC, GEOLOGICAL OR NATURE CONSERVATION VALUE AND ON WILDLIFE.
- (IX) THE EFFECT ON AGRICULTURAL LAND QUALITY, FARM STRUCTURE AND OPERATIONS.
- (X) THE EFFECT ON THE DRAINAGE OF THE AREA WITH PARTICULAR REGARD TO THE POSSIBLE POLLUTION OF WATERCOURSES OR FLOODING.
- (XI) THE VISUAL IMPACT OF THE SITE WHEN IN OPERATION ON THE USERS OF MAIN ROADS AND THE RAIL NETWORK.
- (XII) THE EXISTENCE WITHIN THE SITE OF OTHER MINERAL DEPOSITS WHICH COULD BE EXTRACTED IN COMMERCIALY VIABLE QUANTITIES.
- (XIII) THE IMPACT IN TERMS OF EMPLOYMENT TAKING ACCOUNT OF JOBS WHICH WOULD BE PROVIDED AS AGAINST JOBS OR POTENTIAL JOBS IN THE WIDER MARKET WHICH MIGHT BE LOST AS A RESULT OF THE DEVELOPMENT.
- (XIV) WHETHER ANY PART OF THE SITE TO BE WORKED IS DERELICT OR CONTAMINATED AND THE DEVELOPMENT WOULD SECURE ITS RESTORATION.
- (XV) THE LEVEL OF NEED ESTABLISHED FOR THE MINERAL TYPE AND QUALITY AND THE AMOUNT OF PROVISION MADE ELSEWHERE IN THE REGION. IN THE CASE OF COAL IT WILL BE NECESSARY FOR INDIVIDUAL OPERATORS TO JUSTIFY THEIR PROPOSALS IN THE LIGHT OF MARKET CONDITIONS.

5.118 If a proposal for mineral working is in principle acceptable to the MPA, it will need to be satisfied that its environmental impact on neighbouring communities would be minimised. It will also seek to ensure that restoration is tailored to the after-use and that the site can be quickly assimilated into the surrounding landscape. On a large site progressive restoration would be required. Where possible long term enhancement to the landscape would be the objective. The MPA will prepare further guidance to assist potential developers to meet detailed requirements. These requirements will normally be reflected in conditions imposed on the consent. Where such matters cannot be sufficiently controlled by means of planning conditions alone the Local Planning Authority may seek appropriate planning obligations to ameliorate harm or to secure relevant and legitimate local benefits which outweigh that harm.

E29/1 BEFORE APPROVING ANY APPLICATION FOR MINERAL WORKING THE LOCAL PLANNING AUTHORITY WILL NEED TO BE SATISFIED THAT THE SCHEME PROVIDES FOR:

- (I) PHASED WORKING AND RESTORATION TO REDUCE OVERALL IMPACT.
- (II) THE SCREENING OF WORKING AND OF ANCILLARY BUILDINGS AND PLANT.
- (III) THE PROTECTION OF THE LOCAL ENVIRONMENT AND NEARBY COMMUNITIES FROM THE IMPACT OF NOISE, DUST, VIBRATION AND TRAFFIC MOVEMENT.
- (IV) THE DISPOSAL OF MINERAL WASTE.
- (V) AN ACCEPTABLE SYSTEM OF DRAINAGE.
- (VI) RESTORATION TREATMENT AND AFTER-CARE APPROPRIATE TO THE AGREED AFTER-USE. PREFERRED AFTER USES INCLUDE PUBLIC OPEN SPACE, OUTDOOR RECREATION AND WOODLAND.
- (VII) INCORPORATION AND ESTABLISHMENT OF TREE AND HEDGEROW PLANTING, NATURE CONSERVATION FEATURES AND PROVISION AND MAINTENANCE OF PUBLIC ACCESS WHERE APPROPRIATE.
- (VIII) OTHER BENEFITS WHICH MAY BE RELEVANT TO AFFECTED COMMUNITIES.

Waste Disposal

5.119 This Plan is required to contain land use policies for the treatment and disposal of waste which in non-metropolitan areas would be contained in waste local plans

5.120 Central Government policy on waste disposal is related to the Environmental Protection Act (EPA) and is expressed in its strategy documents, 'This Common Inheritance' 'Making Waste Work' and 'Sustainable Development'. Advice on waste disposal matters is given to Local Planning Authorities in PPG23 ('Planning and Pollution Controls'). The framework of Government policy is

- to minimise the amount of waste produced
- to make the best use of the waste that is produced
- to minimise pollution from waste and
- to define a hierarchy of waste management options. At the head of the latter is reduction followed by re-use, recovery and disposal.

5.121 The Government is seeking to minimise waste production by its introduction of integrated pollution control to be operated by HMIP for those industrial processes which are potentially most polluting and by encouraging development of cleaner technology. It also, however, encourages the manufacture of products that are likely to result in less waste when they are used, for instance by using less packaging, by using re-useable or recyclable materials or by producing longer lasting products.

5.122 Re-use of packaging and containers will reduce waste and has further potential although account has to be taken of the raw material and energy demands involved in the process e.g. cleaning and transportation.

5.123 Recovery involves collecting materials from waste and processing them to produce marketable products, recycling, composting and production of energy from waste. Again there is considerable scope for action although in some circumstances recovery could have a greater impact on the environment than disposing of the waste and manufacturing anew. The Government's primary national target for the management of waste is currently to reduce the proportion of controlled waste going to landfill from the present 70% to 60% by 2005, and to recover 40% of municipal waste by 2005, as well as achieving 25% recycling or composting as soon as possible. A system of recycling credits whereby savings in landfill costs is passed on to those who remove materials for recycling is also in operation. Recovery also includes landspreading of sewage sludge and energy recovery from waste which is a component of national energy policy.

5.124 There will however remain a need to dispose of residual and non-recyclable waste. There are two main methods of disposal - landfill and

incineration- and about 90% of British waste is currently disposed of by landfilling. The requirements in the EPA will substantially increase the costs of waste disposal and particularly of landfill. There are licensing and inspection costs and a long term obligation on the operator to ensure the aftercare and safety of the site. In addition a landfill levy is being introduced. These costs are likely to make incineration more economic. It is clear however that even allowing for the increased use of incineration there will remain a landfill requirement for both primary waste and incinerator residue. Sites must therefore continue to be made available to provide for anticipated waste arisings.

The principles for the provision of waste disposal facilities for both primary waste and incinerator residue are that provision should be made close to the point where the waste is generated (the proximity principle) and that each region should provide sufficient facilities to treat or dispose of all the waste it produces with an adequate landbank available for the future. There is no requirement that Districts or indeed Counties should be self-sufficient in facilities.

5.125 There are two main categories of waste, firstly controlled wastes which include household, commercial and industrial wastes and secondly non-controlled wastes which are mainly derived from mines, quarries and agriculture. The policies in this plan relate to controlled wastes. Non-controlled wastes, although nationally accounting for about 75% of all waste, are unlikely to feature significantly in the borough over the plan period. It would be expected that overburden excavated in any future opencast coal extraction schemes would be returned to the voids created.

5.126 No comprehensive statistics are currently available for waste arisings but the newly formed Environment Agency (EA) which incorporates the former Waste Regulation Authorities (WRAs) can provide figures for controlled waste disposal at landfill sites. These are derived from site operator surveys. For Tyne and Wear these show that over the most recent 3 year period surveyed (April 1991-April 1994) an average of 1.71 million tonnes of waste was disposed of annually at landfill sites in the county comprising:

Landfill Waste Disposal

Million tonnes p.a. (average 1991-94)

Household	0.24	(14.0%)
Commercial/industrial	0.19	(11.1%)
Construction	1.18	(69.0%)
Incinerator residue	0.08	(4.7%)
Special wastes	0.02	(1.2%)

Source: EA

There is also, however a net outflow of waste from Tyne and Wear to the adjacent counties of Northumberland and Durham where there is a range of disposal facilities easily accessible from parts of the metropolitan area.

5.127 Within Tyne and Wear over the same period 66.8% by weight of all waste landfilled was in Gateshead. The equivalent figure for North Tyneside was 11.7% (Newcastle 3.8%). This situation has arisen because of the availability of a large volume of mineral working void space in Gateshead, much of which is subject to planning policies to allow infilling with imported waste to assist landscape restoration. Elsewhere in the county there are other mineral working voids which can only be filled by importing waste.

5.128 Until March 1994 the primary disposal point in North Tyneside for refuse collected by the Council was the Tynemouth Incinerator at Percy Main. This dealt with about 115,000 tonnes of refuse p.a. It required upgrading to meet current environmental standards and was closed pending refurbishment or replacement. Since 1998 the site has been equipped with a purpose designed waste transfer station incorporating a materials recycling facility, and capable of handling more than 80,000 tonnes per annum. Some 80% of the waste collected is transported to a waste to energy plant on Teesside, the remainder going to landfill, or for re-cycling.

5.129 Disposal of controlled waste is subject to a dual control system. A site must have planning consent before it can be licensed. Local Planning Authorities are charged with controlling the development and use of land for waste disposal purposes and the preparation of waste local plans or policies referred to above. The role of the Environment Agency, identified in 'Making Waste Work' is to

- assess best options for dealing with waste arisings
- provide information to assist local authorities in their development plans
- improve information about waste management in order to measure progress towards the achievement of targets

- plan properly for the right mix of waste management facilities in each area.

5.130 The latter plans are primarily concerned with the strategic aspects of treating and disposing of controlled wastes, and are designed to integrate with and provide a basis for local authority waste disposal policies and practices. They should anticipate the types and quantities of waste arisings and the need for different types of disposal facility. In advance of setting up the Agency the DoE issued a draft waste strategy for England and Wales which applied the principles of sustainable development to waste regulation.

5.131 There is clearly a need for inter-authority co-ordination of planning policy for waste development. With the advent of the EPA which effectively places all disposal of waste in the private sector, with local authorities acting only as clients and arrangers, there is no longer a prime requirement for each authority to have its own municipal disposal sites. This is resulting in more cross-boundary movement of waste including movement across county boundaries. North Tyneside will need to work closely with other Local Planning Authorities in the county and with the EA to ensure that sufficient facilities of the right type and in the right locations creating the least adverse impact on the environment will be available. To achieve this there will also need to be consultation with other County authorities in the region.

5.132 A study conducted in relation to an appeal on a waste disposal application at the former Weetslade Colliery indicated that the permitted landbank within South East Northumberland, Tyne and Wear and North and Central Durham is sufficient to provide for demand from that area for the 10 years from mid-1993. This conclusion was based on a projection of average annual demand taken over the period 1990-92 and an assessment of landfill capacity with permission which is likely to be available.

E30 THE LOCAL PLANNING AUTHORITY WILL ENCOURAGE AND SUPPORT THE MINIMISATION OF WASTE PRODUCTION, AND THE RE-USE AND RECOVERY OF WASTE MATERIALS, INCLUDING RE-CYCLING AND COMPOSTING AND ENERGY FROM WASTE RECOVERY. IN FURTHERANCE OF THESE AIMS IT WILL IN CONJUNCTION WITH OTHER LOCAL PLANNING AUTHORITIES IN THE REGION AND IN CONSULTATION WITH THE ENVIRONMENT AGENCY SEEK TO ESTABLISH AN INTEGRATED NETWORK OF FACILITIES FOR COLLECTION, HANDLING AND

continued...

DISPOSAL OF WASTE, CONSISTENT WITH PROTECTION AND ENHANCEMENT OF THE ENVIRONMENT. IT WILL FURTHER SEEK TO ENSURE THAT WHEN WASTE HAS TO BE MOVED PREFERENCE WILL BE GIVEN TO BULK TRANSPORT SCHEMES BY RAIL OR BOAT WHERE THIS WOULD REDUCE THE OVERALL ENVIRONMENTAL IMPACT.

5.133 Landfill encompasses both the filling of holes in the ground and land raising. The latter according to Government advice may be an appropriate method of disposal where insufficient fill opportunities exist provided that schemes can be designed to blend in with the surrounding landscape. Usually landfilling is associated with mineral working. In North Tyneside there has been very little mineral working other than coal and holes created have all been filled. The only potential for landfilling therefore relates to any future opencast coal working and any application for final disposal of waste is therefore likely to involve land raising.

5.134 While landraising may have certain technical advantages over landfilling particularly in terms of dealing with ground and surface water pollution, it is generally less acceptable visually. Future landfill sites are likely to be large and of long life because of the costs involved and the long term commitment required from the operators. Any such site in North Tyneside is likely to be visually prominent apart from consideration of other impacts on local communities. While in principle waste disposal could assist the reclamation of derelict land the benefit in relation to derelict land in the borough would be outweighed by the prolonged timescale for reclamation and the prominent landforms created. The Local Planning Authority would need to be convinced that any landraising site is totally justified by demand and that facilities in neighbouring areas where there are old mineral workings to fill would not be sufficient to accommodate anticipated waste arisings in a more environmentally acceptable way. A particular consideration is the possibility of the anticipated rate of disposal not being achieved which could result in an even longer period of operation and landscape disruption. Any proposal for landfill will therefore be subject initially to an assessment of need which will take account of anticipated waste arisings and potential disposal facilities over an area much wider than the borough.

5.135 Apart from need, a number of other factors which relate to environmental impact would be considered. These include effects on landscape, environmental health, traffic, drainage, nature

conservation, built heritage and agriculture. It is likely that such considerations would render unacceptable landraising on greenfield sites.

5.136 Waste disposal is not normally an acceptable use in the Green Belt other than in relation to the restoration of mineral workings where imported waste might be required to allow filling of mineral voids. Special circumstances might reasonably be argued if waste disposal would assist swift restoration of derelict land or if there is a proven need for a facility for which no site outside the Green Belt can be found.

E30/1 IN CONSIDERING ANY PROPOSAL FOR LANDFILLING OR LANDRAISING INVOLVING WASTE DISPOSAL THE FOLLOWING PRINCIPAL FACTORS WILL BE TAKEN INTO ACCOUNT:

- (I) RELATIONSHIP TO THE FOUR UNDERLYING PRINCIPLES OF PPG10 (THE BEST PRACTICABLE ENVIRONMENTAL OPTION FOR EACH WASTE STREAM, REGIONAL SELF-SUFFICIENCY, THE PROXIMITY PRINCIPLE, AND A WASTE HIERARCHY)
- (II) THE PROPOSED SCALE AND DURATION OF OPERATIONS.
- (III) THE NATURE AND QUANTITY OF MATERIAL TO BE TIPPED.
- (IV) THE ANTICIPATED SOURCE OF THE WASTE MATERIAL.
- (V) THE AVAILABILITY OF ALTERNATIVE FACILITIES FOR THE DISPOSAL OF THE WASTE.
- (VI) THE PROXIMITY OF THE SITE TO HOUSING OR OTHER SENSITIVE DEVELOPMENT AND THE EFFECT ON THE AMENITIES OF RESIDENTS IN RESPECT OF NOISE, DUST, SMELL, GENERAL DISTURBANCE AND VISUAL INTRUSION WHICH MAY OCCUR DURING OPERATIONS.
- (VII) THE EFFECT ON THE CHARACTER AND QUALITY OF THE LANDSCAPE OF THE SITE AND ITS SURROUNDINGS BOTH DURING AND AFTER OPERATIONS.
- (VIII) THE IMPACT ON VIEWS FROM TRANSPORT CORRIDORS OR OTHER AREAS FREQUENTED BY THE GENERAL PUBLIC.
- (IX) THE IMPACT ON EXISTING OR PROPOSED GREEN BELT.
- (X) THE EFFECT OF TRAFFIC TO AND FROM THE SITE ON THE ROAD SYSTEM AND ITS IMPACT ON NEARBY SETTLEMENTS OR RESIDENTIAL AREAS
- (XI) THE EFFECT ON THE NATURAL DRAINAGE OF THE AREA WITH PARTICULAR REGARD TO THE POSSIBLE POLLUTION OF WATER COURSES OR FLOODING.
- (XII) THE ARRANGEMENTS FOR DEALING WITH LANDFILL GAS.

continued...

- (XIII) **THE EFFECTS ON FEATURES AND AREAS OF ARCHAEOLOGICAL, HISTORIC, GEOLOGICAL, OR NATURE CONSERVATION VALUE, AND ON WILDLIFE.**
- (XIV) **THE EFFECT ON AGRICULTURAL LAND QUALITY, FARM STRUCTURE AND AGRICULTURAL OPERATIONS.**

DISPOSAL OF WASTE WITHIN THE GREEN BELT AND LANDRAISING OF GREENFIELD SITES WILL NOT NORMALLY BE PERMITTED.

5.137 In the event of a landfill scheme being considered to be acceptable in principle, the Local Planning Authority would seek to ensure that any potentially adverse impacts during and after operation of the site are minimised. This would normally be accomplished by attaching conditions to any consent and if necessary seeking planning obligations from the applicants under Section 106 of the Town and Country Planning Act 1990. Detailed guidance on the Local Planning Authority's likely requirements to assist potential developers will be made available. As a principle the Local Planning Authority would expect any scheme to be phased so that there can be progressive restoration of the site. This will minimise landscape impact.

E30/2 LANDFILLING OR LANDRAISING SHOULD BE PHASED SO THAT THE RESTORATION OF TIPPED AREAS CAN PROCEED WHILE FURTHER TIPPING CONTINUES, THEREBY MINIMISING LANDSCAPE AND OTHER IMPACTS. A NUMBER OF OTHER MEASURES WILL BE EXPECTED TO BE TAKEN WHILE A SITE IS OPERATING, DURING ITS RESTORATION AND AFTERWARDS TO PROTECT THE LOCAL ENVIRONMENT. THESE WILL INCLUDE MEASURES TO DEAL WITH NOISE, DUST AND BIRD NUISANCE, TRAFFIC IMPACTS INCLUDING DEPOSIT OF MUD ON HIGHWAYS, VISUAL IMPACT, DRAINAGE AND LANDFILL GAS. CONDITIONS RELATING TO THOSE MATTERS WILL BE ATTACHED TO ANY CONSENT.

5.138 In principle incineration is an acceptable method of waste treatment. The main concern that the process would raise in the borough is the potential impact of air emissions. It is considered however, partly because of the way such facilities are perceived by the public that any incinerator proposal should be carefully examined in terms of need. In these circumstances it seems unlikely that either an additional incinerator to burn general waste or an incinerator dedicated to hazardous waste on a commercial basis would be justified.

5.139 Treatment of waste involving chemical or biological processes may be proposed as a direct commercial operation, or in connection with sewage treatment and disposal, or as part of an in-house process forming part of larger works. Such proposals may be justified in need terms and may be capable of acceptable design in terms of environmental impact. Treatment of industrial waste in locations in which it is generated does have environmental benefits. The factors other than need which will be taken into account when any applications are received are related to potential environmental impact.

E30/3 IN CONSIDERING PROPOSALS FOR WASTE DISPOSAL FACILITIES INVOLVING INCINERATION, CHEMICAL OR BIOLOGICAL PROCESSES, THE FOLLOWING PRINCIPAL FACTORS WILL BE TAKEN INTO ACCOUNT:

- (I) **RELATIONSHIP TO THE FOUR UNDERLYING PRINCIPLES OF PPG10 (THE BEST PRACTICABLE ENVIRONMENTAL OPTION FOR EACH WASTE STREAM, REGIONAL SELF SUFFICIENCY, THE PROXIMITY PRINCIPLE, AND A WASTE HIERARCHY).**
- (II) **THE SCALE OF THE OPERATION, THE NATURE AND QUANTITY OF THE WASTE TO BE TREATED AND THE SOURCE OF THE WASTE.**
- (III) **THE AVAILABILITY OF ALTERNATIVE FACILITIES FOR THE TREATMENT OF THE WASTE.**
- (IV) **THE RELATIONSHIP OF THE SITE TO EXISTING OR PROPOSED DEVELOPMENT OF A SENSITIVE NATURE SUCH AS HOUSING AND THE ANTICIPATED IMPACT ON THE AMENITIES OF RESIDENTS, PARTICULARLY THE EFFECTS OF NOISE, DUST, SMELL AND AIR EMISSIONS.**
- (V) **THE EFFECT OF TRAFFIC TO AND FROM THE SITE ON THE ROAD SYSTEM AND ITS IMPACT ON NEARBY SETTLEMENTS OR RESIDENTIAL AREAS.**
- (VI) **THE EFFECTS ON NATURAL DRAINAGE AND THE SEWERAGE SYSTEM.**
- (VII) **THE VISUAL IMPACT OF THE PROPOSAL.**
- (VIII) **THE EFFECT ON FEATURES AND AREAS OF NATURE CONSERVATION VALUE, AND ON WILDLIFE.**

SUCH FACILITIES WOULD NORMALLY BE LOCATED WITHIN INDUSTRIAL AREAS.

5.140 There are other types of facility associated with the waste management process for which it is anticipated that applications will be submitted from time to time. Transfer stations serve as collection points for onward transfer, sorting and recycling of various elements in the range of

waste materials and can take a variety of physical forms. There are already several of these in the borough. Baling plants are generally used to compact waste material prior to landfill. There are no such plants in the borough at present and none are foreseen with the anticipated continued use of incineration as the prime means of treatment for household refuse. The only general waste reception site at present is at the Tynemouth Incinerator. Various recycling facilities are however distributed throughout the borough particularly in shopping centres and at large retail stores. They often take the form of covered skips.

- 5.141 All the above facilities require to be easily accessible but sensitively sited. Ideally with the exception of the reception points for specific household materials, they are best located on an industrial site or in association with other waste disposal facilities.

E30/4 OTHER FACILITIES RELATED TO THE WASTE DISPOSAL PROCESS SUCH AS TRANSFER STATIONS, BALING PLANTS AND WASTE RECEPTION SITES AND SCRAP PROCESSING FACILITIES WILL BE PERMITTED IN ENVIRONMENTALLY ACCEPTABLE LOCATIONS WITH ADEQUATE ACCESS AND SITE SCREENING. THE LOCATION OF SUCH FACILITIES EITHER IN ASSOCIATION WITH OTHER WASTE DISPOSAL FACILITIES OR WITHIN INDUSTRIAL AREAS WILL BE ENCOURAGED.

WHERE AN EXISTING FACILITY HAS HAD AN ADVERSE EFFECT ON ITS NEIGHBOURHOOD BY VIRTUE OF VISUAL IMPACT OR OTHER NUISANCE, EXTENSION OR INTENSIFICATION OF THAT USE WILL NOT BE PERMITTED UNLESS PROPOSALS CAN BE SHOWN TO RESULT IN A SIGNIFICANT REDUCTION IN THAT NUISANCE, AND IN ALL CASES PRIORITY WILL BE GIVEN TO RELOCATION OF THE USE TO A MORE APPROPRIATE SITE.

- 5.142 A scrapyards is a particular waste recycling facility which performs a valuable function but can have adverse environmental impact if not carefully sited. There are several unsuitably sited scrapyards in the borough at present, including prominent sites in open areas. In certain cases enforcement action may need to be taken as development is unauthorised. New development of this type would only be permitted under Policy LE1/7 of the Local Economy Chapter 4.

Major Earthworks

- 5.143 The Local Planning Authority is very concerned that a particular settlement or residential area should not suffer either concentrated or prolonged impact from development involving large scale earth moving whether this be related to mineral working, waste disposal or derelict land reclamation. This would include visual intrusion, noise, traffic generation or disruption of a recreational footpath network. In normal circumstances therefore the authority would not agree to more than one such scheme affecting any residential area at the same time or to a succession of schemes which would noticeably impact on the same area.

E31 DEVELOPMENT INVOLVING MAJOR EARTHWORKS, SUCH AS MINERAL WORKING OR LANDFILLING WILL NOT NORMALLY BE PERMITTED IF AS A CONSEQUENCE ANY RESIDENTIAL AREA WOULD BE UNACCEPTABLY AFFECTED IN TERMS OF VISUAL INTRUSION OR ENVIRONMENTAL NUISANCE BY MORE THAN ONE SUCH SCHEME AT ANY ONE TIME OR BY A CONTINUOUS OR NEARLY CONTINUOUS SERIES OF SUCH SCHEMES.



INTRODUCTION

- 6.1 Housing is a basic need. The amount, quality and location of the borough's housing stock is a key element in securing population growth, sustaining services and supporting urban regeneration.
- 6.2 The Council takes a strategic approach to its housing responsibilities by:
- integrating housing investment policy with its social, economic and environmental objectives.
 - incorporating the aims of other authorities and public agencies.

In particular the assessment of housing needs and setting priorities for action requires consistency between the Council's housing strategy and the UDP. The UDP interacts with housing policy in a number of ways:

- in the assessment of housing need by ensuring a supply of land for housing.
- by providing the framework within which planning applications for housing development are determined.
- by establishing the scale and location of housing developments
- by making special provision for the development of affordable housing.

CONTEXT

- 6.3 Forward provision for housing requirements is complex and is often among the most contentious issues in a development plan. But the planning system must provide an adequate and continuous supply of land for housing. Plan policies and proposals are set in a context of market demand and of Government policies for the encouragement of home ownership and the provision of rented housing. Regional and local considerations are also significant factors as new housing requirements have to have regard to other planning objectives such as the need to conserve land and energy resources and protect the natural and built heritage. Account must be taken of demographic and economic influences, changing employment and travel to work patterns and trends in market demand for housing for a broad population spectrum.

Housing Trends

- 6.4 A consideration of recent trends and the broader policy context within which the policies and proposals of this plan have been developed are essential in forecasting household change and determining the required level of new housebuilding.

Population

- 6.5 The population of the borough declined through natural change and migration from 208,300 in 1971 to 198,600 in 1981 and to 194,000 in 1998. The rate of decline has slowed from 4.6% between 1971-81 to 1.6% 1981-91 and to 0.9% 1988-98.
- 6.6 Deaths exceeded births 1988 - 97. This is a reflection of the older age structure of the borough's population.
- 6.7 Planning policies sought to cut short distance out migration to Northumberland for housing reasons by providing attractive housing sites, and, to cut long distance employment related migration by improving the local economy. Total migration losses 1971 - 81 of -800pa were reduced to -420pa 1980 - 90 and have reduced further to -43pa over the period 1988-98.
- 6.8 Short distance migration has been positive over the 1980's with an average flow of +134pa. These figures have further improved to + 285 pa over the period 1988-1998. Within these totals are substantial gains from Newcastle City +575 pa and smaller gains from three other Tyne and Wear Districts. Losses to Northumberland continue at a rate of -354 pa {1988-98}. These linkages are well established from the 1960's even though the size of the flows vary. North Tyneside has much weaker links with the other Tyne and Wear districts than with Newcastle and Northumberland. Strategic Guidance sets out a joint housing requirement for Newcastle and North Tyneside based on the assumption of close links between their respective housing markets. Short distance migration data supports this link.
- 6.9 Long distance employment led migration shows greatest losses from North Tyneside to the more prosperous regions. Within the overall net loss there is a substantial inflow with the rate of loss reducing from -547pa 1980-90 to -328 pa 1988-98.

6.10 Overall, out migrants have tended to be from a higher than average percentage of professional and managerial groups and also from younger working age groups. Gains have been recorded in school age and elderly migrants. Recent trends (1988-95) indicate that while losses continue in the 16 - 24 age groups there are significant reductions in out migration of other age groups. There are differences in the age structure of short and long distance migrants with long distance migration losses being offset by short distance gains.

6.11 To maintain existing population levels the borough will need to sustain recent improvements in both short and long distance balances by continuing to gain from Newcastle, attenuating losses to Northumberland and by remaining attractive to economic migrants. The economic performance of the borough will be crucial in the latter respect and the availability of housing in the former.

Households/Dwellings

6.12 While population has been declining the number of households has increased by 4.9% 1971 - 81 and 7.6% 1981 - 91. There were 80481 house holds in 1991. The increase is due to a significant reduction in average household size from 2.62 at 1981 to 2.36 in 1991.

6.13 The borough has a stock of 88,845 dwellings{Jan1999} with completions of 8455 {1988-1998} with a rate of 768 pa. This rate is higher than forecast but has been boosted by higher than expected windfall completions on previously used land.

6.14 The draft UDP anticipated clearance of approximately 1,000 dwellings 1988 - 2006. Between 1988-98 2626 dwellings have been cleared of which 2468 {98%} were in the local authority sector and difficult to let. A large proportion comprised dwellings which had been vacant over a long period.

6.15 There has been a small increase (+10pa) in the housing stock arising from conversions but other changes into and out of residential use balance out.

6.16 Taking new build, clearance and conversions into account there was a net increase of 5898 dwellings{536 pa} from Jan.1988 to Jan. 1999.

6.17 The Council estimate that 22% of the local authority stock and 28% of the private stock is in need of renovation with some indication of unfitness in the older private stock.

6.18 While new dwellings are important in providing choice and meeting demand they represent an annual addition to the stock of less than 1%. Most of the housing needs of the borough are met by the existing stock. Its improvement and adaptation alongside new provision will be a key issue in ensuring an adequate choice of housing throughout the plan period.

Development and Land Availability

6.19 Dwelling losses in the inner areas in the 1970's as a result of clearance have ceased and most of these areas now show increases in dwellings. Dwelling increases in suburban wards in the 1970's have now moderated with a more even spread of new development. Twice as much land has come forward in the inner area than the Structure Plan anticipated and in the remainder of the urban area windfall development on small cleared and redeveloped sites has also been higher than anticipated. The policy of limiting greenfield development has proved effective and has also had the benefit of encouraging the development of specialised housing for a wide spectrum of demand. These windfall sites have made an important contribution to meeting development needs without any negative impact on either greenfield or urban open space provision.

6.20 At December 1995 64% of the current land supply was in the inner area. 88% of the available land is identified for private sector development and 12% for housing associations.

Issues

6.21 The review of past trends in those factors affecting forward housing provision indicate that the following issues are significant:

- the existing stock and its environment will need to be maintained and improved.
- the borough needs to provide sufficient land for new housing to stem population decline and provide for growth.
- migration gains from Newcastle need to be sustained and losses to Northumberland attenuated.
- long distance migration will need to be redressed through employment policies.

- a balance needs to be struck between the location of new development and the protection of open areas.
- land should be provided to meet the needs of all sectors of the market and complement existing provision.
- the suitability of the existing land supply will need to be reviewed and new allocations considered.

POLICIES AND PROPOSALS

General Policy

6.22 This policy sets out the Local Planning Authority's approach to meeting its main housing aim by paying particular attention to the contribution of the existing stock which will meet most of the borough's housing needs during the plan period. That contribution will be more effective if measures to enhance the environment of housing areas are pursued alongside stock improvements. New housing will be provided as an element of additional choice and in support of the broad thrust of this policy.

H1 THE LOCAL PLANNING AUTHORITY WILL ENSURE THAT A RANGE AND CHOICE OF HOUSING IN TERMS OF SIZE, TYPE AND LOCATION IS AVAILABLE THROUGHOUT THE PLAN PERIOD WHICH WILL TAKE ACCOUNT OF THE NEEDS OF ALL SECTORS OF THE BOROUGH'S POPULATION. THIS WILL BE SECURED BY:

- (I) PROMOTING AND ENCOURAGING THE IMPROVEMENT, MAINTENANCE AND ADAPTATION OF THE EXISTING HOUSING STOCK, AND**
- (II) SUPPORTING THE IMPROVEMENT OF THE EXTERNAL ENVIRONMENT OF RESIDENTIAL AREAS, AND**
- (III) PROVIDING LAND FOR THE CONSTRUCTION OF 13,300 NEW DWELLINGS BETWEEN JANUARY 1988 AND DECEMBER 2006.**

Housing Improvement

Improvement of the Private Stock

6.23 The private housing stock is the largest tenure group in the borough. Owner occupation has increased dramatically from 45% of the stock in

1981 to 60% in 1991, but the private rented sector declined to 7% of the total stock. While most dwellings have standard amenities over 5,500 dwellings are unfit and so there is a continuing need to invest in the existing stock if it is to continue to meet a range of needs. The Council will support improvement initiatives through its improvement grant schemes and will combine this approach with environmental programmes.

H2 INVESTMENT IN THE IMPROVEMENT AND REVITALISATION OF THE EXISTING PRIVATE HOUSING STOCK WILL BE ENCOURAGED BY:

- (I) TARGETING IMPROVEMENT GRANT RESOURCES ON AREAS AND OCCUPANTS WITH THE GREATEST NEED.**
- (II) PROVIDING FUNDS TO HOUSING ASSOCIATIONS.**
- (III) PROMOTING ENVIRONMENTAL IMPROVEMENT PROGRAMMES IN AREAS OF WORST ENVIRONMENT.**

New Sites

6.24 While most of the borough's housing need will be met by the existing stock there is a requirement for additional housing provision to meet the anticipated growth in households during the plan period and to ensure that the borough can achieve its aim of allowing some growth in its population. Strategic Guidance for Tyne and Wear covered the period 1988 - 2001 and proposed a joint total for Newcastle and North Tyneside of 12,600 dwellings. The figure was not broken down further in Strategic Guidance to provide a specific total for either North Tyneside or Newcastle, nor were any guidelines provided as to any subdivision of this joint total. The figure is stated to be a basic requirement and is provisional. It is not prescriptive and may be varied on the basis of changed circumstances, new evidence or specific policy proposals. North Tyneside and Newcastle have had regard to the links which exist between them. It is considered that the use of alternative and more accurate completion figures than those used in Strategic Guidance would adjust the basic 12,600 total to over 15,000 (1988 - 2001). In addition if an allowance is made for a 5 year land bank the total would rise to about 22,000 at 2006. It is proposed that this figure should represent the basic and provisional joint requirement in place of that in Strategic Guidance. The North Tyneside

specific dwelling allocation in Policy H1 represents a policy choice taking into account the revised joint requirement.

6.25 The Strategic Guidance requirement of 12,600 (1988 - 2001) implied a build rate of 900pa. Between 1988 - 95 Newcastle and North Tyneside combined have completed 10,141 dwellings (1267pa) or 80% of the 12,600 total. Completions were split 56% North Tyneside and 44% Newcastle. Allowing for completions to end 1995, of the 12,600, 2,459 remain for the 6 years 1996 - 2001. This implies a build rate of 409pa which is a 66% reduction of 1988 - 95 rates for Newcastle and North Tyneside combined. Given current land availability and continued demand for new housing it is unlikely that completion rates will be so drastically reduced.

A revised basic joint requirement of 22,000 (1988 - 2006) with an implied build rate of 1,157pa is closer to the actual rate achieved 1988 - 95 of 1,267pa than is the implied rate for Strategic Guidance.

6.26 Strategic Guidance set out a number of requirements which would be supported by housing proposals. The selected housing strategy should:

- help revitalise the economy and secure urban regeneration.
- arrest current trends in population decline and allow some expansion.
- plan for natural change in population and households and improvements in migration.
- allow for a range of sites to be provided to meet market demand but not undermine regeneration or promote excessive consumption of greenfield sites.
- provide for some of the needs of Newcastle residents over a joint market area.
- have regard to the provision of a full range and choice of sites for development while considering an extension of the Green Belt.

6.27 These Strategic Guidance requirements can be considered along with recent improvements in migration balances; a slower rate of population decline; continuing demand for housing; improving economic prospects and the ability of North Tyneside to bring forward proposals for the

protection of open areas including a Green Belt extension while making provision for new development. This suggests the choice of a strategy option which continues and improves upon recent trends. A drastic reduction of the building rate implied by retaining the Strategic Guidance total of 12,600 would not allow the recent improvement in trends to be sustained.

6.28 A number of alternative projections were considered, against which a revised Strategic Guidance figure could be tested, and an appropriate level of new development determined. This was in the context of ensuring that sufficient land for development was brought forward to meet the new dwelling requirement and arrest the trend of population decline and provide for some increase.

6.29 The projections were guides to the choice of a strategy and to what is attainable taking into account past performance. The selected option which allows for a continuation of recent past build rates gives a requirement of 13,300 dwellings 1988 - 2006 with an estimated population of 195,500 at 2006. This figure allows North Tyneside to reduce the rate of population loss from the borough, provide for new households arising from the anticipated continued fall in average household size and compensate for clearance. It will balance growth with urban regeneration.

6.30 The choice of this strategy will allow the borough to provide for a wide range of housing requirements when taken together with the existing stock. This provision will help sustain communities and allied to environmental improvements will cut migration losses especially to Northumberland. It will also allow the borough to continue to provide for the housing needs of Newcastle residents and so reduce pressure for development in the Green Belt and on open areas within the urban area of Newcastle City.

6.31 These improvements to migration flows will help reverse the trend of an ageing population. Job related migration losses, especially in the younger age groups, may continue to be an issue but housing policies and proposals in conjunction with employment initiatives will seek to reduce this outflow.

6.32 The four elements making up the 13,300 dwelling provision under Policy H1 are identified in Table H1.

Table H1 - Housing Provision Jan. 1988 - Dec. 2006

Dwellings built - Jan 1988 - Dec 1995	5679
Dwellings to be built on sites previously identified and with a planning status	2457
New sites identified in this plan (Policy H3)	4063
Windfall sites allowance (Jan 1996 - Dec 2006)	1100
TOTAL	13300

Source: North Tyneside Council

Note: Dwelling capacity as at Dec. 1995.

6.33 As at December 1995, of the 13,300 total dwelling requirement, approximately 8,136 are either built or are committed. A further 1100 are anticipated to come forward on windfall sites leaving sites for 4063 to be allocated in this plan. A density of 20 - 25 dwellings per ha. was assumed on new sites as a guideline figure. This may be varied for individual sites taking into account Policy H12 (Housing Density).

H3 THE FOLLOWING SITES ARE ALLOCATED FOR NEW HOUSING DEVELOPMENT AND ARE SHOWN ON THE PROPOSALS MAP:

1) SACRED HEART SCHOOL SITE	1.3	33
2) WIDEOPEN	22.8	400
3) DUDLEY SCHOOL SITE	2.0	36
4) DUDLEY COLLIERY	0.7	36
5) KILLINGWORTH NORTHGATE	8.0	282
6) WEST MOOR	2.6	87
7) FOREST HALL, LANSDOWNE ROAD	1.7	60
8) LONGBENTON	3.3	80
9) HOLYSTONE	18.0	425
10) SHIREMOOR/BACKWORTH WEST ALLOTMENT	50.0	1500
11) BACKWORTH STATION ROAD	1.0	10
12) BACKWORTH, CASTLE FARM	0.2	19
13) WEST MONKSEATON	1.5	52
14) BURNT HOUSE NURSERIES	3.0	60
15) WHITLEY BAY, ST MARGARETS CHURCH	0.1	17
16) ARGYLL TERRACE	4.6	101
17) NORTH SHIELDS, LINSKILL SCHOOL	1.3	30
18) NORTH SHIELDS, PRESTON HOSPITAL	3.6	160
19) NORTH SHIELDS, TOLL SQUARE	0.3	27
20) NORTH SHIELDS, HUDSON STREET	0.2	20
21) WILLINGTON QUAY	13.7	240
22) WILLINGTON SQUARE	6.5	160
23) GRANGWAY	2.4	70
	148.8	3905

Note: Dwelling capacity as at Sept. 1999.

Table H2 below incorporates the above dwelling requirements to provide an estimate of households and population at the end of the plan period. These estimates are for guidance purposes only.

Table H2 Households/Population 2006

Dwellings 1 Jan 1996	86952
Dwelling Completions (1 Jan 1996-31Dec 2006)	7620
Clearance (1 Jan 1996 - 31 Dec 2006)	1100
Dwellings 31 Dec 2006	93472
Vacant Dwellings (4%)	3738
Households 31 Dec 2006	89734
Average Household size	2.16
Population in Households	193,500
Non Household Population	2000
TOTAL POPULATION 31 DEC 2006	195,500

Source: North Tyneside Council

6.34 The Council considers that the scale and location of the development proposed is necessary to achieve its overall strategic objectives and to provide a range of facilities to benefit existing communities and potential new residents. At a sub-borough level a wide range of factors contributed to the site selection process including:

- responses to public consultation.
- housing demand and the potential of existing sites and potential windfall sites to satisfy that demand.
- the opportunities to utilise locations which offered a choice of means to travel to existing and proposed employment, commercial and leisure facilities.
- locations with spare or poor existing infrastructure which would benefit from new investment.
- sites accessible to Newcastle, a main source of inward migration.

6 HOUSING

- minimising environmental impact.
- taking account of the attractiveness of sites to meet a wide range of needs

6.35 To secure the appropriate development of the housing sites identified in Policy H4 the Council will prepare development briefs/master plans. They may be prepared as appropriate in consultation with developers, landowners, local community and other interested parties. The development briefs/master plans will consider among other things the provision of physical social and community infrastructure necessary and relevant to the development to be permitted and the contributions which may be sought from developers. Planning obligations made under Section 106 of the Town and Country Planning Act 1990 are considered to be the most appropriate means of securing the provision of the necessary infrastructure. (See Development Control Policies).

School Provision

6.36 The housing allocation at Holystone when combined with those at Backworth/Shiremoor/West Allotment are likely to create a demand for first school provision which cannot be met by existing schools within the catchment area. A new first school requiring a site of approximately 2.0ha. may be needed. Preliminary indications suggest that it should be located east of the A19 road.

H4 PROVISION IS MADE FOR A NEW FIRST SCHOOL IN THE GENERAL LOCATION OF HOUSING AREA H3(10) BACKWORTH/SHIREMOOR/WEST ALLOTMENT

Windfall Sites

6.37 In providing for the construction of 13,300 new dwellings 1988 - 2006 the Council anticipate a contribution from windfall development. These are sites currently unidentified but which can make a contribution to urban regeneration by bringing into use land or premises which may not be sustainable in their current use and would benefit the plan strategy if they could be brought into a beneficial residential use. The Council has analysed land taken for residential development since 1978 up to mid 1991 and has identified an average windfall provision on a range of sites of 275 dwellings per annum. Such sites have made an important contribution to meeting development needs without using open space within the urban area. They have contributed to

the success of past policies in restraining development on open land and have helped meet special housing needs within the built up area. It is not realistic to expect large sites to come forward at their past rate and so during that part of the plan period 1996 - 2006 a reduced allowance for windfall of 1,100 has been estimated. This represents 75% of past rates on small and medium sites and is considered achievable. The windfall figures in Table H1 exclude completions on windfall sites Jan 1988 - Dec. 1995 and on windfall sites which have been identified and given a planning status.

6.38 Since publication of the Consultation Draft UDP further work has been undertaken to refine and identify the sources of windfall provision. Where land can be identified and allocated this ensures a greater degree of certainty in assessing housing land provision. The main source of sites has arisen from a review of local authority land holdings as the Council changes to an enabling role. Land no longer required for service provision has been declared surplus and where possible having regard to a range of policy objectives brought to beneficial use. Education sites have been a main source of identified windfall provision and the Council's decision to centralise its depots will create further residential development opportunities.

H5 PROPOSALS FOR HOUSING DEVELOPMENT ON SITES NOT IDENTIFIED FOR THIS PURPOSE IN THIS PLAN WILL ONLY BE APPROVED WHERE ALL OF THE FOLLOWING CRITERIA CAN BE MET:

- (I) THE PROPOSAL IS ON A PREVIOUSLY DEVELOPED SITE AND IS WITHIN THE BUILT UP AREA; AND
- (II) THE PROPOSAL IS ACCEPTABLE IN TERMS OF ITS IMPACT ON ITS SITE, LOCAL AMENITY, THE ENVIRONMENT, AND ADJOINING LAND USES AND
- (III) THE PROPOSAL CAN EITHER BE ACCOMMODATED WITHIN THE EXISTING INFRASTRUCTURE OR WHERE NEW INFRASTRUCTURE IS NECESSARY TO FACILITATE THE PROPOSAL, AGREEMENT WILL BE SOUGHT WITH THE DEVELOPER TO ENTER INTO A PLANNING OBLIGATION/ AGREEMENT OR MAKE A FINANCIAL CONTRIBUTION; AND
- (IV) THE PROPOSAL DOES NOT HAVE AN ADVERSE IMPACT ON URBAN OPEN SPACE PROVISION.

continued...

NEW APPLICATIONS ON SITES WHERE RESIDENTIAL PLANNING PERMISSION GRANTED AFTER 1 JANUARY 1988 HAS LAPSED WILL BE CONSIDERED AGAINST THE ABOVE CRITERIA AND WHERE PERMISSIONS ARE RENEWED REVISED CONDITIONS MAY BE IMPOSED.

Land Supply

6.39 The Council will aim to comply with PPG3 (Housing) and ensure that at all times land is or will become available for housing development within a 5 year period. The Council is keen to ensure that its housing objectives are not hindered by a shortage of supply.

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004.

Accessible Housing

6.40 Much of the new provision will be made by agencies other than the local authority. However, the Council has an enabling role and a responsibility to ensure that the many and varied housing requirements of the borough's existing and potential population are met. It is important that the housing stock offers choice in order that the Council can realise its broad objectives of population growth and urban regeneration.

6.41 While market mechanisms meet much of the expressed housing demand, the Council recognise that there are groups of people within the community who are either denied access or have difficulty in gaining access to housing. Their special needs which derive from their economic position or as a result of social, health or demographic factors remain, and require to be satisfied.

6.42 In making provision for housing for people with special needs the Council will wish to ensure that not only is an adequate amount of housing provided but also that any such development is located where residents have easy access to the full range of community facilities. These groups of people are more likely than others in society to require support from health and social service agencies. They will also tend to be less mobile or rely on public transport and so developments within the urban area would support their ability to have a better quality of life.

6.43 The Council is likely to continue to be limited in its ability to resource special needs, however it will keep the requirement for special needs housing

under review in its annual Housing Strategy Statement. It will, through its enabling role, seek to negotiate the necessary provision and to involve other agencies such as the private sector and Housing Associations.

6.44 Accessible housing refers to housing designed and built or adapted to standards which facilitate easy movement, usually at a ground floor level for those residents with mobility impairment, including wheelchair users. The Council, in recognising the needs of residents with disabilities, consider it important that accessible housing is provided that would allow a wide range of residents including the elderly, and those with sensory or other mobility impairment the opportunity to enter the housing market and enjoy a standard of access, opportunity and amenity equal to that enjoyed by other residents.

6.45 3.5% of the borough's population is registered disabled and the borough has the highest proportion of persons of pensionable age in Tyne and Wear. These are significant groups with special needs which this policy addresses with an overall objective of ensuring where practicable equality of access to housing.

H7 HOUSING PROVISION TO MEET THE REQUIREMENTS OF PEOPLE WITH SPECIAL NEEDS INCLUDING ELDERLY AND DISABLED PEOPLE, SINGLE PERSONS AND ETHNIC MINORITIES WILL BE SOUGHT THROUGH NEW BUILD, CONVERSIONS AND CHANGES OF USE WHERE:

- (I) A NEED HAS BEEN IDENTIFIED AND WHERE;**
- (II) THE SITE IS SUITABLE IN TERMS OF ITS LOCATION AND ITS PROXIMITY TO LOCAL AMENITIES INCLUDING PUBLIC TRANSPORT, SHOPS AND COMMUNITY FACILITIES.**

Affordable Housing

6.46 The Council will undertake and publish a regular assessment of the local needs for affordable housing in association with the production of its annual Housing Strategy Statement.

6.47 Affordable housing is understood to cover a range of both subsidised and low cost market housing provided for those whose incomes generally deny them the opportunity to purchase houses on the open market as a result of the local relationship between income and market price. There can be a wide range of affordable housing including housing for rent, equity sharing, self build and leasehold schemes. North Tyneside has relied on local authority housing and to a

lesser degree on housing associations to satisfy demands for affordable housing. In 1981 local authority completions were almost 33% of all completions with local authority housing being 41% of the total stock. The local authority has not built any new housing in recent years and it now has only 26% of the total stock. In addition private renting has declined to 7% of the stock. This was traditionally a source of cheaper housing.

6.48 While 10% of the local authority housing is difficult to let the demand for council housing remains high with over 6,000 people registered for rehousing. In 1995 over 800 people were assessed as homeless.

6.49 In this context the Council would wish to see the needs of these groups met and in its role as enabler would hope to influence the market and negotiate with both private sector and housing associations to secure suitable provision. The Council has identified requirements from single young persons and from growing numbers of elderly residents. The implications of Community Care legislation will also need to be recognised.

6.50 No specific target has been included for the number of affordable homes to be provided over the plan area during the plan period. The Council's preferred approach is to work in partnership with developers and other housing providers and make available relevant information from its annual housing needs assessment. This will assist in quantifying need in terms of number of units and locations. Provision will be negotiated with developers while disposal of land in Council ownership will, through development briefs, indicate specific requirements where appropriate.

H8 PROPOSALS FOR THE DEVELOPMENT OF AFFORDABLE HOUSING WILL BE ENCOURAGED ON THE BASIS OF SITE SUITABILITY AND AN ASSESSMENT OF LOCAL NEEDS ON HOUSING DEVELOPMENTS OF 25 OR MORE DWELLINGS OR ON RESIDENTIAL SITES OF 1 HA. OR MORE.

ANY PROPOSALS SHOULD BE ON SITES IDENTIFIED FOR HOUSING PURPOSES IN THIS PLAN, WINDFALL SITES, AND SITES COMPRISING ADAPTATIONS OR CONVERSIONS.

THE COUNCIL WILL PROMOTE AFFORDABLE HOUSING BY:

- (I) NEGOTIATING PROVISION WITH DEVELOPERS; AND**
- (II) MAKING LAND IN COUNCIL OWNERSHIP AVAILABLE.**

Housing in Shopping Areas

6.51 Many of the borough's shopping areas are closely related to residential development and there are benefits to both uses from this relationship. It is Council policy to support measures which promote the vitality and viability of shopping centres. Increasing the catchment area population either close to centres or within centres adds to their vitality not only during the day but contributes to increased personal safety, a potential reduction in crime and supports other associated activities of a cultural, leisure or recreation nature at other times. Within centres there is concern that upper floors have in some cases fallen into disrepair and become vacant. The Council wish to see such properties brought into beneficial use and will support measures to convert or re-use them for housing purposes. Any such measures would be assessed against retail policy so as to not prejudice the main retail function of centres.

H9 HOUSING DEVELOPMENT WILL BE ENCOURAGED WITHIN OR CLOSE TO EXISTING SHOPPING CENTRES, INCLUDING BRINGING INTO USE VACANT PREMISES ABOVE SHOPS WHERE:

- (I) IT WOULD SUPPORT THE REGENERATION OF THOSE CENTRES AND**
- (II) WHERE MINIMUM ENVIRONMENTAL STANDARDS CAN BE MET**

Essential Rural Dwellings

6.52 There may be cases in which the demands of farming make it essential for one or more of the people engaged in such work to live at, or very close to, the place of their employment. Whether this is essential in any particular case will depend on the needs of the enterprise concerned, rather than the personal preferences or circumstances of any of the individuals involved. It is essential that all planning applications for such dwellings are scrutinised thoroughly. Therefore, in assessing applications for new agricultural dwellings, the Council will apply functional and financial tests in accordance with Government Planning Policy Advice (PPG7: The Countryside - Environmental Quality and Economic and Social Development).

H10 ARE LAND DEM FOR PRO

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

Design Standards

- 6.53 The quality and design of housing and its immediate environment is an important element in ensuring the borough provides a standards of housing that will prove attractive to existing and prospective residents. Housing is a significant land use and any development should support plan objectives and enhance the image of the borough.
- 6.54 It is not the Local Planning Authority's intention to stifle creativity or to produce standardised development proposals. Rather, the Development Control Policies and Statements set out in Chapter 11 will allow developers and applicants to assess the Local Planning Authority's requirements prior to the submission of any proposal. They can then contribute to the development process in an efficient manner and in partnership realise the Plan's aims and objectives.

H11 IN DETERMINING APPLICATIONS FOR RESIDENTIAL DEVELOPMENT INCLUDING NEW BUILD, CONVERSIONS, EXTENSIONS AND ALTERATIONS THE LOCAL PLANNING AUTHORITY WILL REQUIRE THAT ANY PROPOSALS TAKE INTO ACCOUNT:

- (I) THE QUALITY OF ITS LAYOUT AND DESIGN WITH PARTICULAR REGARD BEING GIVEN TO MEASURES TO REALISE A SAFE AND SECURE ENVIRONMENT.
- (II) THE SCALE, DENSITY, MASSING, CONSTRUCTION, LANDSCAPING AND MATERIALS.
- (III) THE IMPACT OF THE PROPOSAL ON ITS SITE, LOCAL AMENITY, THE ENVIRONMENT, AND ADJOINING LAND USES.
- (IV) THE PROTECTION OF NATURAL FEATURES DURING CONSTRUCTION AND THEIR SUBSEQUENT RETENTION.
- (V) THE PROVISION MADE FOR PARKING, ACCESS, PEDESTRIAN AND VEHICLE CIRCULATION.
- (VI) THE NEED FOR THE RESULTING DWELLING TO HAVE ACCEPTABLE EXTERNAL STANDARDS OF SPACE, LIGHT, OUTLOOK AND PRIVACY.
- (VII) THE NEED FOR THE LAYOUT TO FACILITATE THE EFFICIENT PROVISION OF PUBLIC TRANSPORT.
- (VIII) THE PROVISION MADE FOR SPECIAL NEEDS GROUPS SUCH AS ELDERLY PERSONS.

continued...

- (IX) THE PROVISION OF PUBLIC OPEN SPACE, AMENITY OPEN SPACE AND CHILDRENS PLAY SPACE IN ASSOCIATION WITH THE DWELLING OR DWELLINGS.
- (X) THE PROVISION MADE TO SECURE ENERGY EFFICIENCY.

Housing Density

- 6.55 PPG 3 indicates that local planning authorities should avoid low density developments which would make inefficient use of land and encourage that making more efficient use. This is explained to imply a net density of between 30 and 50 dwellings per hectare. It will be important however to consider the characteristics of each local area taking into account the criteria set out in Policy H11. There is scope for seeking, through negotiation with developers, higher densities in areas with good public transport accessibility such as town, district and local centres or along public transport corridors. Higher densities in such locations can contribute to reductions in the need to travel, support local social community and commercial services and improve the viability of public transport.

H12 HOUSING DEVELOPMENT WILL BE EXPECTED TO MAKE THE MOST EFFICIENT USE OF LAND, USUALLY HAVING A NET DENSITY OF BETWEEN 30 AND 50 DWELLINGS PER HECTARE, EXCEPT WHERE THIS WOULD CAUSE SERIOUS HARM TO THE CHARACTER OF THE AREA. INCREASED DENSITY OF DEVELOPMENT WILL BE SOUGHT IN PLACES WITH GOOD PUBLIC TRANSPORT ACCESSIBILITY.

Non Residential Uses

- 6.56 Protecting and enhancing the amenity of residential areas is given a high priority by the Council and is important in achieving its environmental objectives. Uses other than housing may be appropriate within or adjacent to residential areas but the Local Planning Authority will need to be satisfied that they contribute to the amenity enjoyed by residents and do not detract from it. The existing housing stock will provide for most housing needs during the plan period and if it is to remain attractive and help retain and attract population its protection in that role is important.

H13 APPLICATIONS FOR NON RESIDENTIAL DEVELOPMENT WITHIN OR ADJACENT TO RESIDENTIAL AREAS OR FOR CHANGES OF USE FROM RESIDENTIAL TO OTHER USES, OR FOR THE INTENSIFICATION OF AN EXISTING RESIDENTIAL USE WILL BE APPROVED ONLY WHERE THE LOCAL PLANNING AUTHORITY CONSIDER THAT THEY WOULD NOT ADVERSELY AFFECT RESIDENTIAL AMENITY. USES THAT GENERATE EXCESSIVE NOISE, SMELL, FUMES, TRAFFIC, OR ON STREET PARKING PROBLEMS WILL NOT BE ALLOWED. APPLICATIONS FOR THE EXPANSION OR INTENSIFICATION OF EXISTING NON RESIDENTIAL USES WITHIN RESIDENTIAL AREAS WILL BE JUDGED AGAINST THE SAME CRITERIA.

Gypsies

- 6.57 The Government have recently revised their guidance on the planning aspects of sites for caravans which provide accommodation for gypsies. The guidance now recognises the importance of the plan led system in relation to gypsy site provision. Policy H14 sets out criteria against which any planning application for gypsy sites will be assessed.
- 6.58 There are currently no gypsy owned or managed or privately owned gypsy caravan sites in North Tyneside.

H14 PROPOSALS FOR GYPSY CARAVAN SITES WILL ONLY BE APPROVED WHERE ALL OF THE FOLLOWING CRITERIA CAN BE MET:

- (I) THE PROPOSED SITE IS NOT IN THE GREEN BELT; AND**
- (II) THE PROPOSAL WOULD NOT HAVE AN ADVERSE IMPACT ON THE AMENITY OF THE SURROUNDING AREA; AND**
- (III) THAT ADEQUATE PROVISION COULD BE MADE FOR VEHICULAR ACCESS, PARKING AND CIRCULATION; AND**
- (IV) THAT THERE WOULD BE NO ADVERSE ENVIRONMENTAL IMPACT ARISING FROM THE PROPOSAL; AND**
- (V) THAT THERE WOULD BE NO CONFLICT WITH STATUTORY UNDERTAKERS OR AGRICULTURAL INTERESTS; AND**
- (VI) THAT SERVICES COULD BE MADE AVAILABLE; AND**

continued...

(VII) THAT THE SITE CHARACTERISTICS ARE CONSISTENT WITH THE ADVICE CONTAINED IN ANNEX B TO CIRCULAR 1/94 (GYPSY SITES AND PLANNING).

Houses in Multiple Occupation

- 6.59 Increased demand for housing and the decreasing resources available to the public sector has resulted in pressure on the existing housing stock for small units of accommodation often occupied by single persons. The quality of the accommodation is often poor both internally and externally.
- 6.60 The Council recognises that such accommodation meets a housing need but that it also can have a detrimental impact on residential amenity. The proposal together with Development Control Policy Statement 12 (Houses in Multiple Occupation) is designed to satisfy an element of housing need and improve the residential environment.

H15 IN DETERMINING APPLICATIONS FOR THE CHANGE OF USE OR CONVERSION OF EXISTING DWELLINGS FOR MULTIPLE OCCUPATION WITHIN RESIDENTIAL AREAS THE LOCAL PLANNING AUTHORITY WILL REQUIRE THAT ANY PROPOSALS TAKE INTO ACCOUNT:

- (I) THE SIZE OF THE DWELLING AND ITS INTERNAL LAYOUT IN RELATION TO THE PROPOSED NUMBER OF OCCUPANTS; AND**
- (II) THE IMPACT OF THE PROPOSAL ON THE AMENITY OF THE RESIDENTS OF ADJACENT AND NEARBY DWELLINGS.**
- (III) THE PROVISION MADE FOR CAR PARKING.**
- (IV) THE PRESENCE OF OTHER MULTIPLE OCCUPIED PROPERTIES IN THE VICINITY.**

Residential Care Homes and Nursing Homes

- 6.61 The Council accepts that residential care accommodation is part of the broader range of housing provision in the borough and that it helps meet the special needs of particular groups of people especially elderly persons. Other groups such as students, those people recovering from illness and single persons may from time to time require this type of accommodation.

6.62 In terms of this Plan the Council wishes to ensure that while the needs of such groups are met the buildings and locations proposed should be suitable for such uses and that the neighbourhoods within which they are intending to locate will not suffer any loss of amenity. Development Control Policy Statement 13(Residential Care And Nursing Homes) sets out the material planning criteria to be taken into account when considering individual proposals.

H16 IN DETERMINING APPLICATIONS FOR THE PROVISION OF RESIDENTIAL CARE AND NURSING HOMES, EITHER BY NEW BUILD OR BY CHANGE OF USE, THE LOCAL PLANNING AUTHORITY WILL REQUIRE THAT ANY PROPOSALS TAKE INTO ACCOUNT:

- (I) THE PROVISION OF ADEQUATE SPACE AROUND THE BUILDING TO SATISFY THE AMENITY AND RECREATION NEEDS OF RESIDENTS AND STAFF;**
- (II) THE IMPACT OF THE PROPOSAL ON THE AMENITY OF THE RESIDENTS OF ADJACENT AND NEARBY DWELLINGS;**
- (III) THE PRESENCE OF OTHER SUCH USES WITHIN THE VICINITY;**
- (IV) THE LOCATION OF THE PROPOSAL IN RELATION TO LOCAL FACILITIES SUCH AS SHOPS, COMMUNITY FACILITIES AND PUBLIC TRANSPORT;**
- (V) THE PROVISION MADE FOR CAR PARKING FOR RESIDENTS, STAFF AND VISITORS.**



INTRODUCTION

- 7.1 Shopping is a necessity. The purchase of food and other household goods is an activity carried out by all sectors of the population; male, female, young and old, disabled and able bodied. Retailing, is a major industry which provides jobs and services and has seen considerable investment in recent years. The concentration of retail facilities in town centres has stimulated business, commercial, entertainment and community uses. Communities have found this combination of uses convenient and businesses have benefited from this relationship. A healthy retail sector providing goods and services, employment and acting as a stimulus to other development activity can be a vital element in securing growth in the local economy and in assisting urban regeneration.
- 7.2 Policies and proposals for retailing are intended to provide a secure and certain framework for retail investment, the benefits of which should meet the needs of all sectors of the borough's population.
- 7.3 The Council consider that the provision of a good shopping service is best achieved by giving priority to investment in existing centres as they are well served by public transport, give people a choice of means of transport and offer a range of facilities not available elsewhere.

CONTEXT

Retail Trends

- 7.4 Until the early 1980's retailing was concentrated in town and small district centres with a dispersed pattern of small shops serving residential areas. This distribution was part of a shopping hierarchy with the larger centres providing a full range and choice of goods while smaller centres and local shops catered for daily needs. This retail pattern was supported by planning policy.
- 7.5 Within the last ten years and especially in the late 1980's dramatic changes took place in both the location and scale of retail provision.
- 7.6 The most significant trends include:
- rapid growth in consumer expenditure, particularly on durable (non food) goods.
 - decline in the overall number of shops.
 - restructuring within the retail industry, with mergers; pressure for larger retail units, especially foodstores, offering the benefits of economies of scale; the introduction of new electronic technology and the movement from labour to capital intensive investment.
 - the ability of the retail industry to innovate and compete for market share.
 - the willingness of investment institutions to fund retail expansion while manufacturing industry declined.
 - the growth of managed shopping centres with the ability to co-ordinate and deliver a high quality and level of service.
 - a rapid increase in the number of out of centre retail developments.
 - the development of new ranges of goods and of methods of selling them e.g. D.I.Y.
- 7.7 Most recent trends have seen a shift from the development of large scale out of centre foodstores and retail parks to:
- small discount supermarkets.
 - factory retailing/warehouse clubs.
 - further rationalisation and restructuring by major retail operators.
 - increased emphasis on management initiatives in existing centres.
- 7.8 The most recent trends have taken place in the context of a decline in retail expenditure, shifts in Government policy to meet objectives which are compatible with the aim of encouraging sustainable development, and the assessment of the impact of substantial changes in retailing over recent years.
- 7.9 The Government's objectives contained within PPG6 (Town Centres and Retail Developments) and PPG13 (Transport) are:
- to sustain and enhance the vitality and viability of town centres
 - to focus development, especially retail development, in locations where the proximity of businesses, facilitates competition from which all consumers are able to benefit and maximises the opportunity to use means of transport other than the car

- to maintain an efficient, competitive and innovative retail sector
- to ensure the availability of a wide range of shops, employment, service and facilities to which people have easy access by a choice of means of transport.

Retailing in Tyne and Wear

- 7:10 Tyne and Wear is a compact county with an excellent highway and public transport network such that retail provision in one part of the county can influence provision elsewhere. RPG1 noted the substantial changes in retailing over the last few years within the County. One of the largest shopping centres in Europe, the Metro Centre in Gateshead, alongside the A1 trunk road has been developed together with associated leisure facilities. The regional shopping centre of Newcastle City centre is well established and continues to develop at the hub of the transport network. Together, these two centres dominate retailing in the county and account for about 51% of the total food and non food shopping floorspace of main shopping centres. Out of centre development has increased such that it is now equivalent to about 23% of the total food and non food retail floor space of main and secondary centres.
- 7:11 These changes have taken place within a very short period against a background of continuing population decline, lower than average levels of retail expenditure and car ownership, as well as shifts in the population away from older areas.

Retailing in North Tyneside

- 7:12 The geographic location of North Tyneside has a significant influence on its retail catchment. The North Sea is to the east, the River Tyne forms the southern boundary with only one road crossing point, the Tyne Tunnel, and the regional shopping centre of Newcastle City is immediately to the west. A rural belt to be designated Green Belt, traverses the northern edge of the borough. The Metro rail system forms a complete loop within the borough linking the three main town centres of Wallsend, North Shields and Whitley Bay with Newcastle City Centre. Maximum journey time is 30 minutes from North Shields to Newcastle.
- 7:13 The centres of Wallsend and Whitley Bay are linear, the former having a pedestrianised precinct at its central point. They both have a variety of non retail uses and are contained by surrounding high density residential areas. North

Shields has a compact centre, an enclosed shopping mall and some pedestrianised areas. There is a greater concentration of commercial uses close by the central area than in either Wallsend or Whitley Bay. Whitley Bay, on the coast, has an additional function as a tourist resort. Killingworth is currently being updated as part of a major redevelopment scheme.

- 7:14 These three main centres and Killingworth serve distinct and discrete catchment areas, and the Council wishes to see them consolidated with full use being made of available land and premises. The Council, in partnership with other agencies and developers, will seek to support the vitality and viability of these existing centres. In North Shields reports on transportation issues and a strategy for the town centre have been undertaken, whilst in Whitley Bay, the Civic Trust Regeneration Unit have completed a study of the town centre. These studies will form the basis of action plans for the town centres in the context of policies and proposals set out in this plan.
- 7:15 There are a number of district and local centres dispersed throughout the residential areas. Most have been able to maintain their role of providing for local needs but some may require their role to be reviewed.
- 7:16 The most dramatic change has been the recent growth in out of centre floorspace catering mainly for shopping trips by car. At the end of 1998 there was over 60,500m² net of retail floorspace outside centres. This is equivalent to over 86% of the floorspace of main and secondary centres and was the largest percent age of such floorspace in Tyne and Wear. Out of centre floorspace is mainly in the form of food stores, either within or on the edge of the built up area, freestanding durable goods units and two retail parks centrally located close to the junction of the A19 and A1058 roads.
- 7:17 Royal Quays is a major scheme to regenerate the riverside area of North Tyneside. This development includes a now operational factory outlet centre of 11,790m² and an equivalent amount of leisure provision which has yet to be implemented.

Issues

- 7:18 A number of issues arise from contextual considerations.
- the borough has a good established choice of location for shopping facilities.

- the balance between existing centres and out of centre provision is in danger of being upset in favour of the latter.
- there is likely to be less retail growth and so investment needs to be directed to achieve maximum benefit to existing centres and the less mobile shopper.
- large sectors of the population do not have access to cars and rely on public transport.
- existing centres are well located on efficient public transport routes.
- retail development in existing centres, stimulates urban regeneration and has the potential to minimise car journeys and so reduce CO₂ emissions.
- a period of consolidation to assess the implications of recent shifts in floorspace provision is required.

POLICIES AND PROPOSALS

General Policy

- 7.19 The continuing role of existing centres in providing a level and quality of shopping service accessible to all of the borough's residents underlines its shopping strategy. However, the Council recognises that proposals for additional shopping floorspace may come forward during the plan period and that developers should have some guidance on the fundamental judgement which will be made in assessing proposals either within centres or at other locations.

S1 THE LOCAL PLANNING AUTHORITY WILL ENSURE THE AVAILABILITY OF A WIDE RANGE OF SHOPPING

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF (SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE (FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

DEFINED NEED, WHERE THE SCALE, TYPE AND LOCATION WOULD HELP TO PROMOTE THE VITALITY AND VIABILITY OF EXISTING CENTRES AND WOULD NOT RESULT IN AN UNACCEPTABLE INCREASE IN VEHICLE GENERATED POLLUTION.

Retail Environment

- 7.20 A key component in promoting the attractiveness of centres to shoppers and investors is the quality of the shopping environment. Larger, managed indoor centres are able to exercise considerable control over the environment of their shopping areas. In that respect they have an advantage over traditional high street centres. The Council accept that while existing centres have their own particular strengths and character they can be enhanced by directing resources to environmental improvement and by taking a co-ordinated approach to their promotion and management.

S2 THE LOCAL PLANNING AUTHORITY WILL PROMOTE MEASURES TO SECURE A GOOD QUALITY AND SAFE ENVIRONMENT IN THE BOROUGH'S SHOPPING CENTRES BY:

- (I) **GIVING PRIORITY TO MEASURES TO ASSIST PEDESTRIAN AND CYCLIST MOVEMENT.**
- (II) **INTRODUCING TRAFFIC MANAGEMENT AND CALMING.**
- (III) **IMPROVING ACCESS TO AND WITHIN THE SHOPPING AREAS AND ENSURING IT MEETS THE NEEDS OF THE ELDERLY, PEOPLE WITH DISABILITIES, WHEELCHAIR USERS AND CARERS WITH YOUNG CHILDREN IN PRAMS/PUSHCHAIRS.**
- (IV) **PROMOTING A HIGH STANDARD OF DESIGN.**
- (V) **ENCOURAGING THE FULL USE OF VACANT AND DERELICT SITES AND PREMISES WITHIN CENTRES WHICH WOULD CONTRIBUTE TO IMPROVING OVERALL STANDARDS.**
- (VI) **SUPPORTING PROMOTIONAL AND CENTRE MANAGEMENT INITIATIVES.**
- (VII) **GIVING PRIORITY TO MEASURES TO IMPROVE PERSONAL SAFETY AND SECURITY.**

- 7.21 The centres referred to include the three main centres of Wallsend, North Shields and Whitley Bay; Killingworth; the district centres of Longbenton Arndale, Forest Hall, Whitley Lodge, Monkseaton and the Collingwood Centre, together with a range of local centres within existing residential areas.

7.22 Any measures proposed under this policy will follow from a detailed analysis of each of these centres. Strategies for Whitley Bay and North Shields are currently being developed. Priorities for action will be assessed on the basis of the scale and nature of any current deficiencies and an evaluation of the contribution they are expected to make to the overall shopping service following additional investment.

Main Centres

7.23 North Tyneside has a good distribution of shopping provision but only the 3 main centres of Wallsend, North Shields and Whitley Bay offer a full range of retail and other town centre facilities in locations which allow access by all sectors of the population. They are the focus of public transport and have substantial catchment populations within their respective urban areas. In Wallsend and North Shields car ownership is low and past loss of population together with the potential impact of out of centre development indicates that these centres may be vulnerable. Both Wallsend and North Shields centres contain managed shopping areas, the Forum and the Beacon Centre. Their owners are undertaking programmes of refurbishment involving substantial investment.

7.24 The Council expect these three centres to be consolidated with the emphasis on improved levels and quality of provision. There may be some opportunities for additional floorspace on sites within or on the edge of these centres and the Council will respond to developer led initiatives as they arise on the basis of the policies and proposals in this plan.

S3 THE TOWN CENTRES OF WALLSEND, NORTH SHIELDS AND WHITLEY BAY AS DEFINED ON THE PROPOSALS (INSET) MAP WILL CONTINUE TO BE MAINTAINED AND ENHANCED AS THE MAIN FOCUS FOR RETAIL PROVISION AND ASSOCIATED FACILITIES BY:

- (I) DEFINING THE AREAS OF PRIMARY SHOPPING FRONTAGE AND DEVELOPING DETAILED PROPOSALS TO ENSURE THE DOMINANCE OF RETAILING.**
- (II) IDENTIFYING DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT OPPORTUNITIES.**
- (III) IMPROVING THE CENTRES ENVIRONMENT.**
- (IV) IMPROVING ACCESSIBILITY.**

7.25 In Policy S3 and in the policies and proposals which follow retail provision is defined in accordance with the Town and Country Planning (Use Classes) Order 1987 (as amended) as follows: Retail - Class A1 (Shops)

7.26 The boundaries as defined in Policy S3 contain the main shopping and commercial parts of the town centres and are drawn sufficiently wide to allow traffic management issues to be considered.

7.27 The Council wishes to see thriving town centres and accepts that variety and activity are essential elements of their vitality and viability. However, it is important that the retail function of town centres is dominant within primary shopping frontages. Account has been taken of the advice in PPG6 (Town Centres and Retail Developments); the existing uses in primary frontages; the opportunities within secondary frontages and so on the basis of these and other factors the plan defines realistic primary shopping frontages.

S3/1 WITHIN THE PRIMARY SHOPPING FRONTAGES OF WALLSEND, NORTH SHIELDS AND WHITLEY BAY AS DEFINED ON THE PROPOSALS (INSET) MAPS, CHANGES OF USE FROM RETAIL (CLASS A1) TO NON-RETAIL USES AT GROUND FLOOR LEVEL WILL BE PERMITTED WHERE ALL THE FOLLOWING CRITERIA CAN BE MET:

- (I) THE PROPOSAL WOULD PROMOTE THE VITALITY AND VIABILITY OF THE EXISTING TOWN CENTRE, AND**
- (II) THE PROPOSAL, EITHER INDIVIDUALLY OR CUMULATIVELY, WOULD NOT ALTER THE OVER ALL CHARACTER OF THE EXISTING PRIMARY SHOPPING FRONTAGE; AND**
- (III) THE PROPOSAL WOULD NOT HAVE AN ADVERSE IMPACT ON THE AMENITY OR SECURITY OF THE ADJACENT PREMISES OR ON THE SURROUNDING AREA; AND**
- (IV) THE PROPOSAL WOULD NOT ADVERSELY AFFECT THE EXISTING HIGHWAY NETWORK; AND**
- (V) THE PROPOSAL, EITHER INDIVIDUALLY OR CUMULATIVELY, WOULD NOT RESULT IN AN UNACCEPTABLE LOSS OF RETAIL FLOORSPACE.**

7.28 Outside the areas of primary shopping frontage the Council anticipate that retail uses will continue to be well represented within town centres. However, a range of other shopping centre uses are acceptable where they support the main retail function, add to vitality and viability

and make town centres attractive to local residents, shoppers and visitors. Such uses could include entertainment facilities, financial institutions, restaurants, cafes and community facilities.

S3/2 OUTSIDE THE PRIMARY SHOPPING FRONTAGES BUT WITHIN THE TOWN CENTRES OF WALLSEND, NORTH SHIELDS AND WHITLEY BAY AS DEFINED IN POLICY S3 PROPOSALS FOR CHANGES OF USE FROM RETAIL TO NON RETAIL USES WILL BE PERMITTED WHERE ALL OF THE FOLLOWING CRITERIA CAN BE MET:

- (I) THE PROPOSAL WOULD NOT BE DETRIMENTAL EITHER INDIVIDUALLY OR CUMULATIVELY TO THE VITALITY AND VIABILITY OF THE CENTRE; AND
- (II) THE PROPOSAL WOULD NOT HAVE AN ADVERSE IMPACT ON THE AMENITY OF ADJACENT PREMISES OR ON THE SURROUNDING AREA

7.29 Of the three main town centres, North Shields has a particular role as the focus for non retail services within the borough, especially financial and legal services. The Council consider that the retention and development of such uses is supportive of the role of the town centre and helps meet local economic objectives by encouraging continued growth in service sector employment.

S3/3 WITHIN THE MAIN OFFICE AND BUSINESS AREA OF NORTH SHIELDS AS DEFINED ON THE PROPOSALS (INSET) MAP THE LOCAL PLANNING AUTHORITY WILL SUPPORT THE RETENTION OF SUCH USES. PROPOSALS FOR OFFICE AND BUSINESS USE INCLUDING CONVERSIONS AND CHANGES OF USE WILL BE SUPPORTED WHERE ALL OF THE FOLLOWING CRITERIA CAN BE MET:

- (I) THE PROPOSAL WOULD NOT HAVE AN ADVERSE IMPACT ON THE AMENITY OF ADJACENT PREMISES OR ON THE SURROUNDING AREA; AND
- (II) THE PROPOSAL COULD PROVIDE PARKING IN ACCORDANCE WITH DEVELOPMENT CONTROL POLICY STATEMENT 4 (CAR AND CYCLE PARKING STANDARDS).

7.30 Within town centres there have been indications of increasing vacancy in upper floors. This has consequences for the retail environment and represents a loss of potential activity within a centre. The Council is aware of recent Department of the Environment initiatives to bring vacant premises into use in 'Living over the shop' schemes. The Council has been involved with housing associations to formulate proposals, and these are supported by proposals in this Plan.

S3/4 THE LOCAL PLANNING AUTHORITY WILL SUPPORT PROPOSALS WHICH WILL RESULT IN THE FULL USE OF UPPER FLOORS OF PREMISES IN TOWN CENTRES, INCLUDING RESIDENTIAL USE WHERE ALL THE FOLLOWING CRITERIA CAN BE MET:

- (I) THE PROPOSAL WOULD NOT HAVE AN ADVERSE IMPACT ON THE AMENITY AND SECURITY OF ADJACENT PREMISES OR ON THE SURROUNDING AREA; AND
- (II) THE PROPOSAL COULD PROVIDE PARKING IN ACCORDANCE WITH DEVELOPMENT CONTROL POLICY STATEMENT 4 (CAR AND CYCLE PARKING STANDARDS); AND
- (III) THE PROPOSAL WOULD, IN THE CASE OF RESIDENTIAL DEVELOPMENT ABOVE COMMERCIAL USES, BE CAPABLE OF INDEPENDENT ACCESS AND WOULD PROVIDE ADEQUATE STANDARDS OF AMENITY FOR PROSPECTIVE RESIDENTS.

Killingworth

7.31 The Council are committed to ensuring the redevelopment of the central area of Killingworth for shopping and other mixed uses. This would benefit the residents of the town and allow the centre to act as a focus for nearby smaller settlements.

7.32 There has been considerable new housebuilding for owner occupation in Killingworth in recent years which has offered a wide range and choice and been attractive to in-migrants. The Council has taken effective action to clear unpopular housing and has improved the remaining local authority stock. Cleared sites which have been made available to the private sector and to housing associations have transformed the residential areas close to the central area.

7.33 Employment sites on the western edge of the town are substantially complete and occupied.

7.34 While the housing and employment areas have been successful the central shopping area declined dramatically and has now been cleared. Shopping provision is now focused on a food superstore. This superstore is to be replaced and additional retail floorspace is to be added as part of the ongoing redevelopment of the site. The new centre should provide a wide range of shopping opportunities for the community.

S4 THE REDEVELOPMENT OF KILLINGWORTH CENTRAL AREA AS SHOWN ON THE PROPOSALS MAP, FOR SHOPPING AND OTHER MIXED USES APPROPRIATE TO A TOWN CENTRE WILL BE SUPPORTED.

7.35 While the Council will require that shopping uses form the primary development on the site the proposal would be expected to contain other uses appropriate to a town centre. Such uses could include leisure, offices, service outlets, public transport facilities, entertainment and restaurants.

S4/1 IN DETERMINING PLANNING APPLICATIONS FOR RETAIL DEVELOPMENT WITHIN THE AREA IDENTIFIED IN POLICY S4 THE LOCAL PLANNING AUTHORITY WILL TAKE INTO ACCOUNT:

- (I) THE POTENTIAL IMPACT OF THE PROPOSAL ON THE VITALITY AND VIABILITY OF OTHER ESTABLISHED SHOPPING CENTRES.
- (II) THE DESIGN OF THE PROPOSAL IN RELATION TO EXISTING BUILDINGS TO BE RETAINED IN THE TOWN CENTRE, AND TO NEARBY RESIDENTIAL AREAS.
- (III) THE PROVISION MADE TO ACCOMMODATE ACCESS BY PUBLIC TRANSPORT (POLICY T3/3).
- (IV) THE PROVISION OF FACILITIES FOR THE SHOPPING PUBLIC (POLICY S11).

New District Centre

7.36 The housing allocations at Holystone/Backworth/Shiremoor/West Allotment are likely to create a demand for more community, service and convenience retail floorspace than can be met by the existing facilities within the catchment area. The Council propose the development of a district centre to meet this need. The district centre should be located east of the A19 and in

association with the development of public transport facilities including the proposed new Metro Station T3/2 (1).

S5 PROVISION IS MADE FOR THE DEVELOPMENT OF A DISTRICT CENTRE PROVIDING RETAIL, COMMUNITY AND SERVICE FACILITIES EAST OF THE A19 AND ADJACENT TO THE PROPOSED METRO STATION WEST OF SHIREMOOR, IN ASSOCIATION WITH THE DEVELOPMENT OF HOUSING AREA H3(10) BACKWORTH/SHIREMOOR/WEST ALLOTMENT. THE DEVELOPMENT OF ANY SINGLE USER UNIT OVER 2,500m² (GROSS) WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:

- (I) THE PROPOSALS WOULD NOT AFFECT, EITHER INDIVIDUALLY OR CUMULATIVELY, THE VITALITY AND VIABILITY OF ANY ESTABLISHED SHOPPING CENTRE, AND
- (II) THE PROPOSALS WOULD MEET AN IDENTIFIED LOCAL NEED, AND
- (III) THE PROPOSAL WOULD NOT PREJUDICE PROPOSALS FOR THE IMPROVEMENT OR INVESTMENT IN ANY ESTABLISHED SHOPPING CENTRE, AND
- (IV) THE PROPOSAL WOULD BE WITHIN THE BUILT UP AREA, AND
- (V) THE PROPOSAL CAN BE ACCOMMODATED WITHIN THE EXISTING HIGHWAY NETWORK, IS ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT AND WOULD NOT RESULT IN AN UNACCEPTABLE INCREASE IN VEHICLE GENERATED POLLUTION, AND
- (VI) THE PROPOSAL IS ACCEPTABLE IN TERMS OF ITS IMPACT ON ITS SITE, LOCAL AMENITY, THE ENVIRONMENT AND ADJOINING LAND USES.

Other Centres

7.37 There is a range of smaller shopping centres within residential areas throughout the borough important to their local catchment populations and helping to deliver a good shopping service.

S6 THE LOCAL PLANNING AUTHORITY WILL SEEK TO MAINTAIN AND ENHANCE THE ROLE OF LOCAL SHOPPING CENTRES WHERE FEASIBLE TO ENABLE THEM TO CONTINUE TO MEET THE NEEDS OF THEIR CATCHMENT POPULATION BY:

continued...

- (I) UNDERTAKING EXTERNAL ENVIRONMENTAL IMPROVEMENTS.
- (II) DECLARING COMMERCIAL IMPROVEMENT AREAS.
- (III) UNDERTAKING IMPROVEMENTS TO PREMISES.
- (IV) IMPLEMENTING TRAFFIC MANAGEMENT, ACCESS AND PARKING SCHEMES IN ACCORDANCE WITH POLICY T10.
- (V) SUPPORTING PROPOSALS FOR NEW RETAIL INVESTMENT APPROPRIATE TO THE ROLE OF THE CENTRE.

7.38 Resources available for such schemes will not allow all such centres to be maintained and enhanced. The Council will prepare an analysis of each local centre and formulate an action programme on a priority basis.

7.39 Shopping at the local level including the availability of individual shops in residential areas is an important part of retail provision. Such shops have shown themselves able to adapt to customer requirements by opening longer hours and meeting specialised needs. They offer an important and convenient service for those who are less mobile, especially elderly and disabled people, families with small children, and those without access to a car.

S7 THE LOCAL PLANNING AUTHORITY WILL SUPPORT THE RETENTION OF LOCAL SHOPS, INCLUDING INDIVIDUAL UNITS AND WILL PERMIT A CHANGE OF USE OUT OF USE CLASS A1 RETAIL ONLY WHERE IT IS SATISFIED THAT THE FOLLOWING CRITERION CAN BE MET.

- (I) THE PROPOSAL WILL NOT RESULT IN A SIGNIFICANT REDUCTION IN THE LEVEL AND SERVICE OF RETAIL PROVISION WITHIN THE LOCAL AREA.

Development Outside Centres

7.40 North Tyneside has experienced an expansion of out of centre development in recent years on a scale which has shifted the balance of retailing away from established centres. This out of centre provision does contribute to the range and choice of retailing within the borough, but its location necessitates primarily car journeys and it is not easily accessible to many of the borough's residents. The Council in taking a cautious

approach consider that such provision is now adequate and that any further proposals would impact on other established centres to such a degree that they would have a negative effect on the level and quality of the shopping service available to all the borough's residents. Such proposals would also continue to stimulate rather than minimise the need to travel.

7.41 All applications for retail developments over 2,500 square metres gross floorspace should be supported by evidence of their likely economic and other impacts on other retail locations, an identified need for additional floorspace provision and an assessment in the likely changes in travel patterns over the catchment area. Such assessments may also be necessary for smaller scale developments where the Council consider an adverse impact on local centres may result.

S8 PROPOSALS FOR NEW SHOPPING AND OTHER KEY TOWN CENTRE USES OUTSIDE THE EXISTING CENTRES WILL ONLY BE PERMITTED WHERE THE FOLLOWING CRITERIA CAN BE MET:

- (I) THE PROPOSAL WILL NOT PREJUDICE THE VITALITY AND VARIETY OF THE IDENTIFIED SHOPPING CENTRES;
- (II) THE PROPOSAL WILL NOT BE IN AN IDENTIFIED NEED;
- (III) THE PROPOSAL WILL NOT BE IN AN IDENTIFIED NEED;
- (IV) THE PROPOSAL WILL NOT PREJUDICE PROPOSALS FOR THE IMPROVEMENT OR INVESTMENT IN ANY ESTABLISHED SHOPPING CENTRES; AND
- (V) THE PROPOSAL WOULD BE WITHIN THE BUILT UP AREA; AND
- (VI) THE PROPOSAL CAN BE ACCOMMODATED WITHIN THE EXISTING HIGHWAY NETWORK, IS ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT AND WOULD NOT RESULT IN AN UNACCEPTABLE INCREASE IN VEHICLE GENERATED POLLUTION; AND
- (VII) THE PROPOSAL IS ACCEPTABLE IN TERMS OF ITS IMPACT ON ITS SITE, LOCAL AMENITY, THE ENVIRONMENT AND ADJOINING LAND USES.

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

- 7.42 Exceptions to Policy S8 will be considered under Policy LE1/2 where shopping provision is proposed to meet the immediate needs and convenience of employees in large business neighbourhoods.
- 7.43 The sale of agricultural produce from the farm, provided that significant produce is not imported from outside, does not require planning permission. However, use as a farm shop selling a significant amount of produce from elsewhere is a separate use requiring planning permission, and such applications would be considered against the provisions of Policy S8 (except criterion (V)).
- 7.44 Warehouse clubs which share many of the characteristics of very large retail outlets would be a subject to Policy S8 if they wished to locate outside existing centres.
- 7.45 Changes of use from non food retail units to food retailing will be resisted and will need to satisfy the criteria in Policy S8. Proposals for extensions to existing out of centre shopping units will be assessed against Policy S8.
- 7.46 There has been recent development activity as car showrooms have relocated from mainly urban fringe of town centre sites to prominent positions on employment sites. Such locations have been acceptable and in most instances car showrooms have been part of a wider planning unit including vehicle servicing. The local planning authority is prepared to continue to consider proposals for car showrooms on employment land. Permitted development rights allow the change of use from car showrooms to Class A1 retail. However, material external alterations to facilitate such changes of use would require the express consent of the local planning authority. The potential effect on employment and retail policies of such forms of development must be considered. In order to ensure the continuity of provision of employment land and premises and to restrict the proliferation of out of centre retail development:

**S9 W
SHOW
PERMI
EXTER
PROPC
PROVI**

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

Small Scale Shopping

- 7.47 Within existing and proposed residential areas there may be opportunities to address the requirement for additional small scale convenience floorspace of a maximum of 1000m2 gross in order to provide for deficiencies, either in volume or in quality and choice. The Council has not identified specific locations but recognises the need to be flexible in meeting demands that may arise during the plan period.

S10 THE PROVISION OF SMALL SCALE CONVENIENCE SHOPPING PROVISION OUTSIDE ESTABLISHED SHOPPING CENTRES AND WITHIN RESIDENTIAL AREAS WILL BE SUPPORTED WHERE ALL OF THE FOLLOWING CRITERIA CAN BE MET:

- (I) THE PROPOSAL WOULD MEET AN IDENTIFIED LOCAL NEED, AND**
- (II) THE PROPOSAL WOULD NOT AFFECT, EITHER SINGLY OR CUMULATIVELY, THE VITALITY AND VIABILITY OF ANY ESTABLISHED SHOPPING CENTRES; AND**
- (III) THE PROPOSAL WOULD NOT HAVE AN ADVERSE AFFECT ON THE AMENITY OF ADJACENT PREMISES OR ON THE SURROUNDING AREA.**
- (IV) THE PROPOSAL CAN BE ADEQUATELY SERVICED.**
- (V) PARKING CAN BE PROVIDED IN ACCORDANCE WITH DEVELOPMENT CONTROL POLICY STATEMENT 4. (CAR AND CYCLE PARKING STANDARDS).**

Retail Facilities

- 7.48 Much can be achieved in controlling the external environment of shops and shopping areas. However, an overall improvement to the level and quality of service including increased accessibility to disadvantaged groups including women who undertake the majority of shopping for food and a wider sense of responsibility to environmental issues such as waste reduction, places responsibility with the retailer.

S11 HAVING REGARD TO THE SIZE, FUNCTION AND LOCATION OF SHOPS, NEW RETAIL DEVELOPMENT WILL BE EXPECTED TO PROVIDE A RANGE OF FACILITIES FOR THE SHOPPING PUBLIC. IN DETERMINING APPLICATIONS THE LOCAL PLANNING AUTHORITY WILL TAKE INTO ACCOUNT:

continued...

- (I) THE PROVISION MADE FOR ELDERLY PERSONS AND FOR ACCESS FOR THOSE PEOPLE WITH DISABILITIES INCLUDING WHEELCHAIR USERS AND CARERS WITH YOUNG CHILDREN IN PRAMS/PUSHCHAIRS.
- (II) THE PROVISION MADE FOR A SAFE AND SECURE ENVIRONMENT WITHIN ANY PARKING AREAS ASSOCIATED WITH THE PROPOSAL.
- (III) THE PROVISION MADE FOR ACCESS TO THE PROPOSAL BY NON CAR USERS INCLUDING PEDESTRIANS, CYCLISTS, PUBLIC TRANSPORT AND TAXI USERS.
- (IV) THE PROVISION MADE WITHIN ANY PROPOSED BUILDING FOR SHOPPERS NEEDS INCLUDING SEATS, TOILETS AND SEPARATE BABY FEEDING AND CHANGING FACILITIES.
- (V) THE PROVISION ON LARGER DEVELOPMENTS OF SHOPPERS CRÈCHES AND PLAY AREAS FOR CHILDREN.
- (VI) THE PROVISION MADE FOR RECYCLING SUCH AS PAPER AND BOTTLE BANKS.

Hot Food Takeaways

7.49 The Council accept that hot food takeaways meet a particular need but raise environmental issues particularly affecting the amenity of local residents. The Council in developing a policy for the control of this use have sought to balance the issues and develop criteria against which proposals for hot food takeaways and restaurants can be assessed.

S12 PROPOSALS FOR HOT FOOD TAKEAWAYS WILL BE PERMITTED IN EXISTING SHOPPING CENTRES AND OTHER LOCATIONS WHERE THE FOLLOWING CRITERION CAN BE MET:

- (I) THE PROPOSAL SHOULD NOT BY REASON OF NOISE, SMELL, DISTURBANCE, TRAFFIC, PARKING OR VISUAL AMENITY, ADVERSELY AFFECT THE AMENITIES OF NEARBY RESIDENTS.

Any such proposal will be considered in relation to the presence of any similar uses in the local area. Development Control Policy Statement 16(Hot Food Takeaways And Other Food And Drink Uses) sets out the material planning criteria to be taken into account when considering individual proposals.

Security

7.50 There has been an increasing tendency for retailers to provide higher levels of security for their premises. Unfortunately in many instances the measures taken degrade the shopping environment and reduce its attractiveness. The Council wish to balance the retailers need for security against the benefits of an upgraded environment and in addition to the policy set out below will prepare and keep under review planning policy guidance relating to shop front security. There are current initiatives involving developers, the Council and the police and they are expected to continue.

S13 PROPOSALS FOR SHOP FRONT SECURITY REQUIRING PLANNING PERMISSION WILL BE DETERMINED TAKING INTO ACCOUNT THE LOCAL PLANNING AUTHORITY DEVELOPMENT CONTROL POLICY STATEMENT 17 (SECURITY GRILLES AND SHUTTERS).



INTRODUCTION

- 8.1 There has been a significant change to transport policy in recent years. It is now widely accepted that continued road building based on 'predicting' future traffic levels and 'providing' accordingly is not the solution to transport problems. Such an approach is now deemed inappropriate given that it encourages more traffic, is detrimental to the environment and is poor value for money. The emphasis is now on reducing the need to travel (particularly by private car), investing in more sustainable alternatives and further integration of land use planning and transportation.
- 8.2 European Union policy and legislation is bearing an ever increasing influence on domestic transport policy. The European Union's Common Transport Policy states that its long term aim is to provide sustainable mobility by providing coherent integrated transport systems and measures to ensure that transport contributes towards sustainable development patterns by respecting the environment and contributing towards the solution of major environmental problems.
- 8.3 The Government's recent White Paper 'A New Deal for Transport' advocates an integrated approach to transport and land use planning. Preference should be given to measures favouring the most sustainable forms of transport. This will relieve road space of many journeys, particularly short ones, currently made by the car. The Government is in the process of reviewing much of its planning guidance and integrating the new transport agenda figures prominently.
- 8.4 PPG13 (Transport) issued by Central Government in 1994 was the first comprehensive national policy statement seeking greater integration of transport and planning. In seeking greater integration, it seeks to:
- reduce the growth in the length and number of motorised journeys;
 - encourage alternative means of travel which have less environmental impact; and hence
 - reduce reliance on the private car.
- 8.5 Revised PPG 13(March 2001) gives greater locational guidance, advocates further travel demand measures and seeks to divert developer contributions to sustainable modes of transport. In particular, it introduces Transport Assessment, provides encouragement for park and ride schemes and promotes widespread use of travel plans. PPG13 sets maximum parking standards for a range of types of development at a level to promote use of alternatives to the car.
- 8.6 The Road Traffic Reduction Act (1997) requires the Council to monitor traffic levels and set targets for a reduction in the volume of road traffic growth. Land use policies which seek to reduce reliance on the private car will contribute towards meeting these targets.
- 8.7 The Government has recently issued a draft National Air Quality Strategy and local authorities are required to review and assess their air quality by the end of 1999. Where this review and assessment identifies areas in which air quality objectives are likely to be breached, Air Quality Management Areas will be identified. This clearly has implications for land use and transport planning as the main pollution issue in the Borough is emissions from traffic. By promoting a development pattern which reduces the need to travel by car for short journeys which produce a disproportionate level of pollution, land use planning can make a contribution to improving air quality.
- 8.8 RPG Regional Planning Guidance for the North East is currently being reviewed. The Draft Guidance makes reference to ensuring that land use planning and transport are integrated in order to steer development to locations which reduce the need to travel and enable journeys to be made by more sustainable modes of transport.
- 8.9 This Guidance is being complemented by a Regional Transport Strategy which is being prepared by the recently formed Regional Assembly which comprises local authority, private sector, other public sector and voluntary sector representatives. This will build on the Guidance contained within Regional Guidance for the North East and set priorities for investment.
- 8.10 The White Paper on Transport requires Local Authorities to develop integrated local transport strategies, which are set out and implemented through a Local Transport Plan. A Provisional Local Transport Plan for Tyne and Wear was published in the Summer of 1999. The provisional plan enables the transition to take place between the former approaches to planning and financing Local Transport Strategies and the new methods of working through the Local Transport Plan. The provisional plan sets the objectives for the full plan and makes substantial progress towards defining methods of assessing local transport needs and future implementation programmes.

- 8.11 The Local Transport Plan will address the key transport problems facing the area during the next 15 years. It will set out appropriate, affordable and acceptable strategies to bring out improvements in local transport systems. Strategies of Local Agenda 21 and Towards 2010 - A Public Transport Strategy (Nexus) will be fully integrated as part of the Local Transport Plan's delivery. Through the LTP, the local authorities will play a vital role in delivering Government policy and local aspirations for local transport plans.
- 8.12 Similarly, the LTP has a role in achieving the targets set for the Air Quality Strategy and transportation policies within the Plan, particularly through the requirements of the Road Traffic Reduction Act, will make a substantial contribution towards the improvement of the local environment.
- 8.13 The "full" LTP will run from 2000 - 2016. The plan will address the transport needs of Tyne and Wear as a whole. These needs will be assessed jointly by the Districts and City Councils and Nexus. Stakeholders in the Local Transport systems will be actively involved in the preparation and delivery of the plan through the development of partnerships.
- households and by high accessibility to the public transport network, particularly Metro. Whitley Bay also enjoys good access to public transport but car ownership in the coastal area is well above the Borough average of 53% and close to the national average at about 67% of households. The suburbs to the north of North Shields and Wallsend display car ownership levels generally close to or above the Borough average.
- 8.18 The outer settlements of Shiremoor and Backworth show car ownership levels close to the national average and are also served by the Metro system at Shiremoor. Traffic on the A186 through Shiremoor is unacceptably high in relation to the standard of road and the effect on the local residential environment.
- 8.19 Settlements in the north west of the Borough function largely as suburbs of Newcastle and this is reflected in the traffic flows and public transport provision. Car ownership in these areas is generally similar to the Borough average of 53% except for the Longbenton estate where it is low at 33% of households and the Wideopen area where it is close to the national average of 66%. Public transport in this part of the Borough focuses on the custom built bus/Metro interchange facilities at Four Lane Ends serving the area north to Killingworth and at Regent Centre in Newcastle serving the Dudley and Wideopen areas. The Longbenton Estate is served by its own Metro Station which is currently being refurbished.

Local Transport Characteristics

- 8.14 Much of the built-up area of the Borough is served by the Metro system giving high levels of public transport accessibility between settlements and to Newcastle. The Borough is also well served by a comprehensive network of bus services, principally focused on Newcastle and Whitley Bay, but which is generally complementary to the Metro system. A Ferry operates between North Shields and South Shields with a regular four to six crossings per hour.
- 8.15 The Strategic Highway network and Metro System are shown on the Proposals Map.
- 8.16 The Borough's dispersed settlement pattern and separate identity areas give rise to different local transport characteristics.
- 8.17 The older town centres of North Shields, Wallsend and Whitley Bay all suffer problems of pollution, congestion and road safety caused by the demands of the motor car on a 19thC built form and street pattern. This is mitigated to some degree in central North Shields and Wallsend by a low car ownership of about 35% of
- 8.20 The Council recognises that the relatively low car ownership in the Borough and consequent potential for further growth raises concerns about environmental pollution, traffic congestion, road safety and the depletion of non-renewable energy resources.
- 8.21 The Council also recognises that large sections of the population will continue to remain dependent on public transport to fulfil their travel needs. These are often the most vulnerable sections of the community: the poor, the elderly, children and people with special needs. Public transport will remain important to maintain social and economic opportunities for these groups.
- 8.22 UDP policies and proposals present a major opportunity to influence the rate of growth in car usage and increase public transport patronage.

POLICIES AND PROPOSALS

Public Transport

8.23 Wherever possible the Council will use its powers and influence to promote the extension and improvement of public transport facilities in the Borough. This will be achieved by:

- Giving increased prominence to bids for public transport funding in the Tyne and Wear Local Transport Plan submissions in partnership with the Passenger Transport Authority and its Executive.
- Considering the accessibility of development proposals by public transport and assessing major development proposals through Transport Assessments.
- Promoting the implementation of Travel Plans amongst schools and employers which encourage the use of public transport for the journey to work and school.
- Incorporating the national minimum parking standards for larger scale development set out in PPG13 (March 2001).
- Encouraging well-designed and well-conceived park and ride schemes.

8.24 Larger scale development proposals should be accompanied by Transport Assessments, replacing Traffic Impact Assessments, indicating the potential mode split of journeys to and from the site. The Transport Assessment should also identify proposed measures to manage and improve transport infrastructure and services, in particular to promote the use of public transport, cycling and walking.

8.25 PPG13 (March 2001) requires Travel Plans to be submitted alongside planning applications which are likely to have significant transport implications, including those for:

- all major developments comprising jobs, shopping, leisure and services (using the same thresholds as set out in Annex D of PPG 13 (March 2001));
- smaller developments comprising jobs, shopping, leisure and services which would generate significant amounts of travel in locations where there are local initiatives or targets set out in the development plan or local transport plan for the promotion of public transport, walking and cycling. This particularly applies to offices, industry, health and education uses;

- new and expanded school facilities which should be accompanied by a school travel plan which promotes safe cycle and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities; and
- where a travel plan would help address a particular local traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds.

8.26 Development plans are required to set maximum levels of parking for broad classes of development by PPG13(March 2001). Maximum standards are to be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion. There should be no minimum standards for development, other than parking for disabled people.

8.27 Park and ride schemes will be subject to robust assessment, including consideration of alternative sites, the impact on local amenity, and travel impacts, including traffic reduction and generation. Where their use is appropriate, schemes need to be designed and implemented in association with other measures, such as public transport improvements, traffic management and parking controls. Schemes should be designed for use by disabled people, and to promote the potential for walking cycling and motorcycle journeys to and from the site.

8.28 This policy aims to facilitate the provision of attractive alternatives to the motor car; promote environmentally sound modes of transport, improve mobility and accessibility for non motor car users particularly those with special needs and reduce pollution, congestion and accidents. PPG13 (March 2001) Local Agenda 21, and Local Transport Plans, require local authorities to achieve an improved and more sustainable transport strategy.

T1 THE COUNCIL WILL GIVE PRIORITY TO THE CONTINUED DEVELOPMENT OF AN INTEGRATED PUBLIC TRANSPORT SYSTEM.

8.29 New development will be encouraged where good accessibility to public transport infrastructure already exists and especially where there is underused capacity, for example, close to Metro

8 TRANSPORTATION

stations and interchange facilities. As well as promoting and encouraging the use of public transport this will reduce the need to establish new provision elsewhere.

T2 DEVELOPMENT PROPOSALS WHICH UTILISE SPARE CAPACITY IN THE EXISTING PUBLIC TRANSPORT NETWORK WILL BE ENCOURAGED.

T3 DEVELOPMENT WHICH WOULD OBSTRUCT OR CONSTRAIN THE POTENTIAL USE OF EXISTING AND FORMER RAILWAYS AND WAGONWAYS AS COMMUNICATION CORRIDORS FOR A VARIETY OF TRANSPORT USES SUCH AS FOOTPATHS, CYCLEWAYS, BRIDLEWAYS, BUSWAYS, METRO, HEAVY RAIL OR AS OTHER HIGHWAYS WILL NOT BE PERMITTED.

Public Transport - Routes/Sites

8.30 In order to be able to extend and enhance the capacity of the public transport network in the future options for expanding the system need to be identified and potential routes and sites safeguarded from proposals which would compromise their possible development. Development options include extensions to Metro, dedicated bus routes, bus stations, additions to the suburban rail network, heavy rail passenger/freight link to Newcastle Airport and ferry landing stages. Although extensions to the system may not take place within the UDP timescale it is essential, if opportunities for a shift away from life styles dependent on the motor car are to be maximised, that potential routes and station sites are not compromised by other developments.

8.31 Although there are currently no proposals to close the existing rail freight line between the Borough boundary south-east of Seghill and Benton Quarry junction its long term future as a potential public transport corridor linking south-east Northumberland with Newcastle City Centre should be safeguarded. [Policy T3]. A suburban rail link would be the most likely development option. Consultants have been appointed to develop proposals for the extension of a passenger rail link to Ashington via Backworth/Shiremoor

8.32 It is possible that the potential of the existing Railtrack east coast main line to provide local suburban rail links in the area between Durham and Morpeth could be realised in the future although probably not within the timescale of the current plan. This could result in the development of new suburban stations with fast links to central Newcastle along the existing Railtrack line. Possible station sites should be safeguarded. [Policy T3].

8.33 Safeguarding the former rail connections east of Benton Metro station will allow links to be established between Metro and the Railtrack main line should this become desirable in the future. [Policy T3].

8.34 The proposed Metro Complementary Route (MCR), also known as the Stephenson Corridor Jobs Link, is a multi-modal public transport project, being promoted by Nexus and North Tyneside Council. The ongoing major residential, industrial, commercial and leisure developments along the A19(T) development corridor require public transport services to improve accessibility and social and economic activity along the corridor and beyond via the Metro system. The MCR has been designed to achieve this by linking new ferry landings at South Shields and Royal Quays, a new Interchange at Percy Main Metro Station and a new Metro and Bus Interchange to be constructed at Backworth.

T3/1
ON TH
FROM
POSSI
AND S

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

8.35 A new Metro station west of Shiremoor and east of the A19(T) bridge is proposed to serve the residential growth point at Shiremoor/Backworth. It is anticipated that high accessibility to the Metro and fast journey times to Newcastle will discourage car usage, benefit non motor car users including people with special needs, make the area attractive to developers and attract population into the Borough. Its position adjacent to the A19(T) presents the opportunity to be linked to the metro complementary route and incorporate 'park and ride' facilities enabling car borne travellers originating in south-east Northumberland to park here and travel by Metro into Newcastle City centre.

8.36 A new Metro station is proposed at Beaconsfield, Tynemouth making the site potentially highly accessible to non motor car users including people with special needs. In addition to improving public transport accessibility for local residents the proposal will enhance the visitor potential of existing and proposed facilities in the

area including the Sea Life Centre, Tynemouth Park and Long Sands.

T3/2 NEW METRO STATIONS ARE PROPOSED IN THE FOLLOWING LOCATIONS:

- (1) SHIREMOOR (SHOWN ON THE PROPOSALS MAP).**
- (2) IN THE VICINITY OF BEACONSFIELD TYNEMOUTH, THE EXACT LOCATION TO BE IDENTIFIED AFTER DETAILED ENGINEERING STUDIES, AND HAVING REGARD TO THE POTENTIAL IMPACT ON LOCAL AMENITY, THE ENVIRONMENT AND ADJOINING LAND USES.**

- 8.37 In order to increase the attractiveness of public transport and to improve accessibility for non motor car users deficiencies in bus station provision at important locations should be made good.
- 8.38 The intended redevelopment of Killingworth Town Centre will present the opportunity to incorporate new bus station facilities at this important transport node where none exist at present.
- 8.39 The ongoing major residential, industrial, commercial and leisure developments at Royal Quays together with the potential for further large scale industrial development in the area require the provision of new bus terminus facilities. A site should be identified in the vicinity of the car/ferry terminal which is capable of integration with a possible future pedestrian/ferry landing stage.

T3/3 IDENTIFIED LOCATIONS AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. (PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

- 8.40 An increase in the availability and range of river ferry services would improve accessibility and social and economic activity along the riverside. Major development at Royal Quays for a variety of uses including residential and recreational facilities presents the opportunity to provide a new ferry landing facility and to link with other public transport proposals for the area and particularly the Metro Complementary Route link.

T3/4 A SITE FOR A FUTURE FERRY LANDING STAGE WILL BE IDENTIFIED AND SAFEGUARDED FROM DEVELOPMENT AT ROYAL QUAYS

Public Transport Operation/Facilities

- 8.41 In order to increase the attractiveness of travel by public transport, thereby reducing the adverse influences of the motor car, particularly in the built up area, a high priority will be given to ensuring the efficient movement of buses, easy access to bus stops and Metro interchanges and to improving the range of passenger facilities. The bus strategy for Tyne and Wear identifies key corridors (termed as primary upgraded bus routes) where the aim is to implement a core network which provides comprehensive modern services and infrastructure. These will be implemented through quality partnerships, in addition to metro complementary routes (MCRs), to serve the most heavily trafficked corridors.
- 8.42 Improvements to passenger facilities could include better design of bus stops and shelters, improved lighting, seating, signage and safety measures. Where bus station improvement is proposed consideration should be given to items such as waiting room facilities, provision for baby changing and feeding, play areas, toilets and access for the disabled.
- 8.43 The Council in partnership with Nexus have an on-going programme of C.C.T.V. introduction and car park security measures at metro station park and ride sites. Nexus and the Council are providing cycle storage lockers at key metro stations. New proposals for park and ride include those concerned with Backworth interchange and a major scheme bid for interchange improvement at Four Lane Ends. The Council will continue to seek locations for park and ride at alternative locations on the network.

T4 A HIGH PRIORITY WILL BE GIVEN TO ASSISTING PUBLIC TRANSPORT OPERATION BY GIVING PRECEDENCE TO BUS MOVEMENTS ON CONGESTED ROUTES, IN TOWN CENTRES AND AT METRO INTERCHANGES AND BY PROMOTING IMPROVEMENTS TO EXISTING PUBLIC TRANSPORT PASSENGER FACILITIES

- 8.44 To perform well, public transport operations must provide accessibility and reliability. The council, as highway authority can assist in improving performance by implementing a variety of physical measures including the provision of bus priority measures on major bus corridors. Additional measures providing for the needs of public transport can be included in the council's highway improvement schemes.
- 8.45 It is important that new development reflects the needs of public transport, and wherever possible, provides good access for buses. This may mean for example, ensuring attractive, clearly defined through routes and the provision of lay-bys.
- 8.46 Improvements to the highway network will adopt the appropriate design criteria to assist bus operation.

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

- 8.47 Priority will be given to areas where public transport patronage is greatest and where proposals form part of wider traffic management schemes aimed at reducing the adverse influence of the motor car such as Town Centres.

T4/2 PRIORITY WILL CONTINUE TO BE GIVEN TO IMPLEMENTING PASSENGER FACILITY IMPROVEMENTS AT THE FOLLOWING LOCATIONS:

- (1) TOWN CENTRES
- (2) METRO INTERCHANGE FACILITIES
- (3) METRO STATIONS

- 8.48 Planned improvements such as easier access through the avoidance of steps, the use of seating and clearer information signs would remove many of the barriers facing public transport users. Section 57(2) of the Transport Act, 1985 requires Passenger Transport Authorities and their Executives to have a 'duty to have regard to the transport needs of members of the public who are elderly or disabled'. The Disability Discrimination Act 1997 requires service providers to have implemented the provision of accessible facilities/vehicles by a certain timescale.

T4/3 THE PROVISION OF PUBLIC TRANSPORT FACILITIES, INCLUDING THE REFURBISHMENT OF EXISTING FACILITIES, SHOULD INCLUDE ACCESS ARRANGEMENTS AND FACILITIES SUITABLE FOR DISABLED PERSONS AND OTHERS WITH SPECIAL NEEDS.

Taxis

- 8.49 Taxis form an important element of the public transport system although they carry fewer passengers than other forms. They offer a twenty-four hour service geared to a market where individuals require a journey tailored to their own particular requirements. They are particularly valuable for the elderly, those with disabilities and by women concerned for their safety. It is therefore desirable to ensure that ranks for taxis are in locations which are safe and convenient for both operators and users.
- 8.50 The potential for providing new taxi ranks will be examined at important transport nodes and concentrations of community facilities such as town centres, out of town shopping areas and Metro stations.
- 8.51 The possible effects on amenity of additional taxi ranks and private hire offices will be considered. Planning criteria are set out in Development Control Policy Statement 20. (Taxi/Private Hire Offices)

T5 THE USE OF TAXIS WILL BE ENCOURAGED BY THE PROVISION OF ADDITIONAL RANKS IN A VARIETY OF SUITABLE LOCATIONS.

Highways

- 8.52 Due to the priority given in this plan to measures aimed at increasing the attractiveness of public transport and promoting alternatives to the private motor car no additions to the strategic highway network are proposed. The existing network will, however, be upgraded where this will improve safety and efficiency provided there is no conflict with environmental policies. Improvements could include road widening, dualling, junction improvements and by passes.

T6 THE HIGHWAY NETWORK WILL BE IMPROVED IN ACCORDANCE WITH THE COUNCIL'S GENERAL OBJECTIVE OF:

- (I) IMPROVING CONDITIONS FOR PUBLIC TRANSPORT, AND**
- (II) IMPROVING SAFETY AND CONVENIENCE ON THE PUBLIC HIGHWAY, AND**
- (III) PROTECTING AND IMPROVING THE BUILT AND NATURAL ENVIRONMENT, AND**
- (IV) IMPROVING CONDITIONS FOR PEDESTRIANS, ESPECIALLY FOR THOSE PEOPLE WITH DISABILITIES, AND**
- (V) PROVIDING FOR CYCLISTS; AND OTHER NON-MOTORISED USERS, AND**
- (VI) IMPROVING ACCESSIBILITY TO MAIN EMPLOYMENT, RESIDENTIAL AND OTHER AREAS.**

IN THIS CONTEXT, THE COUNCIL WILL CONSIDER THE NEED TO INCREASE THE EFFICIENCY OF A HIGHWAY IN ORDER TO MEET SOME OR ALL OF THESE GENERAL OBJECTIVES.

8.53 The Secretary of State for the Environment, Transport and Regions is the highway authority for the network of trunk roads in England. The Highways Agency, an executive agency of the Department of the Environment, Transport and the Regions, is responsible for the management and maintenance of this network and the delivery of the targeted programme of improvements. The core trunk road network in North Tyneside consists of the A1 (T) and the A19 (T). Under the Town and Country Planning General Development (Procedures) Order 1995 the Secretary of State has the power to direct a planning authority to refuse a planning application or to require it to attach conditions to the planning permission. This is to ensure that traffic associated with the new development does not prejudice the operation of the trunk road. Where a development is likely to generate a material increase in traffic which would result in junctions and/or the main line of the trunk road becoming overloaded, the Secretary of State would normally advise (but, if necessary, direct) the LPA to refuse the planning application. Alternatively, if direct access could be designed for the usual 15 year design horizon or improvements to the indirect junctions/main line could be designed, consistent with the current policy of no worse off 15 years after opening, the Secretary of State could advise (or again, if necessary, direct) the LPA to impose conditions on any planning permission that the development should not proceed unless and until those improvements have been carried out.

8.54 In addition to securing whatever highway works are required under these arrangements, developers will normally be required by the Highways Agency to pay a commuted lump sum for their future management.

T6/1 THE FOLLOWING MAJOR IMPROVEMENTS TO THE HIGHWAY NETWORK ARE PROPOSED AND SHOWN ON THE PROPOSALS MAP:

- (1) A19(T) RIVER TYNE CROSSING DUPLICATION**
- (2) A1056 'NORTHERN GATEWAY' IMPROVEMENT - A1(T) TO A189**
- (3) A1056 IMPROVEMENT - A189 TO A19**
- (4) A186 SHIREMOOR BY PASS**
- (5) A191 WEST ALLOTMENT BY PASS**
- (6) A191 HOLYSTONE BY PASS**
- (7) NORTH SHIELDS RIVERSIDE LINK ROAD**
- (8) HIGH FLATWORTH EXTENSION**

8.55 T6/1 (2) and T6/1 (3) are major schemes (+£5m) to be appraised by the Local Transport Plan partners across Tyne and Wear.

8.56 Central government support has now been confirmed for a Private Finance Initiative public/private partnership for the new Tyne crossing. The new crossing is to be located immediately down stream of the existing Tyne Tunnel. On 8 April 1998, the Tyne Tunnels Act 1998 passed through Parliament. The act confers on Tyne and Wear PTA powers for the construction and operation of an additional Tyne crossing and allows changes to be made in the procedures for operating the existing Tyne Tunnel. These new powers enable progress of the proposed private finance initiative for the construction and operation of the new crossing. The expected opening of the new tunnel will be 2005.

8.57 The proposed improvements to the A1056 (Policy T6/1(2) & (3)) are required to relieve traffic congestion and delay on this strategic route linking the A1(T) and A19(T) trunk roads.

8.58 The proposed A186 Shiremoor By Pass and A191 West Allotment and Holystone By Passes (Policy T6/1(4), (5) & (6)) are required to upgrade existing substandard lengths of the Strategic Highway network, remove large volumes of through traffic from residential areas and service the substantial development proposed in this Plan in the Shiremoor, West Allotment and Holystone areas. The upgrades would also improve the strategic links to

Newcastle Airport. Newcastle Airport plays an important role in the strategic and economic development of the region. Over the next decade the airport's importance to the economy is anticipated to grow strongly. To accommodate forecast growth, the airport company is to undertake substantial investment in terminal facilities. The airport's land use Masterplan includes substantial maintenance and freight development.

- 8.59 The proposed North Shields Riverside Link Road (Policy T6/1(7)) linking Dock Road with New Quay will reduce traffic on Borough Road, Prudhoe Street and Howdon Road and improve the efficient routing of buses. It would also facilitate the redevelopment of the former ship repair yards known as Appledore and Smith's Dock.
- 8.60 The proposed High Flatworth extension (Policy T6/1 (8)) will connect the Tyne Tunnel Trading Estate with Silverlink providing greater ease of movement within the wider A19(T) corridor employment zone particularly for public transport.
- 8.61 Improvements and additions to the local highway network will be necessary before substantial development can be accommodated. Developers will be required to enter into planning obligations or other legal agreements to secure the necessary highway modifications. The Council will consider among other matters the traffic and environmental capacity of existing and proposed roads in reaching its conclusions on the most appropriate arrangements for new highway infrastructure and will negotiate with developers to secure a contribution to pay for any necessary works.
- 8.62 In the case of trunk road improvement works the Highways Agency has stated that these works will be secured by a planning condition and will be fully funded by the developer. The Highways Agency also requires that all further development affecting the trunk road network may need to be the subject of a Transport Assessment.
- 8.63 Details of Council policy regarding Planning Obligations and developer contributions are set out in Policy DC3.

T7 DEVELOPMENT REQUIRING IMPROVEMENTS TO THE HIGHWAY NETWORK WILL NOT BE ALLOWED UNLESS:

- (I) APPROPRIATE CONTRIBUTIONS RELATED DIRECTLY TO THE IMPACT OF THE PROPOSALS ARE OBTAINED FROM DEVELOPERS;
- (II) THE OPERATIONAL ECONOMIC AND ENVIRONMENTAL INTERESTS OF THOSE AFFECTED BY DEVELOPMENT ARE PROPERLY SAFEGUARDED;
- (III) IT IS AGREED WITH THE APPROPRIATE HIGHWAY AUTHORITY; AND
- (IV) APPROPRIATE PROVISION IS MADE FOR PUBLIC TRANSPORT, PEDESTRIANS, CYCLISTS AND HORSERIDERS.

Cyclists

- 8.64 Bicycles are an extremely environmentally sound mode of transport and their increased use could contribute to a reduction in motor car pollution and traffic congestion. Increased provision of routes could encourage and assist the use of the bicycle for journeys to work, to shop, to school and for recreation.
- 8.65 In December 1997, the Council endorsed its Cycling Strategy and Plan. The function of this strategy is to co-ordinate all policies and programmes of action which can help to promote cycling. It incorporates objectives, targets, policies/mechanisms, and a borough wide plan which form the basis of the strategy. A network of routes covering the whole borough and measures to make cycling safer and more attractive are identified and shown in the Cycling Strategy and Plan. The cycling strategy and plan will be reviewed on a regular basis. Priorities for the implementation of the cycle routes will be assessed against the strategy and plan. The network will be improved and extended as opportunities arise and resources permit.
- 8.66 To further encourage the use of cycles all new developments will make provisions for cycles in a convenient, secure and overlooked location for short stay parking. For longer term parking a more secure site preferably within a building with the necessary security measures taken will be encouraged. A "Sheffield" style rack or equivalent alternative (offering provision for two cycles, robustness and degree of protection to users) should be installed - details of construction and installation of "Sheffield" style racks are available from the Council.

8.67 Facilities to accommodate cyclists will be incorporated into highway improvement schemes whenever the opportunity arises. Bicycle parking provision will be encouraged at a range of possible destinations such as town centres, Metro stations, sports centres, libraries and Council offices. The Local Planning Authority's bicycle parking standards are set out in Development Control Policy Statement 4. (Car and Cycle Parking Standards). The standards indicate the minimum level of provision of cycle parking required by the Council.

T8 CYCLING WILL BE ENCOURAGED BY:

- (I) PROVIDING A SIGNED NETWORK OF CYCLE ROUTES SEPARATE, WHERE POSSIBLE, FROM MAJOR TRAFFIC FLOWS;
- (II) ENSURING THAT CYCLISTS' NEEDS ARE TAKEN INTO ACCOUNT IN THE DESIGN OF HIGHWAY AND TRAFFIC MANAGEMENT SCHEMES;
- (III) ENSURING CYCLISTS' NEEDS ARE CONSIDERED AS PART OF NEW DEVELOPMENT AND WHERE APPROPRIATE REQUIRING THAT FACILITIES, INCLUDING PARKING, ARE PROVIDED, TO SATISFY OPERATIONAL REQUIREMENTS AND STANDARDS;
- (IV) PROVIDING CYCLE PARKING FACILITIES AT APPROPRIATE LOCATIONS;
- (V) PROVIDING ACCESS TO ROAD SPACE OTHERWISE SHARED BY BUSES AND SERVICE VEHICLES WHERE APPROPRIATE; AND
- (VI) PROVIDING EDUCATION TRAINING AND PUBLICITY WHICH ENCOURAGE SAFE AND GOOD CYCLING PRACTICE.

Pedestrians

8.68 This policy aims to promote measures designed to encourage the use of non-polluting modes, which include walking. People without access to a car, including children and people on low incomes, are heavily dependent on walking. The plan therefore includes measures that improve the pedestrian environment, whilst recognising that personal safety is an important issue for people on foot. In this regard, routes shall be on logical desire lines to ensure maximum usage, be well lit and readily capable of surveillance; planting or other features should not be positioned in a manner which may provide opportunities for criminal or threatening behaviour. They should be surfaced with a finish appropriate to the level and type of use, and well signposted.

8.69 Careful design of the pedestrian environment is particularly important for people with disabilities

for whom badly laid out and poorly maintained pavements are particularly dangerous. Street furniture can be hazardous for blind people if it is not consistently positioned and detectable with a cane and can impede the free movement of others. Road crossings with dropped kerbs and tactile surfaces are safer for blind people and people with pushchairs and in wheelchairs.

8.70 Development Control Policy Statement 2 ('Access for All') sets out other relevant criteria.

T9 THE NEEDS OF PEDESTRIANS, INCLUDING PEOPLE WITH DISABILITIES AND SPECIAL NEEDS, WILL BE GIVEN A HIGH PRIORITY WHEN CONSIDERING TRANSPORT AND DEVELOPMENT ISSUES.

Traffic and Travel Demand Management

8.71 This policy aims to improve the safety and efficiency of all forms of traffic movement particularly in areas of high pedestrian activity such as town centres. Traffic management measures will be used to establish clear priorities for access by different means of travel. Wherever possible these measures will be used to encourage the use of alternative modes of transport to the motor car. Traffic management measures will be utilised to reduce the penetration and domination by motor vehicles of sensitive locations such as residential areas, shopping streets and near schools. The Council is implementing measures to reduce the dependency of children on the car for travel to school and improving the safety of the routes they use through it's Safer Routes to School initiative.

8.72 While conventional public transport remains inaccessible to many disabled people adequate provision must be made for the parking of vehicles of the registered disabled. Adequate provision should also be made for taxis and special buses to set down and pick up passengers close to town centres bearing in mind the mobility ranges of disabled persons.

T10 TRAFFIC CALMING AND LOCAL SAFETY SCHEMES WILL BE CARRIED OUT TO REDUCE CONGESTION, POLLUTION AND ACCIDENTS, LESSEN CONFLICT BETWEEN VEHICLES AND PEDESTRIANS, INCLUDING PEOPLE WITH DISABILITIES AND SPECIAL NEEDS, AND IMPROVE THE LOCAL ENVIRONMENT.

Parking

- 8.73 The availability of car parking has a major influence on the choice of means of transport. It can also take up a large amount of space in development reducing densities and degrading environmental quality. In order to limit the use of the motor car particularly within the congested parts of the built up area, as part of overall traffic management, car parking requirements will be kept to the minimum commensurate with location, operational needs, the need to encourage alternative modes of transport and the need to protect environmental quality. The Local Planning Authority's parking standards are set out in Development Control Policy Statement 4 (Car and Cycle Parking Standards).
- 8.74 New car parks should be designed to minimise the risk of crime against people and vehicles by making, wherever possible, all parts of each parking area visible to users.
- 8.75 New development should provide appropriate parking facilities for people with disabilities.

T11 PARKING REQUIREMENTS WILL, IN GENERAL, BE KEPT TO THE OPERATIONAL MAXIMUM AND SHOULD INCLUDE ADEQUATE PROVISION FOR PEOPLE WITH DISABILITIES AND SPECIAL NEEDS.

INTRODUCTION

- 9.1 Sport and recreation are activities with major land-use implications requiring a significant amount of space to be identified and maintained for their purposes. Additionally, along with having to meet the needs of its residents, North Tyneside performs a recreation function for a wider hinterland through its exceptional coastal attractions and countryside resources. The UDP must therefore consider and make provision for facilities, both indoors and out, and within the built-up area and beyond, to satisfy the Borough's needs, and those of visitors from other parts of the region and elsewhere.
- 9.2 The majority of active and passive recreation activities take place in open space areas which, along with their recreation function, have a significant role in determining the overall shape of the built-up area and its separate neighbourhoods. Apart from main countryside areas, a large area of land, nearly 1100 ha within or immediately adjoining the built-up area is devoted to such use. In many cases open spaces also accommodate, or are closely linked to other educational, social and community facilities. The UDP is therefore designed to confirm the general and detailed disposition of open space and its various uses, in accordance with the environmental and other objective of the Plan.
- 9.3 North Tyneside has extensive areas of coast and river estuary with considerable existing and potential resources for land and water-based recreation. The Plan therefore needs to ensure that development of these resources takes due account of likely impact on the natural environment and local amenity, and that a satisfactory relationship can be established with river-based commercial activity.

CONTEXT

The Needs of Recreation

- 9.4 Recreation did not, in earlier development plans, generally receive the acknowledgement in terms of policies and proposals which its significance merits. Nowadays however it is recognised to have major land use implications, commensurate with its importance to the well-being of the community and with the large area of land which it occupies in its various forms. Health, educational and sociological studies have stimulated a growing awareness of the importance of sports and recreation facilities

to all sections of the community, in increasing personal mobility and activity rates in an ever more sedentary society. In addition exploitation of the recreation potential of neighbouring countryside has extended activities beyond the built-up area, into the urban fringe.

- 9.5 The maintenance of adequate provision for recreation and open space is also seen to have important economic benefits, in providing jobs within a growth sector of the economy, in improving the health and well-being of the workforce, and in enhancing the Borough's attractiveness for inward investment and tourism. The DoE's strategic guidance for Tyne and Wear indicates that urban regeneration should encompass provision of new recreation opportunities and improvement of the area's leisure environment.
- 9.6 In planning for leisure and recreation the Local Planning Authority has to seek to meet the needs of many different groups within the community:
- children need space to play within their home neighbourhood, younger children close to home, and older children space for more extensive and adventurous activities.
 - young adults need space to play sports and socialise in, without disturbing younger children and residents.
 - adults need space to relax in, or to take their children to.
 - older people need places for games, or to watch others playing.
 - sports people need venues for their games and activities.
 - communities need spaces of various sizes for events of local or district-wide significance such as summer festivals.
 - most groups need space to experience nature.
 - particular groups such as the disabled or elderly infirm need additional physical measures such as easy access and or signing to facilitate their enjoyment of spaces, or built leisure facilities.
- 9.7 The pattern of open spaces and indoor facilities available to satisfy these needs in North Tyneside has evolved to include a variety of elements:
- domestic open space associated with dwellings.

9 OPEN SPACE AND RECREATION

- local open spaces, including small incidental open spaces within housing areas close to the home, providing mainly informal facilities for children's play, and a meeting space for children, their parents and older residents.
- neighbourhood spaces and parks, constituting substantial open spaces with good access to housing areas and local transport, and providing a range of active and passive pursuits for all ages in a secure and attractive environment.
- outdoor sports facilities, for organised team games or individual activities, either purpose-built, or included within parts or dual-use school playing fields.
- specialised recreation facilities such as pigeon crees, allotments and stables.
- extensive countryside areas of 'natural' landscape on the urban fringe, or forming green wedges into the built-up area, offering a range of passive recreational activity and active pursuits such as walking, cycling, horse riding and natural history interest.
- coastal areas offering facilities for a large range of recreation pursuits, both water and land-based for all age groups.
- purpose-built indoor facilities, including swimming pools, sports halls, ice rinks, libraries and museums, dance and fitness.

9.8 Additionally, growing importance is attached nowadays to identifying and protecting the link ages which should join the various elements in the pattern of open spaces. Sometimes these linkages form an open space in their own right, such as former wagonways, which may be of considerable historical, natural and recreational value. In other circumstances their main function is as a channel of movement between facilities, 'recreation corridors' for walkers, cyclists or horse-riders, encouraging use of a greater variety and range of facilities.

Existing Resources and Future Demand

9.9 Currently more than half of Britain's adults regularly participate in indoor or outdoor sport, along with the large majority of the child population. Many more enjoy the informal recreational opportunities offered by open space and countryside, with walking being by far the most popular activity for men and women. National bodies such as the Sport England are focusing on a general aim of increasing overall

rates of participation, partly by increased promotion, but also by improving the supply and quality of facilities available, and resolving deficits identified. They are also highlighting the narrowing gap between male and female participation rates, and the consequent need to ensure adequate access for females to sports and recreation opportunities.

9.10 Surveys have been carried out in North Tyneside to detail the supply of facilities in various spheres of recreation and open space use in an effort to assess their distribution across the Borough, and the amount of their provision against recognised standards. These surveys showed (see Table R1 following) that in relation to playing pitch provision, for example, the overall position surveyed indicated provision to be close to NPFA recommended standards, a situation confirmed by the Council's September 1995 Review of Playing Pitch needs which forms the basis of its Strategy for Future Provision (adopted by the Council's Policy and Resources Committee on 17 October 1995). The playing pitch strategy particularly addresses the aim of a better distribution across the Borough, an issue which Table R1 shows to be also pertinent to the present distribution of informal open space.

TABLE R1 NORTH TYNESIDE OPEN SPACE

Ward	Outdoor Sports Provision including school pitches with secured community use (ha/1000 pop)	Informal Open Space Provision including play areas and parks (ha/1000 pop)
Weetslade	1.59	2.60
Camperdown	0.69	4.94
Longbenton	0.70	1.34
Holystone	2.82	1.90
Benton	3.94	1.51
Valley	0.88	6.57
Northumberland	0.82	2.69
Battle Hill	0.43	1.48
Wallsend	2.15	7.71
Howdon	0.25	0.88
Riverside	0.93	6.53
Chirton	2.15	0.14
Collingwood	0.37	3.13
North Shields	0.46	0.43
Tynemouth	1.45	4.95
Cullercoats	1.20	0.38
Seatonville	1.10	1.16
Whitley Bay	0.70	1.60
Monkseaton	0.55	0.64
St. Mary's	0.00	0.70
North Tyneside Ward Average	1.16	2.56
North Tyneside District Gross Provision	1.67	2.91
National Playing Fields Association recommended minimum	1.8 <small>(Standard for outdoor sports provision including pitches, greens, courts and tracks).</small>	0.80 <small>(Standard for children's playing space - not all areas in table are suitable for this purpose).</small>

Source: North Tyneside Council Survey April 1999

- 9.11 The Local Planning Authority is particularly conscious of the present significant degree of under-provision in relation to the number and distribution of children's equipped play sites in the Borough. Having recently assessed the situation it is now putting in place a strategy for future development of facilities, both new and refurbished, based on targetting communities with greatest need and least provision, using funds secured from public spending programmes and planning obligations. In the case of other activities however it will be prudent to protect existing facilities until longer term demands can be properly assessed, and provisions incorporated in future reviews of the Plan. For example the Countryside Agency has asked local authorities to establish a fully-defined rights of way network by the year 2000, a task which the Council is currently addressing, and in the case of water-based sports and recreation further strategic studies remain to be completed.
- 9.12 Forecasts of demand also have to take account of a variety of other factors including the general ageing of population during the 1990's and the effect of this on sport and recreation provision. The period 1996-2006 is forecast to see a 6.5% fall in North Tyneside's 0-44 year age group, and a compensating growth of 6% in the 45 years plus age group. In consequence health-related activities - keep fit - and sports such as indoor bowls, dance, swimming, boating, walking and golf are likely to gain in popularity, due to the demands of an increasingly middle-aged yet active population. There is also evidence that the 23-34 year age group, as the first generation to experience the wider range of modern sports and exercise facilities in and outside school, are demanding a better range and quality of facilities in the adult sphere.
- Planning for recreation and open space**
- 9.13 In the light of the foregoing, the Local Planning Authority's policies and proposals in the UDP are designed to promote a strategy for developing sport and recreation which will enable residents to participate in activities whether as players or spectators, and will encourage provision of a range of opportunities, to meet all choices. Provision will be sought both through public sector initiatives in partnership with other providers, or through private sector investment in an area increasingly attractive to private funding. Such opportunities will, wherever possible, be made available for everyone, including older persons and disabled, to whom means of access to facilities are particularly important.
- 9.14 The planning authority's responsibility is also to take full account in its development control decisions of the community's needs for recreational space, having regard to current levels of provision and deficiencies, and to resist pressures for development of open space where this conflicts with wider public interests. It has, to achieve a reasonable balance between the need to make adequate provision for development in urban areas, and the need to protect open space. Government and national and regional sporting bodies nowadays attach particular importance to the protection of playing fields,

which are increasingly under threat of disposal for other purposes, and for this reason the Local Planning Authority attaches particular importance to the conclusions of the Council's adopted Playing Pitch Strategy.

- 9.15 Some recreation facilities take the form of built development, such as fitness centres or indoor tennis and football. These facilities can have an impact on the surrounding neighbourhood in terms of noise, traffic movement, extended opening hours and other potential disturbance. The Local Planning Authority has to ensure, through the operation of development control, that their siting, design and operation does not have an unacceptable impact on local communities.

Main objectives of the UDP

- 9.16 In accordance with guidance from national and regional recreation bodies and PPG17 (Sport and Recreation), and bearing in mind the particular issues to be met in North Tyneside, the main objectives of the UDP are in summary to ensure that:

- (1) the fullest possible range of leisure and recreation activities can be accommodated within the District at all levels from major to local neighbourhood significance
- (2) a choice of active and passive recreation facilities are accessible to all North Tyneside's residents, irrespective of their age or physical ability
- (3) areas of open space are identified and protected, within which activities can be located, or along which movement can be directed between facilities - this network to be planted and landscaped wherever possible, to achieve a 'green' framework
- (4) shortcomings in the availability and quality and distribution of provision are identified and commitments made to remedy them, based on realistic targets for achievement in terms of timescale and availability of resources for investment and maintenance
- (5) where any such new provisions are proposed, within either existing or new development, or outside the built-up area, due attention is paid to the need to protect existing amenity and safeguard areas of natural history, landscape, or architectural or historic interest, and also to minimise any adverse impact on residential neighbourhoods

- (6) where a proposal is made for development which would involve the loss of an existing facility or open space area, very careful consideration is given to the justification for, and consequences of such a change, and where it is demonstrated to be unavoidable, then suitable compensating provision is secured before agreement to the loss is given.

POLICIES AND PROPOSALS

The General Strategy

- 9.17 The Local Planning Authority will adopt a strategy towards recreation and open space provision which is defined in the following policies:

R1 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE PROVISION OF A COMPREHENSIVE RANGE OF FACILITIES FOR ACTIVE AND PASSIVE RECREATION, WITHIN THE BUILT-UP AREA AND BEYOND, AND AVAILABLE AND ACCESSIBLE TO ALL ITS RESIDENTS.

R2 THE LOCAL PLANNING AUTHORITY WILL PROVIDE FOR OPEN SPACE RECREATION TO BE BASED AROUND AN ORGANISED PATTERN OF ACCESSIBLE GREEN SPACES FOR BOTH FORMAL AND INFORMAL FACILITIES, VARYING IN SCALE FROM DISTRICT-WIDE TO NEIGHBOURHOOD SIGNIFICANCE.

Protection of Open Space and Playing Fields

- 9.18 To ensure that the necessary open space is reserved for the purposes of Policies R1 and R2, areas required for public and private open space are identified on the Proposals Map to be protected from change of use to other purposes. These areas include sites for the following uses - playing fields including those of educational establishments and government and private organisations, parks, greens, courts and golf courses, incidental and amenity open spaces, coastal and riverside recreation, allotments and cemeteries. In addition to having a specific use, open space may also represent a visual amenity, contributing to the quality of the urban environment by for example enhancing the setting of buildings or trees, or providing a visual break within intense urban development. Any proposal to change the use of open space must therefore be examined against amenity as well as recreational considerations, and for these reasons:

R2/1 LAND SHOWN ON THE PROPOSALS MAP FOR THE PURPOSE OF OPEN SPACE USE, INCLUDING PLAYING FIELDS OF SCHOOLS, OTHER EDUCATIONAL ESTABLISHMENTS, GOVERNMENT AND PRIVATE ORGANISATIONS, WILL BE RETAINED IN ITS PRESENT USE.

R2/2 DEVELOPMENT OF LAND SHOWN ON THE PROPOSALS MAP FOR OPEN SPACE USE WILL NOT BE PERMITTED WHERE THIS WILL EITHER:

- (I) RESULT IN A REDUCTION IN THE OPEN NATURE OF THE LAND WHERE THIS CAUSES A SIGNIFICANT LOSS OF LOCAL AMENITY; OR**
- (II) RESULT IN INSUFFICIENT PROVISION FOR INFORMAL RECREATION IN THE LOCALITY; OR**
- (III) ADVERSELY AFFECT THE ENVIRONMENT OR ADJOINING LAND USES;**

UNLESS THE EXISTING USE IS SHOWN TO HAVE HAD AN EXCESSIVE ADVERSE IMPACT ON THE LOCAL NEIGHBOURHOOD IN TERMS OF NOISE, DISTURBANCE OR OTHER REASON.

R2/3 DEVELOPMENT OF LAND SHOWN ON THE PROPOSALS MAP FOR THE PURPOSE OF OPEN SPACE USE AND USED OR RECENTLY USED FOR FORMAL RECREATION OR SPORT WILL NOT BE PERMITTED UNLESS EITHER:

- (I) SPORTS AND RECREATION FACILITIES WITHIN A SITE CAN BEST BE RETAINED AND ENHANCED BY MEANS OF RESOURCES GENERATED THROUGH THE DEVELOPMENT OF A SMALL PART OF THAT SITE, PROVIDED THIS DOES NOT LEAD TO THE LOSS OF ANY PART OF A PLAYING PITCH, OR OF THE ESSENTIAL MARGINS THERE OF; OR**
- (II) ANY PLAYING FIELD OR PLAYING FIELDS WHICH WILL BE LOST AS A RESULT OF THE DEVELOPMENT WILL BE REPLACED BY A PLAYING FIELD OR PLAYING FIELDS OF AN EQUIVALENT OR BETTER QUALITY, IN A LOCATION ACCESSIBLE TO THE EXISTING USERS, AND SUBJECT TO EQUIVALENT OR BETTER MANAGEMENT ARRANGEMENTS, PRIOR TO COMMENCEMENT OF DEVELOPMENT; OR**
- (III) THERE IS CLEAR EVIDENCE OF A SURPLUS OF PROVISION OF FORMAL RECREATION AND SPORTS FACILITIES.**

Smaller Open Spaces

- 9.19 All the significant areas to which R2/1 applies, including schools and other educational establishments with playing fields, are shown on the Proposals Map. There are however many smaller unenclosed open spaces, generally under 0.25 hectares in area and mainly in public ownership, which are not identified but which make an important contribution to the amenities of a neighbourhood, primarily as incidental open space within a housing area. These spaces can, for example, enhance the settings of buildings or trees, provide visual relief in areas of intense development, and give opportunities for informal play. Such sites also merit protection from development and therefore:

R2/4 WHERE AN OPEN SPACE IS INSUFFICIENTLY LARGE TO IDENTIFY ON THE PROPOSALS MAP, BUT IN THE OPINION OF THE LOCAL PLANNING AUTHORITY MERITS PROTECTION, BECAUSE OF ITS CONTRIBUTION TO LOCAL AMENITY, PROPOSALS FOR DEVELOPMENT OF ALL OR PART OF THAT SITE WILL BE RESISTED UNLESS EITHER:

- (I) DEVELOPMENT IS PROPOSED FOR THE PURPOSE OF AN ESSENTIAL LOCAL COMMUNITY FACILITY OR**
- (II) THE EXISTING USE IS SHOWN TO HAVE HAD AN EXCESSIVE ADVERSE IMPACT ON THE LOCAL NEIGHBOURHOOD IN TERMS OF NOISE, DISTURBANCE AND OTHER FACTORS.**

University of Northumbria Playing Fields, Coach Lane

- 9.20 The University of Northumbria at Newcastle in early 1996 received planning consent for a major development of teaching accommodation, student residential units and sports facilities at its Coach Lane site in North Tyneside. In order to ensure that the site, which is presently used for outdoor playing pitches, will continue to provide for the University's recreation needs, consent for development was accompanied by a Section 106 agreement entailing a commitment by the University to continuing use of a minimum area of 2.7ha. for open space recreation. In order to protect the position pending definition of the playing pitch area to be provided the following policy will apply:

R2/5 WITHIN THE SITE OCCUPIED BY THE UNIVERSITY OF NORTHUMBRIA AT COACH LANE AND SHOWN ON THE PROPOSALS MAP, A MINIMUM AREA OF 2.7 HA IS TO BE RESERVED FOR OPEN SPACE RECREATION, DETAILS TO BE AGREED WITH THE LOCAL PLANNING AUTHORITY.

Major Areas for Recreation

9.21 Several areas of the Borough are by virtue of their size, location and range of facilities and attractions provided, of more than local significance as recreation and open space resources, and have added features of environmental, educational and tourist value. These include in particular North Tyneside's coastline, and the Rising Sun Country Park, along with the Denes area of Wallsend, and Backworth Hall and grounds. The Local Planning Authority will give particular attention to protecting the qualities and assets of these areas, and promoting their enjoyment, and therefore:

R2/6 IN CONSIDERING PROPOSALS FOR DEVELOPMENT WITHIN MAJOR AREAS OF RECREATIONAL OPEN SPACE IDENTIFIED ON THE PROPOSALS MAP

- (1) OPEN SPACE WITHIN THE COASTAL PROTECTION ZONE DEFINED IN POLICY E26
- (2) RISING SUN COUNTRY PARK
- (3) WALLSEND DENES
- (4) BACKWORTH HALL ESTATE

PERMISSION WILL ONLY BE GIVEN FOR DEVELOPMENT RELATING TO THE ENJOYMENT OF OPEN SPACE AND RECREATION, THE DESIGN OF WHICH REFLECTS THE QUALITY OF THE LANDSCAPE AND NATURAL ENVIRONMENT OF THESE AREAS.

9.22 The Local Planning Authority will, in addition, seek the implementation of schemes for the enhancement of these areas, to make them more attractive and accessible to visitors and local residents, for example by improving footpaths, installing cycleways, facilities for the disabled, signposting and other visitor facilities. The current creation of a 'Waterside Trail' for walkers, cyclists and the disabled along the length of North Tyneside's coastline is designed in keeping with this strategy.

Development and Improvement of Facilities

9.23 In view of the need to direct scarce resources to those areas where they may most effectively be employed in improving facilities and adding to them, to assist the regeneration of older urban areas, to support the coastal tourist industry, and to develop the concept of green links within urban areas, the UDP includes a number of priority areas to which its general policy towards development and improvement will particularly apply:

R3 THE COUNCIL WILL AIM TO ENSURE THAT, RECREATION AND OPEN SPACE RESOURCES ARE PROPERLY MANAGED AND KEPT UNDER REVIEW, AND WHERE NECESSARY AND IN CONSULTATION WITH LOCAL RESIDENTS, WILL ENCOURAGE IMPROVEMENTS AND ADDITIONS TO FACILITIES TO ACHIEVE AN OVERALL ENHANCEMENT OF THE DISTRICT'S AMENITIES. IT WILL GIVE PARTICULAR PRIORITY TO:

- (I) DEVELOPMENT WHICH WOULD SECURE THE USE OF DERELICT OR UNDER-USED SITES.
- (II) DEVELOPMENT OF NEW SPORTS AND RECREATION FACILITIES IN PARTNERSHIP WITH NON-LOCAL AUTHORITY PROVIDERS TO MEET NEEDS IDENTIFIED IN LOCAL COMMUNITIES.
- (III) COMPLETION OF DEFINITION OF THE BOROUGH'S RIGHTS OF WAY NETWORK.
- (IV) CREATION OF GREEN RECREATION CORRIDORS WITHIN AND BETWEEN THE URBAN AREAS OF THE BOROUGH AND LINKING WITH ADJOINING DISTRICTS.
- (V) PROVISION OF AN INCREASED NUMBER AND RANGE OF CHILDREN'S PLAYSITES.
- (VI) ENHANCEMENT OF THE RECREATIONAL POTENTIAL OF THE COASTLINE AND TYNE ESTUARY.
- (VII) ENHANCEMENT OF LOCAL BIODIVERSITY.

9.24 The Local Planning Authority's particular aims in applying Policy R3 are to ensure that:

- existing recreation facilities and open space are properly managed, with adequate financial and other resources to improve landscaping and access, encourage community involvement and

use, ensure user safety and security, and minimise problems of vandalism and litter; and conflict between participants and neighbours.

- management and access arrangements are designed both in the best interests of the community, and with consideration of any likely impact on agriculture and the natural environment.
- open space and other facilities are wherever possible accessible, safe and usable by disabled and other disadvantaged groups, to include consideration of arrangements for access, surfacing, seating, security, supervision and other special requirements.
- in view of the value of woodland and trees as a resource for informal recreation, and their present inadequate distribution and cover in North Tyneside, opportunities should be secured for the protection and management of existing woodland, parkland trees and hedges, to provide public access to their enjoyment, and to create new woodland and hedges.
- the Local Planning Authority's objective in terms of distribution of facilities is to encourage the provision of a network of facilities which reflects the disposition of the Borough's population, minimises travel distances and maximises access opportunities for people with disabilities.

Informal and Formal Open Space Provision

9.25 The goal of the Unitary Development Plan is more precisely to ensure that each residential neighbourhood (i.e. an area within which residents can move easily without having to cross heavily trafficked roads) in North Tyneside is provided with accessible informal open space for children's play and other amenity enjoyment to a minimum standard of 0.8 hectares (2 acres) per 1000 population (in the absence of a locally derived standard the widely accepted National Playing Fields Association (NPFA) Standard has been adopted). In order to reach this standard across the Borough priority will be given to creating additional space in neighbourhoods where a deficiency is identified by comparison with the above standard.

9.26 To ensure that consumption of land for housing and other purposes does not lead to a reduction in the amount of informal open space available it is intended that
(a) policy R2/1 should be strictly applied and;

(b) additional informal open space to the NPFA standard will be required to accompany new residential development in accordance with Development Control Policy Statement 14 New Housing Estates - Design and Layout. In circumstances where the scale of development is insufficient to justify the smallest size of provision (a toddler play space) developers will be required to contribute a commuted sum for providing additional facilities in that neighbourhood to meet the demands of the new population. In determining the form and amount of open space required, the type of development proposed and the nature of the intended occupants shall be taken into account.

9.27 In the case of formal open space facilities including sports pitches, greens, courts and athletics tracks it is intended that there should as far as possible be an even distribution of resources across the Borough, to give the optimum access to all its residents. The NPFA's formal recreation standard of 1.8 hectares (4.5 acres) per 1000 population is intended to be adopted as a minimum aim in the absence of a locally derived standard and priority will be given to establishing additional facilities in those parts of the Borough where a deficiency is identified in relation to that standard.

9.28 The Council's 1995 Playing Pitch Strategy which is currently being updated provides an assessment of the amount and distribution of existing pitch resources together with proposals for their enhancement and will be used in both judging the consequences of any loss or displacement of existing facilities as well as in detailing proposals for new facilities. Given the importance which is attached to maintaining and adding to provision it is intended that:

(a) policy R2/1 should be strictly applied to protect existing resources;

(b) additional formal provision to the NPFA standard will be required to accompany new residential development; and

(c) where the scale of development is not sufficient to justify creation of a whole new facility developers will be required to contribute a commuted sum towards providing additional facilities in that locality, to meet the demands of new population. In determining the form and amount of open space required, the type of development proposed and the nature of the intended occupants will be taken into account. Therefore:

R3/1 IN ORDER THAT DEVELOPMENT OF NEW HOUSING SHOULD BE ACCOMPANIED BY THE APPROPRIATE LEVEL OF PROVISION FOR INFORMAL AND FORMAL OUTDOOR RECREATION ANY APPROVAL TO RESIDENTIAL DEVELOPMENT SHALL BE SUBJECT TO PROVISION OF OPEN SPACE TO A MINIMUM STANDARD OF

- (I) 0.8 HECTARES/1000 POPULATION OF INFORMAL OPEN SPACE AND
- (II) 1.8 HECTARES/1000 POPULATION OF FORMAL OPEN SPACE

PROVISION SHOULD BE MADE EITHER WITHIN THE APPLICATION SITE OR EASILY ACCESSIBLE TO NEW RESIDENTS, AND EITHER DIRECTLY PROVIDED BY THE APPLICANT OR BY MEANS OF A COMMUTED SUM WITH THE AGREEMENT OF THE LOCAL PLANNING AUTHORITY.

IN DETERMINING THE FORM AND AMOUNT OF OPEN SPACE REQUIRED, THE TYPE OF DEVELOPMENT PROPOSED AND THE NATURE OF THE INTENDED OCCUPANTS WILL BE TAKEN INTO ACCOUNT.

9.29 To help meet the objectives of Policy R3 several locations have been identified for future playing field purposes, additional to sites already in use and protected. A site is proposed at Howdon, east of East End Park and south of the Metro line, comprising an area of 13.4ha. of reclaimed land previously identified for recreation purposes, primarily playing pitches, in the approved Willington Quay Local Plan. Its allocation and development, when resources permit, would help remedy existing recreational open space deficiencies in the older riverside areas, and would also compensate for the future development of existing playing pitches at High Flatworth for industrial or commercial development under Policy LE1/1(9). At West Allotment, east of the village, in association with wider reclamation works, a site has been identified for recreation facilities, including a playing pitch for local football use, which will also serve the needs of major business sites proposed nearby. Therefore:

R3/2 TO SECURE FUTURE PROVISION OF ADDITIONAL PLAYING PITCH AND OTHER RECREATION FACILITIES THE FOLLOWING SITES ARE SHOWN ON THE PROPOSALS MAP TO BE RESERVED FOR SUCH USE:

- (1) HOWDON, ADJOINING EAST END PARK (13.4 HA)
- (2) WEST ALLOTMENT (3 HA)

Playsites

9.30 With regard to providing an increased number and range of children's playsites as committed in Policy R3(V) it is intended that the strategy referred to in 9.11 will be achieved primarily utilising open space identified and reserved on the Proposals Map. Other opportunities can also be anticipated to arise where suitable sites are deemed surplus to other requirements, or capable of shared use (eg school sites), while further opportunities may arise as part of larger new housing developments (a requirement of Development Control Policy Statement 14 New Housing Estates - Design and Layout). The overall aim is to secure for each local community in the Borough a range of playsites from small toddler spaces within a minute's walk to local and neighbourhood equipped areas and kick-around ball areas, in sizes ranging from 0.1-0.9 ha.

Recreation Corridors

9.31 Reference is made in Policy R3(IV) to the importance which the Local Planning Authority attaches to developing a network of recreation corridors within and between the main developed areas of the Borough, linking to strategic regional and national routes which have been successful in attracting Millennium funding. These corridors are being designed for use by some or all of the following - walkers, horse-riders, cyclists and disabled persons. A number of major corridors have now been established, the lines of which are shown on the Proposals Map:

The Coast and Castles Cycle Route (Tynemouth - Whitley Bay - Hartley)

The Waterside Trail (Royal Quays - North Shields Tynemouth - Cullercoats - Whitley Bay - St.Mary's Island)

The North Tyne Cycleway (Wallsend - Willington Quay - Pedestrian Tunnel - Royal Quays - North Shields - Tynemouth)

The North Tyneside Green Waggonway Project

The Hadrian's Wall National Trail (Newcastle Boundary - Segedunum)

The Reivers Cycle Route (Tynemouth - Percy Main - Shiremoor - Burradon - Wideopen - Seaton Burn)

Other corridors also may be of strategic importance in providing through routes within North Tyneside and into adjoining Districts. In all cases the Local Planning Authority will aim to

ensure that (a) proposals are not approved which interrupt or curtail the use of a corridor; and (b) on sites adjoining a corridor development is not approved where it would be likely to prejudice use and enjoyment of the corridor. Therefore:

R4 RECREATION CORRIDORS SHOWN ON THE PROPOSALS MAP WILL BE PROTECTED FOR THAT PURPOSE BY ENSURING THAT NO DEVELOPMENT IS APPROVED WHICH WOULD PREJUDICE THEIR ACCESSIBILITY AND INTENDED USE.

and business investment, and would provide a resource of Borough-wide or regional significance. These projects will be carefully considered as to their merits, as well as in terms of meeting the Council's policy for control of development under Policy R5.

Control of Development

9.32 Sports and other recreation development can by virtue of the numbers of potential users attracted, and other features such as floodlighting or evening usage, have a significant impact on adjoining residential areas, and areas of sensitive natural environment or conservation merit. In order to avoid potential conflict and disturbance, whilst not intending to deter potential development and investment, the Local Planning Authority will adopt the following policy in relation to control of development.

R5 IN CONSIDERING PROPOSALS FOR RECREATION FACILITIES THE LOCAL PLANNING AUTHORITY WILL AIM TO ENSURE THAT DEVELOPMENT IS ACCEPTABLE IN TERMS OF:

- (I) NEED DEMONSTRATED IN RELATION TO EXISTING FACILITIES.**
- (II) IMPACT ON THE LOCAL NEIGHBOURHOOD IN TERMS OF VISUAL EFFECT, NOISE AND DISTURBANCE, AND TRAFFIC CONSIDERATIONS.**
- (III) QUALITY OF DESIGN, BUILDING MATERIALS, AND LANDSCAPING.**
- (IV) EASE OF ACCESS ESPECIALLY BY PUBLIC TRANSPORT.**
- (V) RELATIONSHIP WITH THE NETWORK OF GREEN LINKS ESTABLISHED BY THE UDP.**
- (VI) THE IMPACT ON NATURE CONSERVATION AND BIODIVERSITY.**

9.33 The Local Planning Authority will in particular welcome proposals for major recreation projects which would make a substantial contribution to the Borough's potential for attracting tourism



INTRODUCTION

- 10.1 The Local Planning Authority is required by the 1990 Town and Country Planning Act to have regard to the likely availability of resources when preparing the UDP. The Plan is expected to take a realistic view of the resources which might become available and should also take account of national economic policies, the policies of implementing agencies and the availability of land labour and other resources.
- 10.2 The Local Planning Authority has been realistic in formulating its UDP policies and proposals and has set out in Chapter 3 the context within which they were developed. The Plan accepts that the direct role of the local authority's in funding proposals is limited and will continue to be so during the Plan period. It therefore forms the basis for a partnership with a range of agencies in the public, private, voluntary and government sectors. The contribution of individuals and community groups is also anticipated.
- 10.3 The key feature of the UDP in relation to resources and implementation is the context it sets for decisions in allocating resources both for the Council and also for other agencies. The plan aims to establish this context through its policies and proposals by providing certainty, guidance, incentive and control.

Certainty

- 10.4 A main factor in making investment decisions and in allocating resources is the expectation of a return on that investment. The UDP aims to establish a climate which minimises investors' risk, and creates a climate of certainty. The plan will establish a clear view of where investment is acceptable and where it is not in order that finite resources both in the private as well as public sector are focussed and co-ordinated. Opportunities will exist for individual investment decisions. Though it is not the Council's intention to restrict competition, in seeking sustainable development the UDP aims to secure a wide range of benefits for the whole community. This does not only apply to new investment and development but also to existing investors including individual householders. If the plan can create certainty then it is more likely to stimulate continued investment in the existing stock and in established enterprises. Most of the investment within the plan period is anticipated to arise from reinvestment rather than new development.

Guidance

- 10.5 To achieve certainty the UDP provides guidance on the scale, direction, nature and location of growth. Where proposals are in accord with the Plan they will be supported. Prospective developers should benefit from the assistance given by the Plan in guiding their decisions and the community in turn will be able to enjoy the facilities provided.

Incentive

- 10.6 The Plan provides incentive by identifying and advertising opportunities and priorities for investment. It is a plan which allows for some growth where that growth assists the realisation of the aims and objectives of the UDP.

Control

- 10.7 The plan is also a means of control not in a negative sense but by seeking approval of its policies and proposals from as wide a range of interests as possible. It can then be regarded as the accepted mechanism within which competing decisions affecting land use matters in the borough can be resolved in the wider public interest.

Resource Elements

- 10.8 The three main resource elements are Land, Finance and Labour.
- 10.9 The overall strategy of this plan is to provide for sustainable development and the conservation of finite resources such as Land. The UDP does require some new land for development but its main emphasis is on making the fullest use of existing developed land. Where new land is needed it has been chosen where it will provide the basis for regeneration, and where it can minimise its demands upon energy and on costly new infrastructure. In housing, the existing stock will meet most housing needs during the plan period and so plan policies and proposals are directed to achieving its full use. In shopping, existing centres are to be the focus of investment as they provide for a wide range of shopping needs and are well served by public transport. The dispersal of shopping to sites outside the built up area would deter investment in centres and have an impact on energy conservation and pollution.

Environmental policies and proposals including Green Belt designation protect open land from development and so conserve it as a resource. Employment policies are framed to provide people with optimum access to employment opportunities and to direct regeneration and new employment to areas of greatest need in order to match labour and land resources.

10.10 The compact form of development proposed in the Plan will allow limited Financial resources to be applied efficiently utilising existing infrastructure where possible. In addition the Plan is framed to ensure that investments from a variety of sources are combined to maximise their impact. In making its own investment decisions and determining priorities the Council will apply its resources where they can best stimulate additional investment from other agencies, especially the private sector. Within North Tyneside the considerable investment being made by the Tyne and Wear Development Corporation to regenerate the riverside is being reinforced by funding from City Challenge in other parts of the borough. The Housing Investment Programme, Urban Programme, Transport Policy and Programme, Economic Development Strategy and European Funding are all supportive of the Plan's strategy and will assist its implementation.

10.11 Labour is unlikely to be a resource constraint during the plan period either in terms of short ages of labour to meet the needs of industry or in terms, of consumers willing to invest in the borough's social and economic infrastructure. The retention of the borough's population and the potential for some growth is a Plan aim and policies and proposals are structured to provide employment opportunities, sufficient housing and a high quality environment to realise that aim. Any assessment of future resource availability is difficult but in broad terms information available now would suggest that the plan is capable of implementation and does provide a sound basis for investment.

Monitoring and Review

10.12 The Plan will be monitored to assess progress on implementation and to consider the need for a review or alteration. The five local authorities in Tyne and Wear have an established countywide monitoring system in place following the requirement of Strategic Guidance for Tyne and Wear. The Council will determine and publish a comprehensive range of issues to be monitored when the plan is formally adopted

INTRODUCTION

- 11.1 This chapter includes a number of Development Control Policies and Development Control Policy Statements covering a wide range of subjects. These Policies and Policy Statements set out the material planning considerations for the determination of planning applications for certain types of development and, as such, comprise part of the UDP. The Development Control Policy Statements are criteria based policies of the UDP, not separate planning guidance supplementary to it. The information set out in the Development Control Policy Statements is given in addition to and complement other specific policies set out in Part I and Part II of the UDP and where appropriate, suitable cross-references will be given. A list of Development Control Policy Statements follow para. 11.19 and precedes the statements which are set out at the end of this chapter.
- 11.2 Further supplementary planning guidance will be prepared by the Council on a wide range of subjects to assist developers to interpret the policies set out in the Plan. This complex and often technical advice, although based on approved policies does not form part of the Plan but will be taken into account as a material consideration in determining planning applications, as such advice will have been formally approved by the appropriate Committees of the Council.
- 11.3 Certain development proposals can be very complex and involve a number of different matters dealt with under separate headings in the list of Development Control Policy Statements and other policies included in the Plan. Some cross referencing is included but it would be very difficult and cumbersome to attempt to cover all policies that have a bearing on each other. The following general policy will apply throughout the plan:

POLICIES AND PROPOSALS

General Policy

- 11.4 Although on first consideration a proposed development may appear to satisfy the most relevant policies set out in the plan it may also have to be considered against other equally relevant policies elsewhere. An example may involve the redevelopment of a building in a shopping centre to provide a new restaurant. Obviously the proposal would be considered

against policies set out in the shopping chapter. However, if the proposed building to be redeveloped was a listed building or if it was inside a Conservation Area then policies set out in the Environment Chapter would also apply. In addition further advice set out in many of the Development Control Policy Statements may apply to this proposal. Accordingly, in the interests of simplicity and to avoid repetition it is a requirement to consider all policies rather than one policy in isolation.

DC1
SATISF
UNITA
SHALL
DIREC

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

Development Briefs

- 11.5 In certain areas of the Borough where major development proposals have been identified or on specific sites that have been allocated for a particular type of development e.g. residential, or industrial use, a Development Brief may be prepared by the Council to provide detailed guidance to developers on how the site should be developed.

DC2 WHERE THE COUNCIL HAS APPROVED A DEVELOPMENT BRIEF FOR A PARTICULAR SITE DEVELOPMENT SHALL BE IN ACCORDANCE WITH THE TERMS OF THE APPROVED BRIEF.

- 11.6 Development Briefs will be prepared by the Council at various times during the plan as sites become available. The advice contained in each brief will be site specific in relation to particular features of the site or the nature of the proposed use. Unless specifically excluded in the written text of the Brief all advice contained within the Development Control Policy Statements (where relevant) will also apply to each site e.g. car parking standards, access for all, crime prevention etc.

DC3 DEVELOPMENT OF THE FOLLOWING SITES SHALL BE IN ACCORDANCE WITH A DEVELOPMENT BRIEF TO BE APPROVED BY THE LOCAL PLANNING AUTHORITY:
POLICY LE1/1 SITES 1-10.
POLICY LE1/3 SITES 1-14.
POLICY H3 SITES 1-23.

11.7 Development briefs will be prepared in consultation with developers, landowners, local communities and other relevant interested parties. The Development Brief(s) will consider among other things the provision of physical and social infrastructure necessary and relevant to the development to be permitted and the contributions which may be required from developers. Planning obligations made under Section 106 of the TCPA 1990 are considered to be the most appropriate means of securing the necessary infrastructure.

Planning Obligations/Agreements And Developers Contributions

11.8 Most development proposals can be carried out within the site area of the planning application. Where a proposal is dependent upon additional land outside the control of the applicant, or where facilities e.g. car parking can be provided on adjacent sites or where the developer is prepared to pay for off site infrastructure works, such details can not always be controlled by conditions attached to a planning consent issued by the Council. To overcome such problems the applicant can enter into a planning obligation.

11.9 A planning obligation can be entered into, by any person with a legal interest in land, by agreement with the Local Planning Authority (Section 106 Agreement) or otherwise (Unilateral obligation). The planning obligations may:

- restrict the development or use of land in any specified way.
- require specified operations or activities to be carried out in, on, under or over the land.
- require the land to be used in any specified way.
- require a sum or sums to be paid to the authority on a specified date or dates or periodically.

The planning obligation can also have a number of conditions attached and will be binding upon the person entering into the obligation and against any person deriving title from that person.

11.10 Planning obligations can be beneficial to both the developer and the Local Planning Authority in enabling sites to be developed that might otherwise stand vacant or underused as well as providing some element of 'Planning Gain' for the community where for example social, recreational or community facilities are provided as part of the overall scheme.

11.11 Circumstances where a Planning Obligation/Agreement or a Developers Contributions is required are set out below:

DC4 WHERE IT CAN BE DEMONSTRATED THAT IT IS A NECESSARY REQUIREMENT FOR PLANNING PERMISSION TO BE GRANTED AGREEMENT WILL BE SOUGHT WITH THE DEVELOPER TO ENTER INTO A PLANNING OBLIGATION/AGREEMENT OR TO MAKE A FINANCIAL CONTRIBUTION TOWARDS INFRASTRUCTURE OR OTHER ESSENTIAL ELEMENTS TO FACILITATE THE SCHEME INCLUDING:

- ACCESS ROAD, FOOTPATHS, CAR PARKS, PROVISION FOR CYCLISTS, BUS LAY-BY'S
- DRAINAGE PROPOSALS BOTH FOUL AND SURFACE WATER
- MAIN SERVICES PROVISION
- SOCIAL, RECREATIONAL AND COMMUNITY FACILITIES
- LANDSCAPING BOTH HARD AND SOFT
- COMMUNITY WOODLANDS/HEATHLANDS
- OPEN SPACE, FOOTPATHS, ACCESS TO THE COUNTRYSIDE
- PROVISION OF AND ACCESS TO WILDLIFE SITES, PONDS ETC.
- PROVISION OF AFFORDABLE OR SPECIAL NEEDS HOUSING
- PROVISION OF CHILDCARE FACILITIES
- PROPOSALS TO PROTECT AND ENHANCE BUILDINGS/STRUCTURES/ AREAS OF ARCHITECTURAL/HISTORIC IMPORTANCE.

IN ALL CASES THE EXTENT OF WHAT IS SOUGHT WILL BE FAIRLY AND REASONABLY RELATED TO THE SCALE OF THE PROPOSED DEVELOPMENT, AS WELL AS BEING REASONABLE IN ALL OTHER RESPECTS.

11.12 From time to time circumstances may change both nationally and locally which may lead to the Council requesting planning obligations or contributions from developers towards other elements e.g. Art in the Environment, Environmental Education, Access for All, Crime Prevention.

11.13 In accordance with advice set out in National Planning Guidance developers will be encouraged to enter into early discussions with the Local Planning Authority before making any firm commitment to land owners. It should also be noted that as planning applications cannot be approved subject to a planning obligation the obligations must be in place before a planning consent can be issued. As the drafting of

planning obligations can take some time, early discussions are essential if the proposed development has an early implementation date.

11.14 On larger or more complex sites the Council may prepare a Development Brief to identify where and on what basis planning obligations will be required or where developers contributions will be requested.

11.15 Where it is essential for infrastructure works to be provided in advance or at the same time as a particular site is developed, planning permission will not be granted until the Local Planning Authority is satisfied that the necessary physical, financial and land ownership conditions have been agreed with all parties concerned.

DC5 PLANNING PERMISSION FOR DEVELOPMENTS REQUIRING INFRASTRUCTURE IMPROVEMENTS WILL NOT BE GRANTED UNTIL SATISFACTORY ARRANGEMENTS HAVE BEEN MADE TO ENSURE THAT IMPLEMENTATION WILL OCCUR WHEN REQUIRED (INCLUDING RESTRICTIONS ON THE PHASING OF DEVELOPMENT ON LARGER SITES).

11.19 In accordance with advice set out in PPG 18 (Enforcing Planning Control) where unauthorised development has occurred action will be taken by the Council commensurate with the seriousness of the offence and in accordance with approved Council Policy. A negotiated solution will always be the preferred option but in serious cases the Council will take formal action to remedy the breach.

DC6 AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

Environmental Impact Assessment

11.16 Planning applications for certain major developments e.g. Mineral Extraction, Major Road proposals have to be accompanied by of a formal Environmental Assessment Statement. They contain detailed information on the likely effects of the proposed development on such matters as archaeology, wildlife, landscape, agriculture, together with details of potential noise, traffic generation etc.

11.17 The Local Planning Authority will encourage developers to submit as much detail as possible on the potential environmental consequences of their development proposals whether or not a formal Environmental Assessment is required. The early provision of such information should enable the Local Planning Authority to make speedier, better informed decisions without the need to request additional information.

Enforcement

11.18 Where clear breaches of planning policies occur it is essential that action is taken by the Council to remedy such breaches otherwise the credibility and effectiveness of the Plan may be undermined.

DEVELOPMENT CONTROL POLICY STATEMENTS

General

- 1 General Development Control Policy Statement
- 2 Access for All
- 3 Crime Prevention
- 4 Car and Cycle Parking Standards
- 5 Women and the Built Environment
- 6 Landscape and Environmental Improvements
- 7 Development and Noise
- 8 Development within Conservation Areas

Housing

- 9 Residential Extensions - Detailed Design Considerations
- 10 Flat Conversions
- 11 Housing on "Backland" Sites
- 12 Houses in Multiple Occupation
- 13 Residential Care and Nursing Homes
- 14 New Housing Estates

Shopping

- 15 Shop Front Design and Signage
- 16 Hot Food Takeaways and other Food and Drink uses
- 17 Security Grilles and Shutters
- 18 Amusement Centres in Shopping Areas
- 19 Financial and Professional Services

Commercial

- 20 Taxi/Private Hire Offices
- 21 Guest Houses and Hotels
- 22 Hostels
- 23 Poster Advertising
- 24 Working from Home
- 25 New Industrial Estates
- 26 New Office Development / Business Centres
- 27 Waste Transfer Stations
- 28 Petrol Filling Stations - New and Redeveloped Sites
- 29 Day Nurseries and other Childcare Facilities
- 30 Siting of Domestic and Commercial Satellite Dishes

~~NO. 1 GENERAL DEVELOPMENT CONTROL POLICY STATEMENT~~

- ~~• The extent to which any adverse effects of the development may be dealt with by measures of mitigation or compensation, and the timing of such measures.~~

~~Material Planning Criteria to be taken into account when considering individual proposals:~~

- ~~• Central Government advice contained in relevant Planning legislation, Planning Policy Guidance, Circulars and other statements.~~
- ~~• All relevant policies set out in the UDP.~~
- ~~• The general public interest and representations received following consultations with the general public, interest groups and other bodies.~~
- ~~• The need to satisfy statutory duties and other limitations.~~
- ~~• The need to avoid any undue delay in the development control process.~~
- ~~• Sustainable Development.~~
- ~~• Energy Efficiency considerations.~~
- ~~• Any adverse effects on the amenity of the surrounding area e.g. noise, air pollution, water pollution, land pollution, visual intrusion and overlooking.~~
- ~~• Extent to which the development involves the re-use of derelict or neglected land.~~
- ~~• Any adverse effects on existing land uses in the vicinity, including existing or potential sources of employment or economic activity.~~
- ~~• Any adverse effects on the comprehensive development of a larger site.~~
- ~~• Retention of important site features such as trees, hedges, stone walls, building of quality etc. Extent to which development promotes biodiversity through protection/creation of habitats.~~
- ~~• Quality of design, layout, landscaping and materials used.~~
- ~~• Satisfactory drainage of the site must be achieved.~~
- ~~• There must be a satisfactory and efficient means of disposal of any wastes arising from the development.~~

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

NO. 2 ACCESS FOR ALL

Reasons:

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the building and its setting especially if it is a listed building or within a conservation area.
- The provision of suitable entrance ramps.
- The provision of entrance doors and lobbies that facilitate easy access for people with disabilities and carers with young children.
- Adequate access routes and circulation space outside and inside the development.
- Provision of suitable lifts to gain access to all floors of the building.
- Provision of toilets and special needs toilets and changing and feeding facilities for young children, suitable for all carers.
- The provision of adequate car parking spaces for disabled persons close to the main entrance to the development.
- Provision of appropriate suitable street furniture and specialist floor surface treatments.
- Accessibility to and proximity of good public transport.
- Provision of direct, well-lit, safe, wheelchair accessible pedestrian routes.

Where a proposed development is to be visited or used by the public, adequate access provisions should be made for all sections of the community including people with disabilities, the elderly, carers with young children and other special needs groups. The Council is firmly committed to providing 'Access for All' in all new developments and will be prepared to include the absence of suitable access provisions as a reason for refusal of planning permission in important cases.

Conditions that may be applied to a Grant of Planning Permission:

- Detailed scheme for access provisions to be approved and implemented before the development is used.
- Details of car parking scheme for disabled persons.
- Details of street furniture and floor surface treatments.

NO. 3 CRIME PREVENTION

Material Planning Criteria to be taken into account when considering individual proposals:

- Detailed design of the proposed buildings.
- Detailed layout of buildings in relation to the surrounding area to encourage the provision of defensible space, provide natural surveillance of buildings, spaces and car parking areas and minimise unauthorised access onto adjoining land and buildings.
- Avoidance of secluded areas, recessed entrances, alleyways or stairwells where potential assailants can be screened from view.
- Detailed design of footpaths to avoid creation of 'narrow alleyways'.
- The provision of adequate lighting in association with new developments.
- The positioning and impact of landscaped areas, including design and maintenance.
- The design and appropriateness of boundary treatments and means of enclosure.
- The design and siting of closed-circuit television equipment.
- The provision of bollards, barriers, grilles and shutters in existing and proposed developments (see also the Council's advice note 'Shop front Security').
- The environmental impact of crime prevention measures, especially in Conservation Areas, or involving Listed Buildings.
- The views of the Crime Prevention Officer, the Police Architectural Liaison Officer, other consultees and nearby occupiers.
- Proposals for continuing management schemes for larger developments.
- Advice set out in DoE Circular 5/94 'Planning out Crime'.

Conditions that may be applied to a Grant of Planning Permission:

- Landscaping details.

- Means of enclosure and external treatments of buildings.
- Details of lighting.

Reasons:

The Council works closely with Crime Prevention agencies in an attempt to "Design out Crime" in all new development proposals and in overcoming crime problems in existing areas. Although security is important the need for sensitive design is also important and acceptable solutions can usually be found to most problems, without the need to compromise the environmental quality of the development.

NO. 4 CAR AND CYCLE PARKING STANDARDS

These standards have been devised in accordance with Central Government advice set out in PPG 13: Transport, and the Council's own policies to minimise the impact of the private car by encouraging the greater use of public transport and cycling.

Certain parts of the Borough are well served by public transport, especially the Metro System. The town centres of Wallsend, Whitley Bay and North Shields also benefit from good bus services. Other areas of the Borough not close to Metro Stations and not well served by public transport rely heavily on private transport.

In areas where good public transport exists, and/or where the proposed development is appropriate, and/or satisfies other Council policies, and/or makes use of a building that may otherwise be unused, and/or creates specialist housing and/or new job opportunities, then the Council will:

- adopt a reduced requirement for car parking;
- be flexible in the requirements for off-street residential parking space or waive them where necessary;
- ensure parking requirements are kept to the operational maximum;
- adopt policies for on-street parking restraint measures to discourage casual on-street car parking and maximise the use of appropriate car parking facilities through the effective use of car parking charges and enforcement of parking restrictions. In certain areas of the Borough where acute on street car parking problems exist, certain types of development which will by their nature generate additional parking demand that will lead to significant road safety or traffic management implications, may still be unacceptable even if close to good public transport.

Car Parking Standards

In the case of development proposed within the Enterprise Zones developers will be encouraged to make provision for parking in accordance with the standards set out in this policy statement.

The car parking standards listed below will be the maximum (except for disabled parking) normally permitted in association with the type of development proposed. These standards generally represent the

operational minimum requirement. In exceptional circumstances this standard may be further reduced taking into account one or a combination of the following factors:

- the desirability of bringing a building back into viable use.
- the potential adverse affect on a Listed Building or Conservation Area.
- the availability of good public transport links.
- the particular client group proposed.
- the availability of public car parking nearby.
- whether car parking can be shared if there is more than one use proposed on the site.
- the willingness of a developer to enter into a legal agreement to provide car parking elsewhere in the near vicinity. This may involve the payment of a commuted sum as a contribution to the cost of car parking provision.

All car parking provision shall meet the standards of the Local Highway Authority in connection with the size of parking bays, aisles, turning facilities etc.

Town Centres, excluding Killingworth, are defined on the inset maps for Whitley Bay, Wallsend and North Shields.

Cycle Parking Standards

To further encourage the use of cycles all new developments should make provisions for cycles in a convenient, secure and overlooked location for short stay parking. For longer term parking a more secure site preferably within a building with the necessary security measures taken, will be encouraged. A Sheffield style rack or equivalent alternative (offering provision for 2 cycles, robustness and degree of protection to users) should be installed - details of construction and installation of Sheffield style racks are available from the Council. The cycle parking standards indicate the minimum level of provision required by the Council. All parking requirements will be calculated on the basis of gross floor areas.

MAXIMUM PARKING STANDARDS

The car parking standards will be applied flexibly by the Council taking into account the underlying aim of providing sustainable travel choices by reducing car travel and increasing the use of public transport.

USE	NATIONAL MAXIMUM PARKING STANDARD 1 Space per square metre (m ²) of gross floorspace unless otherwise stated	THRESHOLD FROM AND ABOVE WHICH STANDARD APPLIES (Gross floorspace)
Food retail	1 space per 14m ²	1000m ²
Non food retail	1 space per 20m ²	1000m ²
Cinemas and conference facilities	1 space per 5 seats	1000m ²
D2 (other than cinemas, conference facilities and stadia)	1 space per 22m ²	1000m ²
B1 including offices	1 space per 30m ²	2500m ²
Higher and further education	1 space per 2 staff + 1 space per 15 students (see note 1)	2500m ²
Stadia (see note 2)	1 space per 15 seats	1500 seats

NOTES:

1. The standard for students relates to the total number of students attending an educational establishment, rather than full time equivalent figures.
2. For stadia, sufficient coach parking should be provided to the satisfaction of the local authority and treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.
3. Parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design (see Traffic Advice Leaflet 5/95, Parking for Disabled People).
4. For mixed use development, the gross floorspace given over to each use should be used to calculate the overall total maximum parking figure. For land uses not covered in these standards, the most stringent local standards should apply. Parking provision for housing should reflect the advice contained in PPG3.

~~NO.5 WOMEN AND THE BUILT ENVIRONMENT~~

~~Material Planning Criteria to be taken into account when considering individual proposals:~~

- ~~• The provision of suitable entrance doors lobbies and ramps that can accommodate people with disabilities and carers with young children.~~
- ~~• Adequate access routes particularly footpaths and circulation space both outside and within buildings which are well lit, safe and overlooked.~~
- ~~• Provision of suitable lifts to gain access to all floors of the building.~~
- ~~• The provision of car parking spaces for disabled persons and carers with young children close to the main entrance of the development.~~
- ~~• Accessibility to and proximity of good public transport.~~
- ~~• High standards of external lighting on pedestrian routes to and from public transport routes and car parking areas.~~
- ~~• Landscaping details which avoid high growing species to avoid potential screening for assailants, adjacent to pedestrian routes.~~
- ~~• Enclosure details which avoid narrow alleyways or secluded areas where assailants can be screened.~~
- ~~• Design of new buildings to overlook streets, footpaths, building and entrances to provide maximum natural surveillance and avoidance of alleyways, stairwells and dark corners where assailants can be screened from view.~~
- ~~• In large scale new developments and redevelopments likely to be regularly used by the public, the provision of security staff or security cameras, and/or other means of restricted access and general surveillance.~~
- ~~• Adequate provisions of, and retention thereafter of, local shopping/community facilities.~~
- ~~• The provision of good public transport and direct, well lit, safe, wheelchair accessible pedestrian routes linking existing residential areas with new employment sites.~~

- ~~• The provision of and retention thereafter of open space, play space and general amenity space.~~
- ~~• Flexible approach to proposals involving working at home.~~

~~Conditions that may be applied to a Grant of Planning Permission:~~

- ~~• Detailed scheme for access provision to be approved and implemented before the development is used or opened.~~
- ~~• Details of landscaping surface treatments, street furniture and means of enclosure.~~
- ~~• Details of car parking scheme for disabled persons and parents with young children.~~
- ~~• Details of lighting and other security measures.~~
- ~~• Provision of toilets, baby changing and feeding facilities, creche.~~

~~Reasons:~~

~~Women generally have less access to cars than men, and the most common form of transport is walking. They also make greater use of public transport than men and many have day to day responsibility for young children and caring responsibilities for other dependant relatives. Accordingly women tend to make greater use of footpaths, pedestrian walkways, parks, play areas and open spaces as well as undertaking most shopping trips. Fear of crime is a major factor in restricting mobility for women and the Council is committed to overcoming this.~~

~~Where proposed development is to be visited or used regularly by women, adequate access provisions should be made especially for women with disabilities, the elderly, (the majority of whom are women) carers with young children and other special needs groups. The Council is firmly committed to providing safe and attractive environments in all new developments and will be prepared to include the absence of necessary and suitable safety and access provisions as a reason for refusal of planning permission.~~

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

NO. 6 LANDSCAPE AND ENVIRONMENTAL IMPROVEMENTS

Material Planning Criteria to be taken into account when considering individual proposals:

- Guidance and advice as set out in the Council's approved supplementary guidance:- "Landscape Notes".
- The effect of the proposal on the character and visual amenity of the area and the way in which it is integrated into the neighbourhood.
- Demonstration that the landscaping element is an integral part of the overall design of the scheme from the outset.
- Retention within the development of any existing natural features, including those of nature conservation value and of man made features considered to be of merit by the local authority which should be incorporated into the scheme.
- Conservation Area status and existing Tree Preservation Order protection.
- Whether indigenous species of trees and shrubs are to be planted, and whether features of nature conservation value are created.
- Ease of maintenance of landscaping.
- Proximity of existing trees to proposed development and services, and the effect of these trees on the amenity of future occupiers.
- The balance between hard and soft landscaping in a particular scheme.
- Materials and details of hard landscaping and surface treatments.
- Suitability of landscaping to avoid screening of potential assailants.
- The extent to which any adverse effects of the development may be dealt with by measures of mitigation or compensation, and the timing of such measures.

Conditions that may be applied to a grant of planning permission:

- Submission of a site survey showing all existing

features and vegetation on site to include ground levels, contour information and nature conservation value.

- Notification of date of commencement of development and planting.
- Submission of all planting details such as species, planting densities and sizes.
- Completion of planting in the first available planting season, and subsequent maintenance.
- Details of materials to include all hard surfacing and boundary treatments.
- Agreement of a landscaping/tree management plan including retention of existing features of nature conservation value.
- Submission of drainage details and other underground services.
- Submission of details of protection of existing trees during development to be in accordance with the current edition of BS 5837 (Trees in Relation to Construction).
- Provision/details of tree pruning work to be in accordance with the current edition of BS 5938 (Recommendations for Tree Work).

Reasons:

The Council wishes to preserve and enhance the character and biodiversity of North Tyneside by setting high standards of landscape design in accordance with current policies to upgrade the borough for the benefit of the population and nature conservation. This can best be done by protecting the existing tree cover, retaining local features and reintroducing indigenous species. Raising environmental awareness will result in landscapes which are not maintenance liabilities in the future.

~~NO. 7 DEVELOPMENT AND NOISE~~

~~Material Planning Criteria to be taken into account when considering individual proposals:~~

- ~~• Advice set out in PPG 24 (Planning and Noise) which contains very detailed guidance relating to Noise Exposure Categories for Dwellings. This advice indicates that in considering planning applications for new dwellings falling within

 - ~~- Category A, noise will not generally be a material consideration;~~
 - ~~- Category B, noise will be a material consideration and appropriate planning conditions should be imposed to protect against noise;~~
 - ~~- Category C, consent should not be granted, but if it is, appropriate planning conditions should be imposed to protect against noise;~~
 - ~~- Category D, planning permission should be refused.~~~~
- ~~• Whether the proposal will create noise that may materially effect the surrounding environment and the quality of life enjoyed by individuals and communities.~~
- ~~• Whether the proposal will affect particular noise sensitive developments such as housing, hospitals, schools and recreational open spaces.~~
- ~~• Whether the proposal is for the construction of noise sensitive developments such as housing, hospitals, schools, or recreational open spaces close to activities which generate high levels of noise (such as road, rail and air transport and certain types of industrial development).~~
- ~~• If it is not possible to remove noise sensitive uses from the source of noise generation whether it is practicable to control or reduce noise levels, or to mitigate the impact of noise, through the use of planning conditions or planning obligations.~~
- ~~• If the proposal relates to mineral working sites advice set out in MPG 11 (The Control of Noise at Surface Mineral Workings).~~
- ~~• The general nature and character of the area.~~
- ~~• The type of noise, its source, duration, level and nature.~~
- ~~• Potential for expansion of activities on the site that may lead to higher levels or a change in type of noise in the future.~~

- ~~• Whether the proposal is for a temporary period of time or for limited times during the day or night.~~

~~Conditions that may be applied to a Grant of Planning Permission:~~

- ~~• The provision of acoustic glazing and other noise attenuation measures including construction details and landscaping.~~
- ~~• The implementation of sound attenuation measures before occupation or restriction of particular activities to deal with off site noise at source.~~
- ~~• Restrictions on maximum sound levels at site boundaries.~~
- ~~• Time restrictions on when activities may be undertaken, or certain sound levels generated.~~
- ~~• Restrictions on plant and machinery to deal with off site noise at source.~~
- ~~• Installation of sound recording equipment at agreed locations on site and the provision of regular information on measurements recorded to the local planning authority.~~
- ~~• Restrictions on future changes of use to certain buildings.~~
- ~~• Restrictions on the future introduction of new or changes to existing machinery/equipment without prior consent.~~

~~Reasons:~~

~~Noise is a major source of environmental pollution and can have a considerable detrimental effect on the amenity of people living or working nearby. The Council share the Government's concern that noise sensitive uses should be separated where possible from major noise generators and where this is not physically attainable that mitigation measures should be as effective as possible. Where proposals will lead to unacceptable levels of noise affecting sensitive developments or where the converse applies the Local~~

AS OF THE 27th SEPTEMBER 2007 THIS POLICY NO LONGER APPLIES BY VIRTUE OF DIRECTION UNDER PARAGRAPH 1 (3) OF SCHEDULE 8 TO THE PLANNING AND COMPULSORY PURCHASE ACT 2004. PLEASE REFER TO GOVERNMENT OFFICE FOR THE NORTH EAST LETTER DATED 31st AUGUST 2007.

NO. 8 DEVELOPMENT WITHIN CONSERVATION AREAS

Material Planning Criteria to be taken into account when considering individual proposals:

- The extent to which proposals should preserve or enhance the character of the Conservation Area.
- The extent to which proposed car parking affects the appearance of Conservation Areas due to its scale or the materials used.
- The extent to which traditional building materials, for new buildings and extensions, will be used (e.g. brick, slate, timber).
- Whether the scale design and materials of new buildings and their settings will complement and enhance the character of buildings in the Conservation Area.
- The extent to which existing trees, stone walls and other attractive features will be retained and incorporated in new developments.
- Whether additional tree planting and landscaping are proposed on new developments.
- The impact of any new proposal on the loss of light, effect of overshadowing, or loss of privacy to adjoining property.
- The potential traffic generation both vehicular and pedestrian of the proposed activity.
- Where commercial property is involved the effect of service vehicles, refuse storage and disposal, opening hours and proposals for signs/adverts,
- Where an intensification of use is proposed on upper floors the effect of any external fire escapes.
- Where cooking on the site is proposed (i.e. restaurant/takeway food) the effect of any extraction flues.
- The design and location of means of enclosure, fencing, walls, gates etc.
- Whether existing unsightly buildings, car parks, means of enclosures or advertisements are to be removed.
- The views of consultees and nearby occupiers.

- The potential affect of the change of use of a building which may lead to the need to adversely alter the fabric of the existing building, or generate additional vehicular traffic to the site.

Conditions that may be applied to a Grant of Planning Permission

- Materials to be used.
- Car parking scheme to be agreed (including materials to be used).
- Landscaping including the retention of existing planting and other features.
- Details of refuse disposal.
- Hours of operation (commercial activities).
- Details of means of enclosure.
- Restrictions on permitted development rights to control extensions, fences etc.
- Details of advertising.
- Details and appearance of any means of odour suppression.
- Details of means of escape in case of fire.

Reasons:

Conservation Areas are particularly attractive and sensitive areas of the Borough where the Council has particular responsibilities to ensure that their environmental character is preserved or enhanced. Accordingly all development proposals will be expected to be of the highest quality of design, should respect the existing scale and character of the area, be constructed in appropriate traditional materials, and include landscaping where possible. The Council is devising ongoing strategies to preserve or enhance the character of all its Conservation Areas and supplementary guidance will be available in due course for each Conservation Area.

NO. 9 RESIDENTIAL EXTENSIONS

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the street scene and the character of the area.
- The extent to which works have a high quality of design that respects the character and materials of the existing building (see the Local Planning Authority's guidance note - "Designs on your Home" - General Design Advice on Household Alterations).
- The effect upon the amenity of neighbouring occupiers, e.g. loss of sunlight, daylight, outlook or privacy.
- The desirability of enabling occupants to modify their homes in appropriate ways to satisfy changes in family circumstances.
- Whether the proposal will lead to a reduction or loss of car parking facilities on the site.
- The views of consultees and nearby occupiers.

The following standards are normally applied to residential extensions and may be used as reasons for refusal if exceptional circumstances cannot be justified:

Development Control Standards

Each proposal is considered on its individual merits but the Council has adopted a number of standards to ensure where possible that consistent decisions are taken that enhance the appearance of the area, limit the extent of loss of light and outlook for adjoining property and to ensure that adequate parking provision is made for vehicles.

Driveways

A driveway of a minimum length of 5.5m shall be provided within the curtilage of the site in front of a proposed or extended garage unless alternative provision can be made within the site. (This will allow vehicles to park clear of the highway while the garage door is being opened).

Front extension/porches/canopies

A high standard of design will be required, normally incorporating a pitched roof, and using materials and window styles to match the original dwelling. The maximum projections will normally be restricted to

1.2m. There should be no window on the party wall, to prevent overlooking and a loss of privacy.

Rear Extensions

Two storey rear extensions are generally discouraged as they can lead to considerable loss of daylight, sunlight, outlook and privacy for adjoining occupants. In addition such extensions can be overbearing, can represent an overdevelopment of a restricted site and conflict with the Local Planning Authority's guidelines on privacy distances (21 metres between facing dwellings with windows).

Ground floor rear extensions on the boundary of a property will normally be restricted to a maximum of 2.4m projection. Other extensions will be considered on their merits and should not occupy more than half of the rear garden area which should be retained for usual domestic needs e.g. hanging out washing, general recreation etc. The use of flat roofs should be avoided where possible for design and maintenance reasons.

Conservatories

Building a conservatory on the boundary of the property is not recommended for maintenance and privacy reasons. Where a conservatory is close to the boundary of a property overlooking a neighbouring property opaque glass should be provided on the side overlooking the adjoining property to overcome a loss of privacy.

Side Extensions

Two storey side extensions, or the addition of a first floor above a side garage, are generally considered acceptable. However flat roofed extensions to dwellings with existing pitched roofs will not normally be acceptable. Windows will not normally be allowed on the side boundary for privacy reasons (obscure glazing should normally be installed in any window directly looking over neighbouring property).

Dormer Extensions

Dormer extensions on those parts of a dwelling which front a highway are generally discouraged. In all cases large flat roofed dormers should be avoided and traditionally designed modest dormer windows will be encouraged when considered necessary.

Balconies

Balconies are generally discouraged as they can lead to a considerable loss of privacy for adjoining householders.

Conditions that may be applied to a Grant of Planning Permission

- Materials to be used (usually to match existing).
- Landscaping and tree protection.
- Installation and retention of obscure glazing.
- Minimum driveway length of 5.5m.
- Car parking provision.

Reasons:

Many people prefer to extend their existing house rather than move. In most cases the addition of modest well designed extensions are considered acceptable and in the case of dwelling houses many such alterations can be carried out without the need for planning consent. In some cases however, where a proposal is poorly designed, excessively large, or when the structure leads to loss of sunlight, daylight, outlook or privacy to adjoining occupiers, or results in loss of adequate parking. The Local Planning Authority may refuse to permit such a development in the interests of amenity. These standards will ensure that consistent decisions are taken.

NO. 10 FLAT CONVERSIONS

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area, especially in areas of predominantly single family housing.
- Whether parking provision can be made on site to satisfy the Council's parking standards of one parking space per flat without the loss of front gardens, trees or shrubs.
- Effect on the existing on-street parking situation in areas where parking problems exist.
- The size of the property involved and the standard of accommodation proposed.
- The outlook and privacy of the intended occupiers.
- The effect on adjacent and nearby occupiers.
- The views of consultees and nearby occupiers.
- Potential effects of noise transmissions between flats and through party walls.
- If the building is a listed building or in a Conservation Area whether the proposal adversely affects any original design features.
- Provision of adequate outdoor amenity space and refuse storage facilities.
- Whether the proposal involves external fire escapes.
- The value of bringing vacant or underused buildings into full use.
- Whether the proposal will bring into use upper floors of buildings especially in town centres.

Conditions that may be applied to a Grant of Planning Permission

- Car parking scheme to be agreed and implemented before occupation.
- Refuse storage facilities.
- A scheme for sound proofing the premises.
- Details of fire escapes, doorways, window alterations etc.

- Restrictions on use for multiple occupation.

Reasons:

Many older larger residential properties are no longer economical for use as single dwelling houses and their conversion into flats may not only retain an attractive building but also provide much needed accommodation.

As the provision of flats can have a major effect on the character of an area, care must be taken to ensure that there is no adverse effect on nearby family housing, car parking provisions in the area and through the visual impact caused by the loss of gardens, walls and the introduction of car parking and fire escapes.

NO. 11 HOUSING ON “BACKLAND” SITES

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area.
- Extent to which a site has limited access to a road as a result of being surrounded by housing or other uses.
- Effect on the privacy of adjoining occupiers and whether the Council's minimum standards for privacy are met, e.g. back to back distance of 21 m.
- Availability of adequate car parking provision on the site.
- The effect of the proposed development on existing trees and vegetation.
- Any potential loss of sunlight or daylight to adjoining occupiers and their gardens.
- Extent to which both the proposed and existing dwellings retain adequate private amenity space.
- The proposed design and scale of the building in relation to surrounding buildings especially within a Conservation Area where the character of the area should be maintained or enhanced.
- The views of consultees and nearby occupiers.

Conditions that may be applied to a Grant of Planning Permission:

- Materials to be used.
- Details of access.
- Car parking scheme to be agreed and implemented before occupation.
- Landscaping, including retention of existing planting and other features.
- Details of means of enclosure.
- Limitations on permitted development rights.

Reasons:

Large back gardens or allotments within established residential areas can become surplus to the requirements of owners. In some cases they may be suitable for residential development but in many cases such a proposal may prove unacceptable owing to the adverse effects of the proposal on the amenities of neighbouring householders through loss of light, outlook, privacy, traffic noise and parking problems. In addition, the introduction of housing within backland areas can have a detrimental visual impact on the character of established residential areas especially within Conservation Areas.

NO. 12 HOUSES IN MULTIPLE OCCUPATION

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area especially in tightly knit and homogeneous areas of single family housing.
- The general nature of the area and in particular the incidence of other intensive residential uses and the existence of other mixed or non residential uses.
- The size, type and suitability of the premises for the type of accommodation and level of occupancy proposed including the impact of any necessary fire escapes.
- Effect on the existing on-street parking situation in areas where parking problems exist.
- The proximity of good public transport links.
- The outlook and privacy of intended occupiers.
- The effect on adjacent or nearby occupiers.
- The views of consultees and nearby occupiers.
- Potential effects of noise transmissions between internal rooms and through party walls.
- Provision of adequate refuse storage facilities.
- Whether the proposal brings into use upper floors especially in town centres.

Conditions that may be applied to a Grant of Planning Permission:

- Car parking scheme to be agreed and implemented before occupation.
- Refuse storage facilities.
- Details of fire escapes, doorways, window alterations etc.
- A scheme for soundproofing the premises.
- Restrictions on the number of residents.

Reasons:

Many older larger residential properties are no longer economical for use as single dwelling houses. Their conversion into houses in multiple occupation can provide much needed low cost accommodation for the more vulnerable members of society and at the same time retain sound and in many cases attractive buildings.

As the introduction of intensive residential uses can have a major effect on the character of an area, care must be taken to ensure that there is no demonstrable adverse effect on nearby family housing or car parking provision in the area. In addition consideration should also be given to the visual impact of the loss of gardens, walls, trees etc. and of the introduction of car parking, fire escapes and window and door alterations.

Note:

Planning legislation is concerned with land use matters only and cannot control such matters as

- who occupies the premises (e.g. age groups, sex, employment status, car ownership etc.).
- enforcing standards of maintenance of the property (painting, cleaning, property repairs compliance with fire regulations).
- who owns the premises.

NO. 13 RESIDENTIAL CARE AND NURSING HOMES

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area, and the character of the particular street, especially if residential.
- The general nature of the area and in particular the incidence of other intensive residential uses and the existence of other mixed or non residential uses.
- The size, type and suitability of the premises for the type of accommodation proposed including the impact of any necessary fire escapes, dormer windows or extensions and advertisements.
- Effect on the existing on-street parking situation in areas where parking problems exist.
- The outlook and privacy of intended occupiers. A pleasant and interesting aspect is desirable since residents spend such a large proportion of their time in their homes.
- The effect on adjacent or nearby occupiers.
- The views of consultees and nearby occupiers.
- Potential effects of noise transmissions between internal rooms and through party walls.
- Provision of adequate outdoor amenity space. For homes with 7 or more registered places the provision should normally be a minimum of 10m² per registered place and should preferably be located so as to form a sheltered sitting area for residents.
- Provision of adequate refuse storage facilities.
- Convenience of access to local transport, shops and other services.
- Existence of good pedestrian and vehicular access to the property.

Conditions that may be applied to a Grant of Planning Permission

- Car parking scheme to be agreed and implemented before occupation.
- Refuse storage facilities.

- A scheme for soundproofing the premises.
- Restrictions on the number of residents.
- Restrictions on future changes of use to other forms of intensive residential use.
- Provision of outdoor amenity space.
- Restrictions on type of advertising allowed.

Reasons:

Many older larger residential properties are no longer economical for use as single dwelling houses and their conversion into residential care or nursing homes can provide for much needed accommodation and retain sound and in many cases attractive buildings.

New homes offer an opportunity to provide a high standard of care in purpose built attractive buildings with quality outdoor amenity space.

It is important that such homes are suitably located close to local facilities and public transport routes for the benefit of residents, staff and visitors.

There has been a concentration of such homes in the Whitley Bay area in the past and a more dispersed pattern of care homes will be encouraged. This will also ease pressure on social and medical care in this part of the Borough.

As the introduction of intensive residential uses can have a major effect on the character of an area, care must be taken to ensure that there is no adverse effect on nearby family housing or car parking provision in the area. In addition consideration should be given to the visual impact of the loss of gardens, walls, trees etc. and of the introduction of car parking, fire escapes and window and door openings.

The Local Planning Authority work closely with the registration authorities to ensure that the highest standards are achieved in the location, building design, amenities and standard of operations and management of residential homes in the District.

NO. 14 NEW HOUSING ESTATES - DESIGN AND LAYOUT

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area.
- The existence of existing features in the landscape including trees, hedges and other vegetation, stone walls and other means of enclosure, water features, changes in level, wildlife habitats etc. which may need to be incorporated with the scheme including future maintenance proposals.
- Existing roads and proposed access points to the site suitable for future traffic levels.
- The proximity of heavy industry or other business/ activities creating noise/ emissions near the site which may adversely affect its proposed residential use.
- The availability of mains services to the site (water, electricity, gas etc.).
- The availability of public transport routes accessible to the site.
- The proximity of local shops, amenities and employment opportunities and the need for cycling and footpath links.
- Car parking standards.
- Quality of the design of the housing and degree of integration with landscaping and means of enclosure.
- Extent to which high standards of design including use of traditional materials of brick and tile are proposed on all new sites fronting onto major transport routes or in or adjoining Conservation Areas.
- Extent to which landscaping is incorporated into new developments especially fronting major transport routes, and the need for screening.
- Extent to which features of nature conservation value are created.
- Extent to which fencing compliments the landscape and design of the particular site as

well as providing appropriate security. (Brick walls will be encouraged in prominent locations. Sites overlooking major transport routes, residential areas and at the entrance to main estates should be attractive in appearance, preferably using brick or brick bases and piers and designed into the landscape).

- Whether provision is made for community facilities, childrens play areas etc.
- Views of consultees and nearby occupiers.
- Whether provision is being made for accessible housing.
- The extent to which any adverse effects of the development may be dealt with by measures of mitigation or compensation, and the timing of such measures.

Development Control Standards

The following standards are normally applied to new housing estates and may be used as reasons for refusal if exceptional circumstances cannot be justified:

- Each proposal is considered on its individual merits but the Council has adopted a number of standards to ensure that consistent decisions are taken which enhance the appearance of the area, improve the quality of life for residents and ensure that adequate parking provision is made.

General Principles

The main aim of these guidelines is to encourage the provision of housing which is attractive, safe, secure, functional and well planned. In order to meet the wide variety of different and often conflicting interests and aims of the diverse agencies involved in the provision of new housing, there will inevitably be a need for compromises to be reached to solve such problems as:

- Providing on site car parking for each dwelling but at the same time making for provision of safe toddlers place space immediately outside and overlooked by houses;
- Ensuring that visitors and service vehicles can park close to each individual house but without obstructing or causing a nuisance to other residents;
- Segregating pedestrians from fast moving traffic, and calming traffic by establishing a hierarchy of road types within the residential area at the

same time as designing a footpath system which leads directly to shops, schools, community services and public transport links without dangerous road crossing points or unpopular pedestrian underpasses or bridges;

- Creating an attractive landscaped environment that can be effectively maintained and that will not lead to security problems later by providing cover for burglars/assailants;
- Retaining as many natural features on the site as possible e.g. trees, hedges, walls, but ensuring that they do not become a nuisance for future occupiers of dwellings who might subsequently want them removed if they block light or are not properly maintained;
- Providing attractive, well designed housing at a reasonable price but using styles and built in indigenous materials that complement the type of housing in this particular area rather than imposing a national building company's standard house type to any available site;
- Ensuring that standard distances between dwellings are achieved to avoid loss of privacy by overlooking but at the same time avoiding monotonous house layout and design. Innovative layouts will be encouraged and where justified standards may be modified to accommodate unconventional design solutions.

The following advice has been grouped by subject for reference purposes but many sections overlap. Advice given is not prescriptive but generally any exceptions or concessions to these guidelines will have to be justified in individual circumstances. Detailed guidelines on road construction and highway/drainage specifications is available from the Local Highway Authority, North Tyneside Council.

Road Hierarchy

A hierarchy of road types needs to be established to serve the different levels of traffic volume and speed. National guidelines on different types of roads to serve different purposes is set out in the revised Department of the Environment/Department of Transport Design Bulletin 32 (DB.32). These guidelines should be read in conjunction with the Council's own handbook on road construction and highway design.

Four main types of highway can be identified dependent upon how many houses are served:

- **Principal Roads** - roads linking the estate to the main highway network. No direct access to housing. 30 mph speed limit.

- **Main Roads** - roads within a larger residential area linking smaller residential accesses with shops, schools etc. Limited direct access to housing with in-curtilage turning facility. 30 mph speed limit.
- **Residential Streets** - standard 5.5m wide residential streets with footpaths on either side, direct access to housing. 20 mph speed limit.
- **Mixer Courts** - short cul-de-sac serving no more than 15 dwellings. A shared surface comprising blocks/paviors without footpaths may be permissible for courts of up to 8 dwellings. A similarly surfaced roadway with a footpath on one side only may be acceptable in layouts involving 8-15 dwellings. Maximum speed limit 20 mph.
- In residential streets and mixer courts traffic calming measures such as ramps, road tables, throttles, pinch points, sharp bends, chicanes, rumble strips etc. will be expected to be incorporated within the layouts to ensure a maximum speed of 20 mph is adhered to.

Traffic Calming

The UDP contains a commitment to the ideal of safe and accessible environments, which mean interlinked freedoms from fears about crime or road safety, and the ability of all pedestrians to get about with ease and confidence. Meeting these needs should be a normal part of the design of highways, including pedestrian and cycle routes, road crossings, and shared surfaces.

The Council will therefore seek highway design which will:

- be easily understood, discourage through traffic and excessive vehicle speeds; be as convenient, safe and disturbance-free to residents as possible, and occupy the minimum necessary space.
- compliment and assist the formation of high quality townscape, provision of landscaping, and other objectives such as designing-out crime.
- give proper consideration to the needs of all users, including pedestrians of all ages, cyclists, people with disabilities, and essential equipment such as children's buggies and wheelchairs.

Traffic calming furthers these aims through a comprehensive approach to reducing the dominance and speed of vehicles within residential areas. It is expected that design techniques will be advanced and refined over time, and flexibility for future upgrading is therefore desirable. Highway officers will advise on

current standards. The essential quality of traffic calming, however, is the close integration of highway design and the planning of buildings, landscaping, pedestrian routes and children's play.

Design General

All new residential developments should seek to maintain the diversity of character and interest of the different parts of the Borough and reflect this diversity in their design.

The standards outlined should not be seen as a way in which individual design is restricted. Instead, they should be looked upon as a positive step towards the creation of a safe, well designed environment suited to the needs of the Borough's residents. To help achieve this high standard of urban design, developers are encouraged to discuss their proposals with Council officers before making a planning application.

New housing should be of a sensitive design with good landscaping so as to achieve a high standard of development and a visually satisfactory environment. This will be particularly important where new buildings are proposed on sites located in established residential areas if they are to be successfully assimilated into the street scene.

Individual buildings should be well designed in themselves and have adequate regard for their setting by:

- Respecting neighbouring development and the overall character of the locality in terms of its height, levels, mass, elevational and roof treatment.
- Employing external materials which are sympathetic in colour and texture to the vernacular materials and to the location in which it is situated.
- The volumes making up the block form of the building being well proportioned and related to form a satisfactory composition.
- The external materials being used in a visually appropriate manner.
- The fenestration being well proportioned and well related within the elevation and also being sympathetic to adjacent buildings.
- Architectural detailing being used to reinforce the character required by the design and its location.

Within areas of predominantly single family dwelling houses, proposals should be of a design, mass and bulk that reflects both the scale and appearance of existing single family dwelling houses located nearby.

Design - Detail

The design and layout of residential development should encourage the informal supervision of the spaces around buildings by their occupiers, with front elevations containing the major entrances and facing outwards onto a public space or street.

All new residential buildings should be of an appropriate design which respects or contributes to the character of the area or the street in which they will be located. Elements which make up the overall design include the scale, massing, roof scape, fenestration and materials. In particular:

- Care must be taken with all building elevations which are directly visible from public highways or amenity areas.
- New buildings should complement the roof height and design of existing buildings in the street scene, particularly those immediately adjacent to the site, by paying regard to ridge height and alignment, eaves level, angle of roof slope, width of gables etc.
- New buildings should reflect any well defined architectural character or themes of buildings in the surrounding area, for example, vertical emphasis in fenestration, brickwork patterns, gables, dormers and bay windows.
- Multi-storey flat developments should have a height and mass which would not be overdominant in the street scene. In cases of redevelopment, proposed flat blocks may have wider frontages and greater building depths than the original building on the site. To avoid overdominance, the depth of gables should be reduced to allow steep roof pitches, which are often a feature of the older buildings in the street. A varied roof scape can be created by a build up of elements in the design, such as bay windows and dormers.
- When incorporating accommodation within the roof void of multi-storey flat developments, any dormer should be considered as an integral part of the overall design, with particular regard to the scale of the roof. Where possible dormer windows and roof lights should be positioned on the rear elevation. Flat roofed dormers will normally be unacceptable.

- Materials for walls and roofs should complement the surrounding buildings in terms of colour and texture. An excessive mixture of different types and colours of materials will not be permitted.
- Balconies and patio windows proposed for new residential development should be integrated into the building to improve their appearance and provide shelter from wind and should be set back from the building line. Overlooking of adjoining residential properties should be avoided in the interests of privacy.

Car Parking

Provision for car parking shall be made in accordance with the standards set out in Development Control Policy Statement 4.

Size of Car Parking Spaces

Where a garage is provided there must be a minimum of 5.5 m. driveway (5 m. car parking space plus 0.5 m. for opening garage door) within the curtilage (excluding service strip). This hardsurface may be reduced to 1.0 m. in garage courts or 2.4 m. where parking is provided beside garage to ensure good visibility.

Parking bays should normally be 5.0 m. long x 2.5 m. wide.

Location of Parking Spaces

Where these serve terraced dwellings, flats, maisonettes, all properties in multi occupancy, they must be as close as possible to the entrance door.

Visitor spaces should be provided close to dwellings they are meant to serve especially in cul-de-sac heads and should be located to minimise effect on residents (not outside lounge windows or where one resident may adopt it for personal use).

Privacy Distances

The recommended minimum distances between dwellings to provide privacy and outlook are:

-	Back to back	21m.*
-	Back to gable	12m.
-	Front to front	21m.*
-	Front to front (Sheltered bungalows)	15m.-17m.

* Where additional storey's are added a further 10m should be allowed for each floor e.g. 3 storey = 31m.

Infill sites within established residential areas may not be able to meet the above standards and a reduced standard may be permissible. Each site will be considered on its merits.

Amenity Space

Private amenity space around new dwellings including, front, back and side gardens should normally be a minimum of 50m².

Site Development

Plot ratio - area of buildings (dwelling and garage) shall not normally exceed 50% of plot size.

Landscaping (See Development Control Policy Statement No. 6 "Landscape and Environmental Improvements).

Small areas of planting within housing estates are difficult to maintain. Accordingly these should be designed out or incorporated into private gardens.

Where areas of planting outside private gardens are required, these should be large enough to be easily maintained, and conveniently located.

Where large areas of screen planting/mounding are required (e.g. to screen housing from a busy road) a phased landscaping scheme should be agreed and implemented as early as possible with agreement of the Council to avoid prolonged periods of high levels of maintenance.

Where mounding is required care should be taken to avoid creating a footpath on top along which people can walk with direct visibility into bedrooms and rear gardens of housing.

Existing trees/hedges which are to be retained on a site should be protected during the construction period (drainage details, line of services, future levels, and their potential effect on trees/hedges should also be considered). If a hedge line is worthy of retention it should be designed into public open space and not be within the curtilage of housing.

If it is unavoidable to include a hedge within private housing the entire hedge should be conveyed to owners on one side to be included in their gardens rather than use the centre line of the hedge as a property boundary.

Where landscaping is included close to a footpath link, e.g. between cul-de-sac heads, then blind spots or "muggers alleys" should be avoided - these spaces need to be wide and open (same applies to fencing) and overlooked directly by housing.

Dense landscaping close to housing e.g. screen planting beyond rear garden fences should be avoided as this can also hide potential burglars - a concern of the crime prevention officers.

Children's Play Areas

Only in major developments will specific children's play areas be required. These must be carefully incorporated into the overall layout. A contribution from the developer may be requested towards the provision of play space on a nearby location where appropriate.

However, the entire residential environment should be designed to be friendly to children. Traffic calming measures and the use of mixer courts will ensure that residential areas become safe places for children to play and move around without threat from fast moving vehicles.

Conditions that may be applied to a Grant of Planning Permission

- Materials to be used - buildings and streetscape
- Landscaping and tree protection during construction.
- Time restrictions on hours of construction, locations of site compounds, provision of wheel washes.
- Means of enclosure details
- Retention of trees, walls, water and wildlife features etc. on site
- Restrictions on future house extensions (removal of permitted rights under the GDO).
- Access details
- Car parking scheme to be agreed
- Traffic calming measures.
- Details of childrens play areas (where required).
- Preservation of unimpeded and appropriate habitat as a wildlife corridor.

Reasons:

The Council is committed to providing a wide range of high quality new housing within the Borough. Innovative design is encouraged both for new houses and layouts linked with high standards of landscaping both hard and soft. Any existing trees, walls, water features or other

attractive elements on the site should be incorporated within the scheme. To protect the privacy of residents and create a high quality environment the Local Planning Authority will enforce minimum distances between buildings. To minimise the adverse impact of vehicles on the highway car parking standards should also be met.

NO. 15 SHOP FRONT DESIGN AND SIGNAGE

Advertisements and security devices can have a major detrimental affect on the appearance of shop fronts and require careful attention to ensure a satisfactory scheme is achieved.

Material Planning Criteria to be taken into account when considering individual proposals:-

- The effect of the proposal on the character of the area.
- Existing design features of the property in question and of properties in the surrounding area. Original shop front detailing should be retained/restored, and any new work should compliment such features, especially on listed buildings or in Conservation Areas.
- Extent to which signs respect the scale of the shop front. They will not normally be permitted above fascia level.
- Details of the size, colour, projection, proportion and illumination of signs.
- The design features and appearance of any shop front security measures (see also the Council's advice note 'Shopfront Security').
- Details of canopies and awnings proposed
- Extent to which any new or altered shop entrance provides access for all. The entrance should be flush with the pavement or ramped with a minimum door opening of 0.9 m.
- Whether separate entrances to upper floors in other uses are retained.

Conditions that may be applied to a Grant of Planning Permission:

- Details of materials.
- Provision of means to enable access for all.
- Details of size, colour, type of and illumination of advertising material.
- Restoration of original shop front design features.

Reasons:

The Local Planning Authority wishes to preserve and enhance the character of shopping areas and individual shop fronts by the encouragement of a high standard of design and sensitivity especially within Conservation Areas.

NO. 16 HOT FOOD TAKEAWAYS AND OTHER FOOD AND DRINK USES

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area.
- The proximity to and effect on nearby occupiers, especially residential householders, of traffic using the site, noise from patrons, cooking smells and litter.
- Car parking provision, under the control of the owner.
- Local traffic and parking conditions.
- Means of odour suppression for cooking smells including the visual appearance of extraction chimneys/equipment.
- Proposed hours of operation.
- The views of nearby occupiers and other consultees.
- The existence of any area based planning policies (e.g. Town Centre).
- The storage and collection of refuse and litter.
- The effect on the viability and vitality of a particular shopping area.

Conditions that may be applied to a grant of planning permission:

- The restriction of hours and days of operation.
- Provision of car parking spaces.
- A scheme for fume extraction and sealing of the premises against transmission of odours.
- Provision of litter bins and refuse storage facilities.
- Restriction of use to hot food takeaway (no eating on premises).
- Restriction of home delivery services.
- Restriction of use to exclude hot food takeaways where cafe, restaurant, public house proposed.

Reasons:

A balance is needed between the provision of these increasingly popular facilities and the need to protect neighbouring occupiers particularly residential property occupants from noise and disturbance from customers, cooking smells and the effects of litter. In most cases such uses are more appropriately located in commercial areas. Restrictions on hours of operation can reduce any adverse impact in certain situations.

NO. 17 SECURITY GRILLES AND SHUTTERS

Material Planning Criteria to be taken into account when considering individual proposals:

- The detailed advice set out in the Local Planning Authority's advice note on 'Shopfront Security'.
- The effect of the proposal on the street scene and the character of the area.
- Whether the building is a Listed Building, in a Conservation Area or has particular design features which should be retained.
- Whether the proposed shutters/grilles respect the existing design features of the building on which they are to be erected.
- Whether the proposed shutter is solid or allows viewing of goods on sale when in place.
- Whether the shutter is colour treated or includes designs/logos.
- The visual effect of any external housing box. Normally such features should be incorporated within the shopfront/doorway to avoid projections outwards.
- The materials to be used.
- The views of nearby occupiers and other consultees.

Conditions that may be applied to any grant of Planning Permission:

- Temporary consent where appropriate.
- Use of materials.
- Colour treatment of shutters.
- Retention of particular design features on building.
- Internal positioning of shutter boxes.
- Restriction of use during shop opening hours.

Reasons:

The Council is very concerned at the decline in attractiveness of shops and shopping centres following the widespread use of unattractive security means. As

many shutters and other devices have been installed at the request of insurance companies following theft or vandalism the Local Planning Authority has worked closely with the Police and Chamber of Trade in an attempt to balance the security needs of shop owners with the environmental effects of security solutions.

NO. 18 AMUSEMENT CENTRES IN SHOPPING AREAS

Material Planning Criteria to be taken into account when considering individual proposals:

- Whether the proposed site falls within a primary shopping frontage of Wallsend, North Shields or Whitley Bay, as defined on the Proposals Map (inset).
- Whether the proposal is for ground floor use.
- Whether the proposal is an extension of an existing use.
- Whether a shop front is proposed and the nature of the window display.
- The effect of the proposal on the amenity of adjoining properties especially residential property and the surrounding area. They are unlikely to be acceptable close to housing, or near schools, churches, hospitals or hotels.
- The effect of the proposed use either individually or cumulatively on the vitality and viability of the centre.
- The effect on the visual amenity of a Conservation Area or other places of special architectural or historic character.
- Where the proposal involves a vacant premises, how long the property has been vacant, the results of marketing exercises and how many other vacant properties exist nearby.
- Existing noise levels in the area.
- Car parking provision on the site.
- The views of nearby occupiers and other consultees.

Conditions that may be applied to any grant of Planning Permission

- Car parking scheme to be agreed and implemented before occupation.
- The provision of a shop front and display of goods to be sold on the premises.
- A scheme for soundproofing the premises, and self closing entrance doors, prohibitions of external loud-speakers.

- Refuse storage facilities.
- Hours of opening.
- Provision of means to enable access for all.

Reasons:

The Local Planning Authority wish to see retail uses predominant in the main shopping centres of Wallsend, North Shields and Whitley Bay. The Authority will encourage a satisfactory balance between retailing and such uses as amusement centres and other non-retail uses by preventing them from locating in primary shopping frontages, but encouraging such uses to locate on upper floors, or in secondary shopping areas. Attractive shop fronts will be required in all cases.

NO. 19 FINANCIAL AND PROFESSIONAL SERVICES IN SHOPPING AREAS

Material Planning Criteria to be taken into account when considering individual proposals:

- Whether the proposed site falls within a primary shopping frontage of Wallsend, North Shields or Whitley Bay, as defined on the Proposals Map (inset).
- Whether the proposal is for ground floor use. The use of upper floors in town centres is usually acceptable.
- Whether the proposal is an extension of an existing use.
- Whether a shop front is proposed and the nature of the window display.
- The effect of the proposal on the amenity of adjoining properties especially residential property and the surrounding area.
- The effect of the proposed use either individually or cumulatively on the vitality and viability of the centre.
- Where the proposal involves a vacant premises, how long the property has been vacant, the results of marketing exercises and how many other vacant properties exist nearby.
- Car parking provision on the site.
- The views of nearby occupiers and other consultees.

Conditions that may be applied to any grant of Planning Permission:

- Car parking scheme to be agreed and implemented before occupation.
- The provision of a shop front and display material.
- A scheme for soundproofing the premises.
- Refuse storage facilities.
- Hours of opening.
- Provision of means to enable access for all.

Reasons:

The Local Planning Authority wish to see retail uses predominant in the main shopping centres of Wallsend, North Shields and Whitley Bay. Other uses including Professional and Financial Services exist in these centres and help towards their vitality and viability. The Council will encourage a satisfactory balance between retailing and these other uses by discouraging them in primary shopping frontages, but encouraging such uses to locate on upper floors, or in secondary shopping areas. Attractive shop fronts will be required in all cases.

NO. 20 TAXI/PRIVATE HIRE OFFICES

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area.
- The proximity to and effect on nearby occupiers especially residential householders.
- Car parking provision, under the control of the operator and not on the public highway. Council standards require 1 car parking place per licenced vehicle.
- Local traffic and parking conditions.
- Accommodation proposed for operator/drivers and the public.
- Numbers and types of vehicles to be operated from the site.
- Proposed hours of operation.
- The views of nearby occupiers and other consultees.

Conditions that may be applied to a Grant of Planning Permission:

- Limits on the number of vehicles operating from the site.
- No repairs, valetting or servicing of vehicles on or near the site.
- A scheme for noise attenuation.
- Temporary consent to enable the impact of the proposal to be assessed.
- Temporary consent relating to temporary buildings where proposed.
- Personal consent.
- Provision of car parking spaces.
- Restrictions of hours of operation.
- Details of ariels and other external equipment.

Reasons:

Although such businesses can be of great benefit to the community, the operational base, if badly sited, can cause considerable loss of amenity to neighbouring occupiers, especially residential householders. It is essential that potential parking requirements are met and that noise disturbance is minimised. The visual impact of offices (especially if of a temporary construction) and ariels together with structures and the parking of vehicles can also be very damaging in certain sensitive locations.

NO. 21 GUEST HOUSES AND HOTELS

Material Planning Criteria to be taken into account when considering individual proposals:

- Whether the proposed guest house or hotel falls within an area previously designated by the Council for 'holiday related' uses.
- The effect of the proposal on the character of the area especially in areas of predominantly single family housing.
- The general nature of the area and in particular the incidence of other intensive residential uses and the existence of other mixed or non-residential uses.
- The size, type and suitability of the premises for the type of accommodation proposed including the impact of any necessary fire escapes.
- Effect on the existing on-street parking situation in areas where parking problems exist.
- The outlook and privacy of intended occupiers.
- The effect on adjacent or nearby occupiers.
- The views of consultees and nearby occupiers.
- Potential effects of noise transmissions between internal rooms and through party walls.
- Provision of adequate outdoor amenity space and refuse storage facilities.
- Whether the proposed use includes proposals for public bars or other function rooms and appropriate additional car parking.

Conditions that may be applied to a Grant of Planning Permission:

- Restrictions of use within Class C1 of the Use Classes Order.
- Car parking scheme to be agreed and implemented before occupation.
- Refuse storage facilities.
- Details of fire escapes, doorways, window alterations etc.
- A scheme for soundproofing.

- Restrictions on the number of residents.
- Restrictions on future changes of use of all or parts of the building into other commercial uses e.g. public bars, function rooms, restaurant etc.

Reasons:

Many older larger residential properties are no longer economical for use as single dwelling houses and their conversion into hotels/guest houses can provide much needed accommodation and retain sound and in many cases attractive buildings.

Parts of North Tyneside have a tradition for providing accommodation for holidaymakers and other visitors and the continued use of suitable premises in appropriate locations is encouraged by the Council as part of its tourism initiatives.

As the introduction of hotels/guest houses can have a major effect on the character of an area, care must be taken to ensure that there is no adverse effect on nearby family housing or car parking provision in the area. In addition consideration should also be given to the visual impact of the loss of gardens, walls, trees etc and of the introduction of car parking, fire escapes, advertising and window and door alterations.

NO. 22 HOSTELS

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area especially in tightly knit and homogenous areas of single family housing.
- The general nature of the area and in particular the incidence of other intensive residential uses and the existence of other mixed or non residential uses.
- The size, type and suitability of the premises for the type of accommodation and level of occupancy proposed including the impact of any necessary fire escapes.
- Whether car parking provision can be provided on site to satisfy the Council's parking standards without loss of front gardens, trees or shrubs. The standard would have to be negotiated with the Local Planning Authority in each individual proposal
- Effect on the existing on-street parking situation in areas where parking problems exist.
- The outlook and privacy of intended occupiers.
- The effect on adjacent or nearby occupiers.
- The views of consultees and nearby occupiers.
- Potential effects of noise transmissions between internal rooms and through party walls.
- Provision of adequate refuse storage facilities.
- Whether the proposal brings into use upper floors especially in town centres.

Conditions that may be applied to a Grant of Planning Permission:

- Car parking scheme to be agreed and implemented before occupation.
- Refuse storage facilities.
- Details of fire escapes, doorways, window alterations etc.
- A scheme for soundproofing the premises.
- Restrictions on the number of residents/ bedrooms.

- Restrictions on future changes of use to other forms of intensive residential use.
- Personal Consent in exceptional cases.

Reasons:

Many older larger residential properties are no longer economical for use as single dwelling houses. Their conversion into hostels can provide much needed low cost accommodation for more vulnerable members of society and at the same time retain sound and in many cases attractive buildings.

As the introduction of intensive residential uses can have a major effect on the character of an area, care must be taken to ensure that there is no demonstrable adverse effect on nearby family housing or car parking provision in the area. In addition consideration should also be given to the visual impact of the loss of gardens, walls, trees etc and of the introduction of car parking, fire escapes and window and door alterations.

Note:

Planning legislation is concerned with land use matters only and cannot control such matters as:

- who occupies the premises (e.g. age groups, sex, employment status, car ownership etc).
- enforcing standards of maintenance of the property (painting, cleaning, property repairs, compliance with fire regulations).
- who owns the premises.

NO. 23 POSTER ADVERTISING**Material Planning Criteria to be taken into account when considering individual proposals:**

- The general effect of the proposal on the character and visual amenity of the area.
- The effect of the proposal on public safety particularly in relation to its detailed siting e.g. distraction of drivers from prevailing traffic conditions.
- Possible contribution the posters and hoardings can make to screening unsightly areas and building sites.
- Whether poster advertising can make a positive contribution to particular commercial/industrial localities.
- The design of the structure/hoarding and detail relationship with any premises on which they are located. They should not dominate a host building, cut across any architectural features, be out of scale with the locality or be unduly obtrusive.
- Whether the proposed site is in a residential area, or overlooked by residential property.
- Whether the proposed site is close to a listed building or is within or close to Conservation Areas, in the open countryside and important open spaces in the built environment.
- The ease with which the structure is capable of being satisfactorily maintained and at the same time avoiding vandalism.
- Whether there is already an undue proliferation of such advertisements.

Conditions that may be applied to a grant of planning permission:

- When screening an unsightly site details of means of enclosure shall be agreed.
- Means to improve safety e.g. ensure visibility splays are maintained at junctions.
- Temporary consents when linked with screening of sites.
- Landscaping schemes.

Reasons:

The Council accepts that advertising can make a positive contribution to the environment in certain situations. At the same time poster advertising can be very unsightly and lead to clutter if inappropriately sited and can also lead to a risk to public safety.

Note (A)

The Council is aware that unauthorised poster advertising has taken place in the past and recent contraventions have led to prosecutions. Action will be taken against unauthorised displays and discontinuance action will be pursued against poster displays that do not meet the above guidelines but have deemed consent.

Note (B)

The Council as landowner has a policy of not allowing cigarettes or alcohol to be advertised on any poster sites on land in its ownership. In cases where unauthorised poster hoardings display cigarette or alcohol advertising the Council will consider taking urgent legal action against advertisers and owners of sites.

NO. 24 WORKING FROM HOME

Material Planning Criteria to be taken into account when considering individual proposals:

- The nature and extent of activity to be carried out.
- Type of machinery, plant or equipment proposed, noise or vibration caused and existence of any measures to overcome such problems.
- The extent of storage required on site.
- The proportion of the residential property given over to 'non-residential' use.
- The number and type of vehicles (especially commercial vehicles) operating from/based on/or kept overnight at the premises.
- The number of vehicles visiting the premises.
- The proximity of neighbouring residential property.
- The size, type, construction and layout of the property especially if it contains other residential uses.
- The hours of operation.
- Whether cooking smells, dust, fumes, or emissions are generated on site.
- Storage of refuse and collection of waste.
- The views of nearby occupiers and other consultees.

Conditions that may be applied to a Grant of Planning Permission:

- Restrictions on the specific nature of use.
- Hours of operation.
- Restriction on numbers of/types of vehicles using the premises.
- Restriction on the type and location of equipment.
- Need for sound insulation.
- Details of refuse disposal.
- Personal consent.

Reasons:

The Local Planning Authority recognises that with new technology, new working practices and increased opportunities for part-time work many people can and do work from home on a part-time and full-time basis. Working from home can make a considerable contribution to the local economy and to the personal income of many people who cannot undertake other forms of work. The Local Planning Authority does not wish to discourage this type of activity provided it does not adversely affect neighbouring residents or the character of the area.

In many cases where new technology involves the use of computers linked by modem to a central office there is no need for a person to leave home to access the information they require or for others to visit the premises. Such an activity would have no discernible affect on any neighbouring residents or on the character of the area and in most cases would not require planning permission.

Where it is necessary to have regular deliveries to a property or where regular visits to the property take place traffic problems and noise could lead to a detrimental affect on neighbouring residents. Also where noisy activities or unsightly storage of goods vehicles takes place this can also adversely affect the amenity of the area. Where the proposal leads to a direct and serious loss of amenity then the Authority will use its enforcement powers to remedy the situation.

NO. 25 NEW INDUSTRIAL ESTATES

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area.
- The existence of existing features in the landscape including trees, hedges and other vegetation, stone walls and other means of enclosure, water features, changes in level, wildlife habitats etc which may need to be incorporated within the scheme.
- Existing roads and access points to the site suitable for future industrial traffic.
- The proximity of residential property or other noise/emission sensitive users near the site which may be adversely affected by the proposed industrial use of the site. (This may also restrict the types of use allowed on the site).
- The availability of mains services to the site (water, electricity, gas etc).
- The availability of public transport routes accessible to the site.
- Whether car parking standards can be met and whether provision can be made for further car parking to be provided to serve future extensions to industrial units. Provision for car parking should be made in accordance with the standards set out in Development Control Policy Statement 4.
- Quality of design of individual units and then integration into the overall layout including landscaping and means of enclosure. Higher standards of design including use of traditional materials of brick and tile will be encouraged on all new prime industrial sites e.g. Balliol, Silverlink and other sites fronting onto major transport routes.
- Need to screen proposed development by structural landscaping.
- Extent to which features of nature conservation value are created.
- Design and materials proposed for any fences, walls or other means of enclosure in relation to the prominence or sensitivity of the location, the need for security, or the need for screening.

Brick walls will be encouraged in prominent locations. Sites overlooking major transport routes, residential areas and at the entrance to main estates should be attractive in appearance, colour treated where necessary and designed into the landscape. In more secluded rear storage areas overlooking less sensitive areas a more robust and less attractive form of fencing may be more appropriate to screen unsightly storage areas as well as providing higher levels of security to more vulnerable areas.

- Extent to which external storage of materials including waste is proposed, and related screening. Storage of materials including waste products should be designed into the scheme from the outset with appropriate screening provided. Internal storage of materials will be encouraged and height limits may have to be imposed where external storage is unavoidable.
- Whether lighting of external areas is proposed as an additional security measure.
- Whether security measures, including grilles and shutters, are designed as an integral part of the building.
- The nature of any proposed uses of the industrial buildings which may have wide ranging effects beyond the boundaries of the site through: noise, smell, emissions, vibrations, dust, hours of operation etc. It is expected that early discussions will take place with the Council before the submission of any planning application with such effects.
- Whether signs and advertising form a coherent and consistent scheme reflecting the quality of design and scale of buildings and the overall appearance and character of the area.
- Views of consultees and nearby occupiers.
- The extent to which any adverse effects of the development may be dealt with by measures of mitigation or compensation, and the timing of such measures.

Conditions that may be applied to a Grant of Planning Permission:

- Car parking scheme to be agreed and implemented before occupation.
- Details of building materials.
- Refuse storage facilities.

- Landscaping scheme including wildlife habitats.
- Fencing details.
- Restrictions of types of use.
- Restrictions on levels of emissions.
- Restrictions of hours of operation.
- Retention of trees, walls water and wildlife features etc on site.
- Preservation of unimpeded and appropriate habitat as a wildlife corridor.

Reasons:

The Council is committed to providing high quality new Industrial Estates throughout the Borough to meet the required range and choice of sites required. To achieve this aim any attractive natural features should be retained on site. These should be complemented by high quality designed buildings set in a landscaped setting. All sites should provide suitable car parking facilities together with good accessibility to public transport.

NO. 26 NEW OFFICE DEVELOPMENT AND BUSINESS CENTRES

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area.
- The existence of existing features in the landscape including trees, hedges and other vegetation, stone walls and other means of enclosure, water features, changes in level, wildlife habitats etc which may need to be incorporated within the scheme.
- Existing roads and access points to the site.
- The proximity of residential property to the site.
- The availability of mains services to the site (water, electricity, gas etc).
- The availability of public transport routes accessible to the site.
- Whether car parking standards can be met and whether provision can be made for further car parking to be provided to serve future extensions. The standard is set out in Development Control Policy Statement 4 but can be negotiated with the Local Planning Authority in exceptional circumstances, in town centres or where good public transport is available.
- Quality of design of individual units and their integration into the overall layout including landscaping and means of enclosure. Higher standards of design including use of traditional materials of brick and tile will be encouraged on all new sites especially those fronting onto major transport routes.
- Need to screen proposed development by structural landscaping.
- Extent to which features of nature conservation value are created.
- Design and materials proposed for any fences, walls or other means of enclosure in relation to the prominence or sensitivity of the location, the need for security, or the need for screening. Brick walls will be encouraged in prominent locations. Fencing on sites overlooking major transport routes, residential areas and at the entrance to main estates should be attractive in appearance, colour treated where necessary and designed into the landscape.
- Whether storage of refuse and waste are designed into the scheme from the outset with appropriate screening provided.
- Whether lighting of external areas is proposed as an additional security measure.
- Whether security measures, including grilles and shutters are designed as an integral part of the building.
- Whether signs and advertising form a coherent and consistent scheme reflecting the quality of design and scale of buildings and the overall appearance and character of the area.
- Where a change of use of building is concerned flexibility on car parking standards may be possible where good public transport links are available or where the building is important in architectural or historic terms (e.g. listed) and has stood vacant for some time or cannot continue in its present use.
- Views of consultees and nearby occupiers.
- The extent to which any adverse effects of the development may be dealt with by measures of mitigation or compensation, and the timing of such measures.

Conditions that may be applied to a Grant of Planning Permission:

- Car parking scheme to be agreed and implemented before occupation.
- Details of building materials.
- Refuse storage facilities.
- Landscaping scheme, including wildlife habitats.
- Fencing details.
- Restrictions of types of use.
- Restrictions of hours of operation.
- Retention of trees, walls water, and wildlife features etc on site.
- Preservation of unimpeded and appropriate habitat as a wildlife corridor.

Reasons:

The Council is committed to providing high quality offices and business centres throughout the Borough to meet the range and choice of sites required. To achieve this aim any attractive natural features should be retained on site. These should be complemented by high quality designed buildings set in a landscaped setting. All sites should provide suitable car parking facilities together with good accessibility to public transport.

NO. 27 WASTE TRANSFER STATIONS**Material Planning Criteria to be taken into account when considering individual proposals:**

- The effect of the proposal on the character of the area.
- The proximity of the site to residential property or other sensitive uses which may be affected by noise, dust, smell and air emissions.
- Whether adequate vehicular access is available to the site.
- Whether the proposed activity is to take place within buildings or in the open and the nature of waste concerned.
- The nature of the materials involved and whether the site is open to the public.
- Proposed means of enclosure and other screening measures.
- Car parking provision on site.
- The height and nature of storage on the site of waste and containers.
- The type of machinery involved on site, and hours of operation.
- The proposed level of traffic anticipated to visit the site and the type of vehicles involved.
- Views of consultees and nearby occupiers.

Conditions that may be applied to any Grant of Planning Permission:

- Details of buildings, materials, siting etc.
- Details of machinery/vehicles to be used.
- Hours of operation.
- Details of means of enclosure.
- Landscaping proposals.
- Restrictions on the type and nature of materials.
- Restrictions on the height of storage of materials on site.
- The enhancement of wildlife habitats.

Reasons:

The Council recognises the importance of recycling waste materials and will support proposals for Transfer Stations where they are sited in appropriate locations well removed from residential property and other sensitive uses and where they can be adequately screened.

NO. 28 PETROL FILLING STATIONS - NEW AND REDEVELOPED SITES

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area.
- The existence of existing features in the landscape including trees, hedges, other vegetation, stone walls or other features which could be incorporated into the scheme.
- The effect on the local highway network including proposed access points, traffic and parking conditions, and pedestrian access to the site.
- Proposed on site car parking.
- Whether the proposal involves other uses such as shop, car wash, jet sprays, vacuums etc.
- Whether the proposal involves the sale of cars from the site.
- The design and siting of buildings, canopies etc.
- The siting of fuel ventilation pipes.
- The proximity of residential property to the site and potential sources of disturbance.
- Signage proposals especially the size, number and extent of illumination.
- The views of consultees and nearby occupiers.

Conditions that may be applied to any Grant of Planning Permission:

- Landscaping scheme.
- Materials to be agreed.
- Siting of fuel ventilation pipes.
- Restrictions on sale of goods from the site.
- Hours of operation and deliveries of petrol.
- Siting of vacuums, car wash equipment and sound attenuation measures proposed.

- Car parking spaces to be available for use before petrol sales commence.
- No car sales from premises.

Reasons:

In recent years there have been many changes in the petrol sales market leading to new larger petrol filling stations and the conversion of older attendant service stations to self service systems. In addition retail sales of a wide range of goods has increased dramatically from petrol stations, together with other services such as car washes, vacuums etc. It is very important, especially where redevelopment is concerned that care is taken to minimise the effect of the particularly detrimental aspects of the proposal, e.g. car washes, vacuums, ventilation pipes and illuminated advertisements, on nearby residents.

NO. 29 DAY NURSERIES AND OTHER CHILDCARE FACILITIES

without conflict with existing parking and traffic conditions. In addition the need for outdoor play areas are important but these areas should not lead to a major loss of amenity to adjoining occupiers through noise/disturbance.

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area especially in areas dominated by single family housing.
- The suitability of a building to be converted into such a use.
- Whether sufficient outdoor activity/amenity space can be provided and the affect the location of outdoor activity space would have on the amenity of occupants of adjoining premises in connection with noise and loss of privacy.
- The level of car parking that can be provided on site for staff and visitors to taking into account peak times of dropping off and collection of children, without the loss of front gardens, trees and shrubs.
- The proximity of good public transport facilities.
- Effect on the existing on-street parking situation in areas where parking problems exist.
- The proposed number of child spaces available.
- The views of consultees and nearby occupiers.

Conditions that may be applied to any Grant of Planning Permission:

- Car parking scheme to be agreed and implemented before occupation.
- Landscaping scheme.
- Restriction in number of child spaces available at any one time.
- Soundproofing of premises.

Reasons:

The Council supports the provision of high quality day nurseries and childcare facilities throughout the Borough as they provide opportunities for those caring for young children to increase their income by taking jobs both full and part time. It is important that such buildings are accessible to carers with children using both public transport and private cars and that adequate parking/dropping off facilities can be provided

NO. 30 SITING OF DOMESTIC AND COMMERCIAL SATELLITE DISHES

Material Planning Criteria to be taken into account when considering individual proposals:

- The effect of the proposal on the character of the area, and in particular whether the property is a listed building or within a Conservation Area
- Advice set out in the Local Planning Authority's approved guidelines on the siting of satellite dishes to minimise their effect on the environment "Satellite Invasion".
- Siting of the dish on the property. This should be preferably at a low level to the rear of the property.
- Size of the proposed dish.
- Colour of the satellite dish.
- Whether other alternative technology is available to provide the necessary service without the need for satellite dishes (e.g. cable TV or shared use of dishes).
- Views of consultees and nearby occupiers.

Conditions that may be applied to any Grant of Planning Permission:

- Temporary consent including removal of redundant dishes.
- Restrictions on size of dishes.
- Colour treatment of dishes.
- Detailed siting of dishes on buildings.
- Restrictions on number of dishes on buildings.
- Removal of permitted development rights in sensitive locations (e.g. listed buildings or in Conservation Areas).

Reasons:

The Local Planning Authority is concerned about the recent proliferation of unsightly satellite dishes on both commercial and residential property. In many cases alternative locations on the building would minimise their visual impact and the Council through its

development control process will seek to achieve the most environmentally acceptable solutions. In addition, the Local Planning Authority has also issued guidelines on the siting of satellite dishes to minimise their effect on the environment and reduce the impact even of dishes not requiring planning consent.

12 GLOSSARY

Agenda 21	United Nations plan of world wide action to achieve sustainable development
Bad Neighbour Uses	Uses which are likely to cause nuisance to surrounding areas (e.g. through noise, dust or fumes)
BAP	Biodiversity Action Plan
BATNEEC	Best available technology not entailing excessive cost
Biodiversity	Quantity and variety of all types of life form
BPEO	Best practicable environmental option
Brundtland Report	World Commission on Environment and Development (1987)
BS	British Standard
CCTV	Closed Circuit Television
Change of Use	Alteration in the use of land or buildings such that it comprises development for which planning permission would be required
Circular	Government policy guidance often relating to application of legislation
CO2	Carbon dioxide
Coastal Management Plan	Formal plan for management of the coastline
Coastal Protection Zone	Area protected by planning policy from inappropriate development
Conservation Area	Designated area of special architectural or historic interest
Controlled Waste	Household, commercial and industrial waste
Countryside Commission	Government agency (now known as the Countryside Agency) which acts as an advocate for rural areas and rural life
DB32	Design Bulletin 32 - Government advice on design and layout of roads
DCPS	Development Control Policy Statement - policy of this Plan setting out material planning considerations for particular types of development
Energy Minerals	Minerals used to produce energy
English Nature	Government agency which acts as an advocate for nature conservation
English Partnerships	Public body charged by Government with promotion of development and regeneration nationally
Enterprise Zone	Area exempt from some legislation and taxes in order to promote economic regeneration
Environment Agency	Government agency charged with the protection of the environment
Environmental Impact Assessment	Formal process of examining the likely impact of a proposed development on the environment
EPA	Environmental Protection Act
Green Belt	Planning policy which restricts development of open land around built up areas in the long term
Ha.	Hectares
Health & Safety Executive [HSE]	Public body responsible for enforcing health and safety legislation
Highways Agency	Government agency which maintains and develops principal (trunk) roads
HIP	Housing Investment Programme
Housing Strategy Statement	Produced by the Council to review housing performance and to set future priorities and objectives
HAS	Hazardous Substances Authority
HWMZ	Hadrians Wall Military Zone - World Heritage Site
IPC	Integrated Pollution Control

continued...

LAAPC	Local Authority Air Pollution Control
LNR	Local Nature Reserve
Local Agenda 21	Plan of local action to achieve sustainable development
Local Highway Authority	Local Authority responsible for all highways except trunk roads and motorways
Local Plan	Detailed statutory land use planning document including proposals for specific sites
LPA	Local Planning Authority
LTP	Local Transport Plan
MCR	Metro complementary route - bus route linking metro stations and river ferry along A19 Corridor
MPA	Minerals Planning Authority
MPG	Minerals Planning Guidance - government policy advice
Natura 2000	Sites of European nature conservation importance
Nexus	Passenger Transport Authority for Tyne and Wear
NPFA	National Playing Fields Association
OneNE	Government agency charged with economic development in and regeneration of North East England
Permitted Development Rights	Ability of property owners/occupiers to carry out some types of development without the need to make a planning application
Planning Obligation	Undertaking under the Planning Act 1990 by a body or individual to act, or not to act, in a particular way (e.g. payment of money by a developer for facilities or works necessary for a development to proceed)
Playing Pitch Strategy	North Tyneside Council's strategy for the future provision of playing fields
Port of Tyne	Statutory authority responsible for the operation of the River Tyne as a port
PPG	Planning Policy Guidance - a series of policy documents issued by the Government
Ramsar Sites	Wetlands recognised as being of international nature conservation importance
Recreation Corridor	Routes used for non motorised recreational travel
RIGS	Regionally important geological site
RPG	Regional Planning Guidance - documents setting out Government planning policy for a particular region
S106 Obligation	See planning obligation
SAC	Special Areas of Conservation - sites of European nature conservation importance due to their fauna, flora, or habitat
Safeguarded Land	Land not proposed for development in the present UDP, but identified as an area of search for development requirements (if any) beyond the UDP period
Sequential Approach	Analysis of potential alternative sites for a development beginning with the most accessible locations (e.g. town centres) and moving to less accessible sites
SLCI	Site of Local Conservation Interest (nature conservation sites of local significance)
SNCI	Site of Nature Conservation Importance - of regional significance
SPA	Special Protection Areas - sites of European nature conservation significance for wild birds
Special Industries	A former classification under planning legislation of particular industries with the potential for adverse environmental effects

12 GLOSSARY

SPZ	Simplified Planning Zone - an area where planning controls are relaxed in order to provide developers with more flexibility
SRB	Single Regeneration Budget - type of Government funding given to comprehensive proposals for regeneration of a particular area
SSSI	Site of Special Scientific Interest - a site of national nature conservation importance
Structure Plan	Strategic land use planning document, usually covering a whole county
Supplementary Planning Guidance (SPG)	Detailed planning guidance produced by the Council which can take the form of design guides or area development briefs. It must be consistent with the development plan
TPO	Tree Preservation Order
TPP	Transport Policies and Programme - former comprehensive statement of a Council's transport policies and proposals, used as a bid for Government spending approval
Transport Assessment	Comprehensive assessment of the implications of a proposed development for private and public transport
TWDC	Former Tyne and Wear Development Corporation
Tyne & Wear PTA	Tyne and Wear Passenger Transport Authority - see Nexus
UDA	Urban Development Area - area where an Urban Development Corporation (e.g. TWDC) exercises authority
Use Classes	Particular groups or categories of land use as defined by planning legislation
VMNR	Voluntary Marine Nature Reserve
Waste Disposal Plan	Former plan prepared by the Environment Agency for a group of local authority areas for waste disposal
Windfall Site	Site subject of proposals for (usually) housing which was not proposed for that use in the development plan
World Heritage Site	Site recognised by the United Nations as of outstanding cultural or natural value to humanity
WRA	Water Resources Act
WRA	Waste Regulation Authority

- A**
 Access for All DCPS No.2
 Accessible Housing 6.40 - 6.45
 Advertisements DCPS No.23, 5.43
 Affordable Housing 6.46 - 6.50
 Agricultural Industry 4.28
 Agricultural Land 5.100 - 5.101
 Airport 5.26
 Amusement Centres DCPS No.19
 Ancient Monuments 5.76 - 5.78
 Archaeological Sites 5.76 - 5.78
 Art 5.42
- B**
 Backland Sites/Housing DCPS No.11
 Bad Neighbour Uses 4.50 - 4.52
 Bus Stations 8.37 - 8.39
 Business Parks DCPS No.26
- C**
 Car and Cycle Parking DCPS No.4
 Car Showrooms 4.43
 Childcare Facilities DCPS No.29
 City Challenge 4.16
 Clearance, Housing 6.14
 Coast 5.103 - 5.105
 Conservation Areas DCPS No.8, 5.60 - 5.68
 Contaminated Land 5.29 - 5.41
 Conversions, Housing 6.15
 Corridors, Public Transport 8.30 - 8.36
 Corridors, Recreation 9.31
 Corridors, Wildlife 5.52
 Crime Prevention DCPS No.3
 Cyclists 8.64 - 8.67
- D**
 Day Nurseries DCPS No.29
 Demolition(Conservation Areas) 5.66
 Density, Housing 6.55
 Derelict Land 5.29 - 5.41
 Design, Housing DCPS No.14, 6.53 - 6.54
 Design Shopfronts DCPS No.15
 Developer Contributions 11.8 - 11.15
 Development and Noise DCPS No.15
 Development Briefs 11.5 - 11.7
 Development Control Policy Statements
 Dwellings 6.12 - 6.18
- E**
 Earthworks 5.143
 Economic Development Strategy 4.15
 Economic Partnership 4.17
 Employment Locations, Major 4.36 - 4.39
 Employment Sites DCPS No.25, 4.33 - 4.35, 4.40 - 4.43
 Employment Sites, Change of Use to 4.48 - 4.49
 Employment Sites, Control of 4.53 - 4.54
 Employment Sites, Improvement 4.65 - 4.69
 Employment Sites, Retailing from 4.47
 Energy Conservation 5.15
 Enforcement 11.18 - 11.19
 Enterprise Zones (EZ's) 4.71 - 4.73
 Environmental Impact Assessment 11.16 - 11.17
- Extensions, Residential DCPS No.9
- F**
 Ferry Landing 8.40
 Financial and Professional Services DCPS No.19
 Fishing Industry 4.27
 Flat Conversions DCPS No.10
- G**
 Green Belt 5.81 - 5.95
 Guest Houses/Hotels DCPS No.21
 Gypsies 6.57 - 6.58
- H**
 Hazardous Installations 5.27 - 5.28
 Highways 8.52 - 8.63
 Historic Environment 5.59
 Historic Parks/Gardens 5.75
 Home Working DCPS No.24
 Horses 5.102
 Hostels DCPS No.22
 Hotels DPCS No.21
 Hot Food Takeaways DCPS No.16, 7.49
 Households 6.12 - 6.18
 Housing, Accessible 6.40 - 6.45
 Housing, Affordable 6.46 - 6.50
 Housing, Backland Sites DCPS No.11
 Housing, Design DCPS No.14, 6.53 - 6.54
 Housing Density 6.55
 Housing, Improvement 6.23
 Housing, Land Supply 6.39
 Housing, Multiple Occupation DCPS No.12, 6.59 - 6.60
 Housing, New Sites DCPS No.14, 6.24
 Housing, Residential Care/Nursing DCPS No.13, 6.61 - 6.62
 Housing in Shopping Areas 6.51
 Housing, Strategic Guidance 3.14, 6.25 - 6.27
 Housing, Wheelchair 6.44
 Housing, Windfall Sites 6.37 - 6.38
- I**
 Industrial Estates, New DCPS No.25
 Industrial Estates, Retailing from 4.47
 Industrial Investment, Major Projects 4.39
- K**
 Killingworth 5.97, 7.31 - 7.35
- L**
 Landfilling/ Landraising 5.143
 Landscape/Environmental Improvements DCPS No.6
 Leisure 4.58 - 4.64
 Listed Buildings 5.69 - 5.74
 Local Nature Reserve 5.50
- M**
 Metro Stations 8.35 - 8.36
 Minerals 5.106 - 5.118
 Minerals, Energy 5.112 - 5.115
 Minerals, Extraction 5.116 - 5.118
 Minerals, Non Energy 5.109 - 5.111
 Monitoring 10.12
 Multiple Occupation, Housing. DCPS No.12, 6.59 - 6.60

N

Nature Conservation 5.45 - 5.53
 Nature Reserves, Locally Designated 5.49 - 5.50
 Newcastle Airport 5.26
 Noise DCPS No.7, 5.24 - 5.26
 Non Residential Uses 6.56
 Nursing Homes DCPS No.13, 6.61 - 6.62

O

Office Development DCPS No.26, 4.23 - 4.24
 Open Space/Playing Field Protection 9.18 - 9.19
 Open Space Provision 9.10 - 1.12, 9.25 - 9.29
 Out of Centre Retailing 7.40 - 7.46

P

Parking/Traffic Management DCPS No.4, 8.71 - 8.75
 Pedestrians 8.68 - 8.70
 Petrol Filling Stations DCPS No.28
 Planning Obligations 11.8 - 11.15
 Playing Fields - University of Northumbria 9.20
 Playsites 9.30
 Pollution Control 5.16 - 5.26
 Population 6.5 - 6.11
 Port Related Development 4.29 - 4.30
 Poster Advertisements DCPS. No 23
 Primary Shopping Frontage 7.27
 Protected Species 5.57
 Public Transport 8.23 - 8.48

R

Railways/Wagonways 8.30 - 8.33
 Ramsar Sites 5.47 - 5.48
 Reclamation 5.29 - 5.41
 Recreation, Control of 9.32
 Recreation, Corridors 9.31
 Recreation, Improvement 9.23 - 9.24
 Recreation, Major Areas 9.21 - 9.22
 Recreation, Planning Gain 9.28
 Recreation, Playsites 9.30
 Residential Care Nursing Homes DCPS No. 13, 6.61 - 6.62
 Residential Extensions DCPS No.9
 Retail, Employment Areas 4.47
 Retail, Environment 7.20 - 7.22
 Retail, Facilities 7.48
 Retail, Main Centres 7.23 - 7.30
 Retail, Outside Centres 7.40 - 7.46
 Retail, Primary Frontage 7.27
 Retail, Security DCPS No.17, 7.50
 Retail, Smaller Centres 7.37 - 7.39, 7.47
 Retail, Trends 7.4 - 7.9
 Retailing in North Tyneside 7.12 - 7.17
 Retailing in Tyne and Wear 7.10 - 7.11
 Rising Sun Country Park 9.21
 River Related Development 4.29 - 4.30
 River Tyne Crossing 8.55 - 8.56
 River Tyne Frontage Protection 4.55 - 4.57
 Royal Quays 7.17
 Rural Environment 5.79 - 5.80

S

Safeguarded Land 5.96
 Satellite Dishes DCPS No.30
 School Provision 6.36
 Scrap Processing 4.50 - 4.52
 Shopfront Design DCPS No.15
 Shopfront Security DCPS No.17
 Shopfront Signage DCPS No.15
 Shopping (See Retail)
 Simplified Planning Zones (SPZs) 4. 70
 Sites of Local Conservation Interests (SLCI's) 5.50
 Sites of Nature Conservation Interest (SNCI's) 5.49
 Sites of Special Scientific Interest (SSSI's) 5.48
 Special Areas Of Conservation 5.47
 Special Industries 4.50 - 4.52
 Special Protection Areas 5.47
 Stables 5.102
 Strategic Guidance 3.14, 4.18
 Structure Plan 4.9 - 4.14

T

Taxis DCPS No.20, 8.49 - 8.51
 Telecommunications DCPS No.30, 5.44
 Tourism 4.25 - 4.26, 4.58 - 4.64
 Town Centres See Retail
 Traffic Management/Parking DCPS N o.4, 8.71 - 8.75
 Transport, Bus Stations 8.37 - 8.39
 Transport Corridors 8.30 - 8.36
 Transport, Cyclists 8.64 - 8.67
 Transport, Highways 8.52 - 8.63
 Transport, Metro Stations 8.35 - 8.36
 Transport, Pedestrians 8.68 - 8.70
 Transport, Public 8.23 - 8.48
 Trees in the Countryside 5.98 - 5.99
 Trees in Urban Areas 5.57 - 5.58
 Tyne and Wear Development Corporation 4.18
 Tyne Tunnel 8.55 - 8.56

U

University of Northumbria, Playing Fields 9.20
 Urban Environment 5.54 - 5.55
 Urban Open Space 5.56

V

Voluntary Marine Nature Reserve 5.49

W

Waste Disposal 5.119 - 5.142
 Waste Transfer Stations DCPS No.27
 Water Quality 5.9
 Wheelchair Housing 6.44
 Wildlife Corridors 5.52
 Wildlife Links 5.53
 Wildlife Habitats 5.45 - 5.57
 Windfall Sites 6.37 - 6.38
 Women and the Built Environment DCPS No.5
 Working from Home DCPS No.24

Z

Zones, Enterprise 4.71 - 4.73
 Zones, Simplified Planning 4.70



North Tyneside Council

Ken Wilson,
Head of Environment,
The Killingworth Site
P.O. Box 113,
Station Road,
Killingworth,
Newcastle upon Tyne,
NE12 6WJ.
Tel (0191)2192195.