

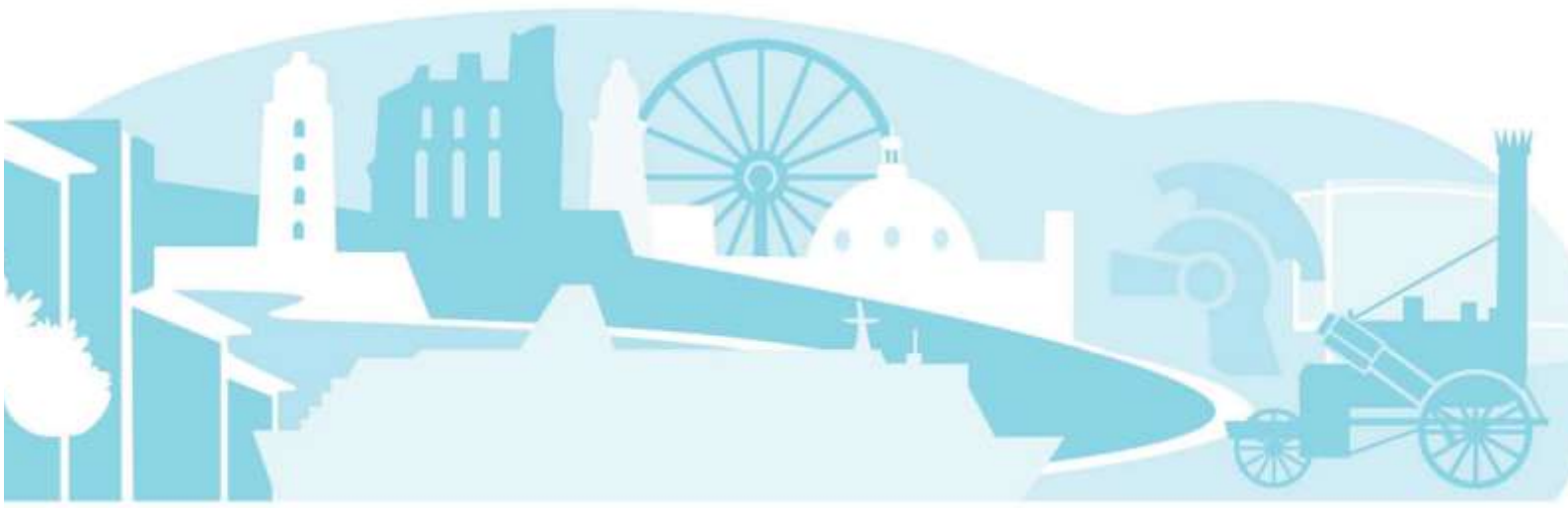


North Tyneside Council

Working in partnership with
CAPITA

North Tyneside Local Plan

Adopted July 2017



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I Introduction

I Introduction

Purpose of this Local Plan

- I.1** This document is the Local Plan for North Tyneside.
- I.2** The Local Plan sets out the Council's policies and proposals to guide planning decisions and establishes the framework for the sustainable growth and development of North Tyneside up to 2032.
- I.3** The Local Plan covers a range of matters including the number of new homes that are needed and where they should be located; the amount and proposed location of new employment land; protection and improvement of important open areas and provision of new ones; provision of new infrastructure and improvement of town centres and community facilities in the Borough.
- I.4** The Local Plan has been prepared taking into consideration:
 - The comments received during consultation on draft versions.
 - Robust evidence.
 - National, regional and local policy and guidance.

Why Prepare a Local Plan?

- I.5** North Tyneside Council as a Local Planning Authority (LPA) has a responsibility to produce documents for its area that set out its policies for the development and use of land. The Local Plan, also known as a development plan, is the most important of these, including allocations of land for development and general planning policies.
- I.6** The Local Plan is the starting point for the consideration of planning applications for the development and use of land. It is therefore an important tool to give certainty to residents and businesses about North Tyneside's preferences and expectations for development in making the Borough a sustainable, attractive and prosperous place to live and work.
- I.7** Ensuring that North Tyneside has an up-to-date Local Plan is therefore very important to enable the local community and Council to help shape and have a say on the way decisions are taken on applications for development in the Borough.

The Local Plan and National Planning Policy

- I.8** The key aims for planning in England that the North Tyneside Local Plan is required to conform with are set out within the National Planning Policy Framework 2012 (NPPF). The NPPF sets out within a single document the principles and objectives that are required to underpin approaches to plan-making and development management.
- I.9** Central to this within the NPPF is the "presumption in favour of sustainable development" that establishes in general terms that:

I Introduction

- a. Local Plans should positively seek to meet the development needs of their area and meet objectively assessed needs unless the harm of doing so would demonstrably conflict with the NPPF itself; and
- b. Decision-taking should see that proposals that accord with development plans are approved without delay, and where plans are silent or out-of-date on an issue, permission should be granted for development.

1.10 The key strategic priorities that Local Plans are intended to address are set out within the NPPF and include:

- a. The homes and jobs needed in the Borough.
- b. Retail, leisure and other commercial development.
- c. Infrastructure provision for transport, telecommunications, waste management, water, flood risk, coastal change, minerals and energy.
- d. Provision of health facilities, community and cultural infrastructure and other local facilities.
- e. Climate change mitigation and adaptation.
- f. Conservation and enhancement of the natural, built and historic environment.

1.11 The Local Plan addresses this through a range of strategic, development management and area-specific policies. This includes:

- a. An overall **spatial vision** for North Tyneside to 2032.
- b. A series of **objectives** designed to achieve the vision.
- c. A **spatial development strategy** shaped by and to deliver the objectives.
- d. **Borough wide policies** and **site specific allocations** to guide and control the overall scale, type and location of new development and investment.
- e. Locally specific **policies and proposals for key areas** of North Tyneside, notably:
 - i. Wallsend and Willington Quay,
 - ii. North Shields,
 - iii. The Coast, and
 - iv. The North West Villages.

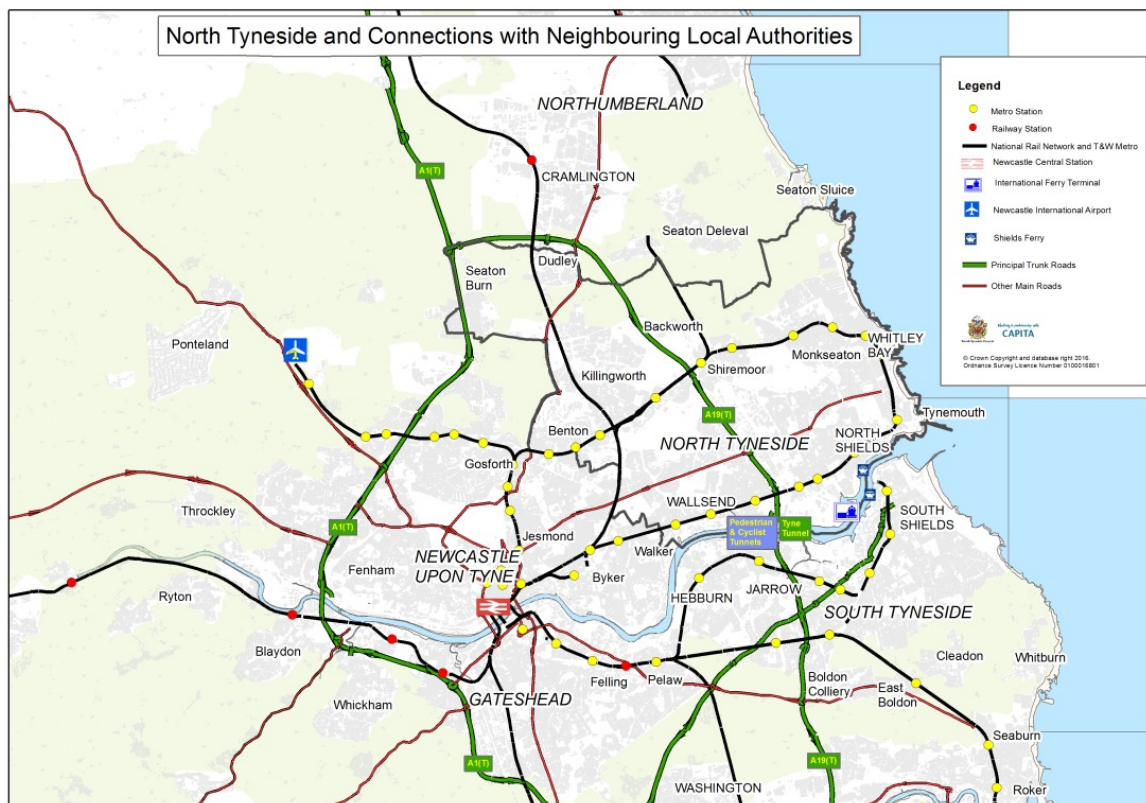
The Regional Context

1.12 North Tyneside is one of five authorities within the Tyne and Wear conurbation, and is closely connected to Northumberland, placing the Borough at the heart of a wider strategic area encompassing over 1.4 million people. The Local Plan seeks to understand and sets out a strategy that recognises North Tyneside's position within this wider area.

1.13 The geographical position of North Tyneside means that it has a common boundary with Northumberland County Council and Newcastle City Council, and whilst the River Tyne presents a barrier, South Tyneside. This proximity, particularly with Northumberland and Newcastle, mean we share several issues and opportunities, and ensuring the Local Plan and proposals for growth and development in North Tyneside contribute to and support the wider objectives of the area is a central element in joint working with our neighbours.

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- I.14** North Tyneside benefits from a variety of inter-relationships with its neighbours for employment, leisure, shopping and housing needs driven by the close connections of the Borough's road network and excellent public transport links.
- I.15** More specifically, close physical and community links with our neighbours play a key role in the North Tyneside's housing market and travel-to-work area. Newcastle city centre is the North East's retail and employment centre and currently over 30% of North Tyneside residents commute to Newcastle for work every day. Physically much of the Borough, particularly at key transport links along the Coast Road and Metro line, is easily accessible to Newcastle, with locations such as Wallsend a little over a 10 minute journey from the city centre and forming a continuous urban area with the city. Meanwhile areas such as the north west of the Borough are as closely related to Cramlington, Gosforth and Newcastle city centre as to the wider North Tyneside area. To the north and south, the role of the A19(T) corridor is also significant with strong employment growth at locations such as Cobalt Business Park and the Tyne Tunnel Trading Estate easily accessible for residents of Northumberland and South Tyneside.
- I.16** The growth and development proposed in these neighbouring areas is therefore intrinsically linked to North Tyneside's strategy for sustainable development and growth. Map I below illustrates the key connections.



Map I - North Tyneside and connections with neighbouring authorities

The Duty to Co-operate

I Introduction

1.17 Whilst there is no longer regional planning in England, Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) introduces a "duty to co-operate" in preparing Local Plans that ensures that Local Authorities have regard to cross-boundary issues in co-operation with their neighbouring authorities and other key organisations such as Historic England and Natural England. This approach is also advocated in the NPPF that sets out a series of strategic priorities for the duty to co-operate, including:

- Homes and jobs;
- Retail, leisure and other commercial development;
- Infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- Health, security, community and cultural infrastructure and other local facilities; and
- Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

Fulfilling the duty to co-operate in the North East

1.18 Planning Officers from the five Tyne and Wear authorities, plus Northumberland County and Durham County, have met regularly throughout the formulation of this Plan to share and respond to cross-boundary issues. Similarly, a shared approach has been explored on several of the evidence documents that inform this Plan. Borne from these discussions is a Memorandum of Understanding, approved by North Tyneside's Cabinet in November 2013, that sets out the agreement between the seven relevant authorities on how they will comply with the duty to co-operate.

1.19 Joint working took place throughout the preparation of this Local Plan and will continue do so through the implementation of the policies and proposals where appropriate and particularly in considering the following issues:

- Housing and population;
- Economic growth and planning for jobs;
- Transport and infrastructure;
- Community Infrastructure Levy (CIL);
- Minerals and waste;
- Waste water treatment; and
- Green Infrastructure.

North East Local Enterprise Partnership and Combined Authority

1.20 Increasingly the North East Local Enterprise Partnership provides a joint approach for the seven Local Authorities of North Tyneside, Newcastle, Gateshead, South Tyneside, Sunderland, Northumberland and Durham. The potential opportunities provided by close working relationships between the authorities in the creation of a Combined Authority, the LA7, will have an important strategic role influencing particularly the economy, skills and transport across the area.

I Introduction

- 1.21** The aim of the Combined Authority is to put together a powerful case for the area to have devolved powers to stimulate economic growth, job creation, skills development and improved transport links. The benefit of having devolved funding, powers and responsibilities from central government enables the Combined Authority to make decisions based on local knowledge that will maximise the area's opportunities and potential.
- 1.22** Within North Tyneside, the identification of the former Swan Hunter ship yard in Wallsend and land at the Port of Tyne as sites forming part of the North East Low Carbon Enterprise Zone benefiting from incentives for companies to invest in those locations, demonstrates the key role the Local Enterprise Partnership (LEP) has in shaping planning strategy for North Tyneside. Through the duty to co-operate with its neighbours and other key agencies the North Tyneside Council has drawn on these regional activities to inform the Local Plan strategy.
- 1.23** The North East Strategic Economic Plan (SEP) was submitted to government on 31st March 2014. It is founded on research and evidence of the strengths of the North East economy and the opportunities that exist for economic growth, including research carried out for and the recommendations of the North East Independent Economic Review chaired by Lord Andrew Adonis. The review was supported by international experts who brought expertise, knowledge and challenge to the task of understanding the key issues facing the LEP area's economy and how the partners should respond.
- 1.24** The SEP sets out a long term economic plan for the LEP area and sets the overarching vision to deliver 60,000 private sector jobs and provide over one million jobs in the North East economy by 2024. It sets out how European Structural and Investment Funds, Local Growth Fund and private and public sector resources will be used to implement proposals for innovation, business support and access to finance, skills, employability and inclusion, transport and digital connectivity, and economic assets and infrastructure. The Local Plan has regard to the proposals of the SEP and the funding that can be drawn from it and has set out a strategy that will enable the ambitions of the SEP to be achieved.
- 1.25** The Marine Management Organisation (MMO) are responsible for preparing Marine Plans and taking decisions affecting the marine environment, which includes the coast, estuaries and tidal waters, as well as developments that impact on these areas. This crossover of marine planning and land use planning would apply to the coastal and riverside areas of North Tyneside (specifically it applies to the mean high water springs mark, therefore overlapping with the Local Plan). The MMO will be preparing a marine plan for the north east coast of England that will inform and guide marine users and regulators and seek to manage the sustainable development of marine industries alongside the need to conserve and protect marine species, habitats and leisure uses.

Preparing the Plan

What does the Local Plan replace?

- 1.26** In North Tyneside the previous development plan was the Unitary Development Plan 2002 (UDP). UDP policies were "saved" and, as far as the UDP conformed with the NPPF, continued to form the basis for planning decisions. Now the Local Plan has been adopted, the remaining 'saved' policies in the UDP will be completely replaced.

I Introduction

- 1.27** This Local Plan is the first time since the UDP was adopted that the Council has set out a complete set of proposals and policies for the entire Borough with a single Plan. Previously, work started on a Borough-wide Core Strategy containing very high level policies as well as three locationally specific Area Action Plans for North Shields, Wallsend and the Coast.
- 1.28** However, new guidance for plan-making set out in the NPPF encourages production of a single plan. In June 2013 North Tyneside's Cabinet made the decision to proceed with production of a North Tyneside Local Plan. This approach enables a coherent approach to developing the long term plan for the Borough, linking both the strategic development and growth of North Tyneside (the Core Strategy), and targeted regeneration and investment (the Area Action Plans), communicated to the public and consultees through a single consultation process.
- 1.29** Some issues such as the level of growth to be planned for in North Tyneside, that was previously directed by the Regional Spatial Strategy (RSS), are now a local matter. In particular this is an issue for housing growth in North Tyneside where previously the RSS set a target for the Borough that took into account the overall delivery that was planned across Tyne and Wear and the region. Within this Local Plan the Council has identified housing requirements that are derived from evidence of growth in households and population, and the range of housing land available to meet that requirement.

Preparing the Local Plan

- 1.30** This Local Plan has been prepared following two previous consultation documents and previous production of the North Tyneside Core Strategy and Area Action Plans for North Shields, the Coast and Wallsend.
- 1.31** Key stages of public engagement and preparation on the Local Plan prior to adoption included:
- Considering growth and potential site options, published between November 2013 and January 2014; and,
 - Consultation on suggested preferred levels of growth and development sites in February 2015; and,
 - Consultation on proposed levels of growth and housing sites in a Pre-Submission Draft in November and December 2015; and,
 - Examination in Public following submission to the Secretary of State in June 2016.

Sustainability Appraisal

- 1.32** A Sustainability Appraisal, published as a separate document, sets out the environmental, social and economic implications of the policies and proposals contained in this document. This is to ensure that the policies and proposals are the most sustainable relative to other alternative options that could have been pursued.

Habitat Regulations Assessment

- 1.33** A Habitat Regulations Assessment Report has been prepared and published as a separate document, and assists in understanding any possible effects of the policies and proposals on internationally designated wildlife sites.

I Introduction

The Evidence Base

- I.34** The Local Plan takes into account other policies and evidence produced at the national, regional and local level. These include:
- Government policy statements, guidance and circulars;
 - Evidence developed by the North East LEP; and
 - The North Tyneside Council Plan "Our North Tyneside 2014 to 2018" and evidence either produced or commissioned by North Tyneside Council to inform the plan - such as the Strategic Housing Market Assessment or Green Infrastructure Strategy.
- I.35** The evidence base for the Local Plan includes an extensive range of documents and other sources of information that, together with responses to consultation, have assisted in understanding the needs, opportunities and constraints facing the Borough. Some of the issues identified in the Plan result from changes in the economic structure of the Borough, for example along the riverside, whilst others result from the need to meet and adapt to forecast changes in matters such as population and climate change. It is vital that the evidence base is kept up-to-date over the Local Plan's fifteen year life to ensure the policies and proposals of the Plan are based on the most accurate and robust information.
- I.36** Development sites referred to within this Local Plan have been considered with reference to a range of evidence and tests that ensure sustainable development. All the relevant site evidence is addressed in the accompanying Local Plan Site Schedule. This includes:
- Sequential tests to ensure developments can be directed to areas with the lowest probability of flooding;
 - Heritage assessments that reviewed how the significance of heritage assets or their settings could be affected by development on the site and how any potential negative impacts could be mitigated or positive opportunities maximised;
 - Area-Wide and Strategic Sites Viability Assessments that ensure that development can be said to be viable and the Local Plan is deliverable.
- I.37** All supporting evidence and documents for the Local Plan are available online via the following web link: http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=565873

Implementation and Monitoring

- I.38** Information about delivery and implementation is set out within this document and relates to ensuring each policy is monitored, can be delivered and is flexible with opportunities for taking additional measures where circumstances change or policies are otherwise not being delivered.

The Local Plan

Structure of Local Plan

- I.39** The document sets out a series of strategic priorities, policies and proposals identified to deliver sustainable development and growth in North Tyneside to 2032.
- I.40** This influences the overall structure of the Plan that is comprised of the following key sections:

I Introduction

- ✘ **A Sustainable Development Strategy** - outlining overarching principles for development in North Tyneside.
- ✘ **Economy** - setting out principles to drive forward economic growth and job creation in North Tyneside, identifying the amount of land required to meet needs for employment growth and the key sites for investment and development.
- ✘ **Retail and town centres** - reflecting the unique role of town centres in particular in providing economic hubs for North Tyneside, but that also recognises their importance as centres of the community and places that provide the Borough with its sense of identity.
- ✘ **Housing** - outlining in particular the key priorities for growing and enhancing the Borough's housing stock to meet the requirements of residents and putting in place policies that encourage and secure a range of housing tenures, types and sizes. Crucially, it proposes those sites that are best suited in planning terms to meet the Borough's long term requirements.
- ✘ **The Natural Environment** - setting out policies for the Borough's green infrastructure including parks, wildlife sites and cycle routes, and seeking to protect and enhance accessibility to open and green space in North Tyneside.
- ✘ **The Built and Historic Environment** - setting out policies for enhancing design quality through development and improving the image of the Borough whilst targeting improvements to the public realm. The section also outlines how North Tyneside's heritage assets will be protected and enhanced.
- ✘ **Infrastructure** - highlighting the approach to ensuring development is sustainable and accessible, setting out requirements when considering the provision of new telecommunication equipment and outlining the approach to securing infrastructure that might be required to meet the needs of new development.
- ✘ **Area Specific Strategies** - providing key policies for investment and regeneration within priority areas.
- ✘ **Implementation and Monitoring** - setting out the approach to ensuring mechanisms are in place to ensure the objectives of the Plan are delivered.

Interpreting the Policies

- 1.41** Each of the proposed policies and proposals have a specific role in delivering sustainable development and either set out the **Strategic** approach to the particular issue, outline the key points to be taken into consideration when considering applications through **Development Management**, or identify **Area Specific** proposals and schemes.
- 1.42** The function of each policy is identified with the policy reference as follows:

- ✘ **S** - Strategic policies
- ✘ **DM** - Development management policies
- ✘ **AS** - Area specific policies

Policies Map

- 1.43** You can access the Policies Map that displays all the proposals and potential development sites in this Local Plan here:
http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=569640

2 A Picture Of North Tyneside

2 A Picture Of North Tyneside

A Picture of North Tyneside

- 2.1** North Tyneside is one of five metropolitan districts within the Tyne and Wear conurbation, with an area of 82 square kilometres. It has the North Sea to the east, the River Tyne to the south, and Newcastle City to the west. Northumberland County forms the northern boundary. The Borough is bisected east/west by the A19(T) and north/south by the A1058 Coast Road. The Coast Road provides a direct route through to Newcastle city centre, whilst the A19(T) goes north to join with the A1 in Northumberland and south through the Tyne Tunnel to provide a route through the North East region to North Yorkshire.
- 2.2** North Tyneside's attractive coastline has award-winning beaches at Tynemouth, Whitley Bay and Cullercoats, with associated recreational and leisure facilities serving the conurbation and beyond and contributing to local economy.
- **Open spaces, nature and historic environment in North Tyneside**
- 2.3** The Borough includes the Northumberland Coast Special Protection Area (SPA) and the Northumberland Coast Ramsar site. It also has two Sites of Special Scientific Interest, and many Local Wildlife Sites, Sites of Local Conservation Interest and Local Nature Reserves. Major country parks include Weetslade County Park and the Rising Sun Country Park, whilst numerous other parks from the Richardson Dees Park in Wallsend, to Northumberland Park in North Shields offer attractive green areas within the most densely populated parts of the Borough.
- 2.4** North Tyneside has many heritage assets, including locally registered buildings, listed buildings, scheduled ancient monuments and conservation areas. Hadrian's Wall at Wallsend is part of the Frontiers of the Roman Empire World Heritage Site and is of international importance. These precious assets require careful management to ensure they are conserved and maintained so they can be appreciated now and in the future. North Tyneside Council has an excellent record of extremely successful heritage-led regeneration projects, including those that have seen the removal of assets from the Heritage at Risk register. At the current time, one of the Borough's 17 conservation areas (St. Peter's, Wallsend) is on the register.
- 2.5** North Tyneside includes a number of important water environments. The River Tyne supports the best stocks of salmon in England and Wales as well as a substantial run of sea trout.
- **Shopping and Town Centres in North Tyneside**
- 2.6** The Borough has no single main centre. Instead it includes the four town centres of Wallsend, North Shields, Whitley Bay and Killingworth. The first three centres have to varying degrees issues related to physical decline and a need for regeneration. There are a number of district centres associated with residential areas.
- 2.7** Newcastle city centre and the Metro Centre in Gateshead have an impact on retailing in North Tyneside, whilst within the Borough the out-of-centre retail is focused on the Silverlink Retail Park at the junction of the A19(T) and A1058 and also at Royal Quays, close to the Port of Tyne. Major supermarket operators are well represented.

2 A Picture Of North Tyneside

- **Homes in North Tyneside**

- 2.8** Residential areas in the Borough extend from the border with Newcastle to the west, running east/west to the north of the River Tyne and north/south along the Coast. In the northern area of the Borough are a number of medieval and former mining villages, and the most recent areas of major new housing growth at Shiremoor/Backworth are centrally positioned on the north of the A19(T) corridor.
- 2.9** The Population and Household Forecasts undertaken as part of the Strategic Housing Market Assessment (SHMA) have provided robust evidence of the potential population growth in North Tyneside over the life of the Local Plan. The population of the Borough was estimated at approximately 201,200 in the 2011 mid-year population estimates published by the Office for National Statistics (ONS). Over the period 2001-10 the population of North Tyneside grew by 3.4% - faster than growth of 3.0% in Tyne and Wear. If current trends continue the latest Sub National Population Projections 2012, published by ONS in 2014, indicate our population is expected to rise by about 21,000 people to over 222,000 by 2032. These projections are informed by a period of poor economic performance during the recession where overall out-migration from the North East has increased. The growth scenario proposed within the Local Plan would support slightly greater population growth, of about 23,000 people and a population of 224,124 by 2032.
- 2.10** There have been significant levels of migration into and out of the Borough but with an overall net gain between 2002-2010 as a result of internal/domestic migration particularly from Newcastle, and south east Northumberland.
- 2.11** There are approximately 95,000 dwellings in North Tyneside. The Borough has experienced strong demand for housing with average completions of around 500 homes per year since 2001, of which over 70% were on previously used or brownfield land.
- 2.12** North Tyneside's housing market links to a wider market including Newcastle, south east Northumberland and to a lesser degree, the rest of Tyne and Wear.

- **Jobs in North Tyneside**

- 2.13** The main employment areas (other than town centres) are along the riverside, in the A19(T) corridor, to the north west of the A191, the business parks to the east and west of the A188, and sites to the west of Killingworth. A further large employment site at Weetslade is to the north of the A1056.
- 2.14** There has been a transition over the last 30 years from traditional manufacturing industry to a service-based economy. Manufacturing remains important, but recent growth has been concentrated in business park activities in the A19(T) corridor and at the Balliol, Quorum and Gosforth Business Parks.
- 2.15** Business sectors employing the greatest number of employees are retail and wholesale, public administration, health and social work and business services. However, despite recent growth, the economic base remains narrow, with high dependency on the public and service sectors and small business enterprises. In addition, some of the older employment locations lack recent investment.

2 A Picture Of North Tyneside

2.16 The River Tyne is a commercial river with offshore fabrication, fishing and port related industries, but with significant areas of vacant and underused land resulting from restructuring of these industries. It provides access to the North Sea, with the Port of Tyne, the only passenger port in the region, supporting regular passenger services to Northern Europe. Recreational activities have become more significant but direct access to the river is limited in some areas. Whilst providing these benefits, the river can also act as a barrier between North Tyneside and the south of the region.

2.17 Overall claimant unemployment, whilst lower than the Tyne and Wear or regional averages, conceals pockets of high unemployment. For the year ending March 2015 an estimated 103,900 people aged 16+ were economically active, 79.8% of the overall population (ONS annual population survey). This sees North Tyneside performing similarly with the equivalent figures for Great Britain (77.4%) and better than the North East as a whole (74.7%). Of these, an estimated 98,300 were in employment (employees and self-employed), a proportion of 75% well above the national average of 72.7% and North East average of 68%. Average weekly earnings in North Tyneside are also £22 higher than the North East average, but still £27 below the average for Great Britain (ONS, 2016).

- **Accessibility/Connectivity**

2.18 Overall, the Borough has good transport links that contribute to its suitability as a location for new housing and economic activity. The Tyne and Wear Metro system, with 17 stations in North Tyneside, loops around the Borough, linking its town centres, riverside and the coastal area with Newcastle and other districts of Tyne and Wear. The Metro allows direct connections to the national rail service and Newcastle Airport. The Borough has road links into Northumberland and South Tyneside via the A19(T) Tyne Tunnel. The Tyne Pedestrian and Cycle Tunnel also provides an important link between North and South Tyneside. The North West area of the Borough enjoys convenient access to the A1(M) and A19(T). The A1058 Coast Road provides a direct link to Newcastle city centre.

2.19 North Tyneside has the highest level of car ownership in Tyne and Wear, with 68.4% of households with access to a car compared to 64.9% households in Sunderland, the area with the second highest rate of car ownership. The 2011 census showed a continued increase in car ownership over the previous 10 years in North Tyneside, increasing by 8%.

2.20 Of the residents in employment, half work within the Borough and half outside. A substantial number of residents of adjacent areas commute into the Borough to work, but there is also a significant commuting outflow. The main origins of the 25,000 in-commuters are Newcastle, South East Northumberland and Gateshead. North Tyneside is the second largest destination for workers commuting out of Newcastle. 83% of these inward commuters travel by car and 14% by public transport.

- **Social Aspects**

2.21 Deprivation is a significant issue with stark contrasts between the more affluent neighbourhoods and those experiencing environmental, social and economic deprivation. Deprived neighbourhoods are located mainly between the riverside and the A1058 Coast Road and in the west of the Borough. 23% of the population live in areas considered to be among the most deprived 20% in England with associated issues of poor health, and participation and attainment in education post 16 years old. The boundaries of these most deprived areas have changed little in the last 30 years.

3 Vision and Objectives

3 Vision and Objectives

Vision and Objectives

3.1 The North Tyneside Local Plan plans for fifteen years from its adoption in July 2017, to 2032. The primary objective of the Local Plan is to enable the delivery of sustainable development to meeting the needs of everyone. The NPPF Ministerial foreword defines this role for planning and explains sustainable development as follows:

" Sustainable means ensuring that better lives for ourselves don't mean worse lives for future generations. Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate. Sustainable development is about change for the better, and not only in our built environment."

3.2 The vision, objectives and overall aims of the North Tyneside Local Plan seek to support and deliver the Council Plan, "Our North Tyneside - 2014 to 2018 ". The Council Plan sets out four overarching priorities:

- **Our people**
 - A. Be listened to by services that respond better and faster to their needs.
 - B. Be supported to achieve their full potential, especially our children and young people.
 - C. Be supported to live healthier and longer lives.
 - D. Be cared for and kept safe if they become vulnerable.
- **Our places**
 - A. Be places that people like living in and will attract others to either visit or live.
 - B. Have more quality affordable homes.
 - C. Work with residents, communities and businesses to regenerate the Borough.
- **Our economy**
 - A. Grow by building on our strengths, including existing world class companies in marine technology and engineering.
 - B. Have the right conditions to support investment and create new jobs, especially apprenticeships.
 - C. Have local people that have the skills that businesses need.
- **Our partners**
 - A. The Police, Fire and Rescue Service and NHS.
 - B. School and colleges, where our children and young people will receive the skills they need for the future.
 - C. Businesses and manufacturers who will be assisted to develop and expand.
 - D. The voluntary sector, which provides support and opportunities for thousands across the Borough.

3 Vision and Objectives

- 3.3** To deliver the overall strategy over the plan period to 2032, the Plan sets out a series of priorities and key actions to enable the delivery of affordable housing and secure regeneration and investment.

The vision for 2032

We want North Tyneside to be a place of opportunity, prosperity and vibrancy; a place that is resilient to climate change, where everyone can be happy, healthy, safe, and able to participate in a flourishing economy.

A place where local businesses are able to thrive and is attractive to inward investment with a high quality natural, built and historic environment providing attractive places for residents and visitors and excellent transport links ,and particularly with Newcastle city centre, Northumberland, South Tyneside, Newcastle International Airport and the Port of Tyne.

A place where the Borough's residents benefit from excellent access to education, have the opportunity to live in sustainable communities accommodating all ages and abilities, with quality and affordable homes reflecting high standards of design and construction and with easy access to open space, leisure and recreation facilities.

The Objectives

- 3.4** The 11 Local Plan objectives are set out below:

| | |
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| 1 | Ensure a sustainable future for North Tyneside with communities and infrastructure that are well placed to mitigate climate change |
| | North Tyneside will develop and promote approaches to reduce greenhouse gas emissions and to adapt to, and mitigate the impact of, climate change including flood risk, promoting the renewable energy sector and developments which seek to minimise energy and resource consumption, whilst improving the Borough's resilience to the effects of climate change. |
| 2 | Diversify, strengthen and grow the local economy providing excellent job opportunities for everyone |
| | The economy will continue to grow and reinforce the Borough's position as an employment location of choice within, and well connected to, the city region. Plans will maximise the area's potential, for tourism and culture and provide attractive and accessible employment sites supported by excellent infrastructure and services, providing jobs and the homes that residents living and working in North Tyneside need, stimulating competition, business creation and increasing skills and educational attainment. |
| 3 | Give all residents the opportunity to live free from crime and enjoy a healthy lifestyle, achieving their potential in work and education |
| | Plans will support improvement to the quality of education provision in the Borough and cultural wellbeing for all. New health and cultural facilities, provision of open space and all aspects of |

3 Vision and Objectives

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| | development will promote and recognise residents need for a safe environment and an active lifestyle, reducing the risks of crime, disease and poor health and enhancing residents' quality of life. |
| 4 | Provide an appropriate range and choice of housing to meet current and future evidence based needs for market and affordable housing |
| | The population of North Tyneside is forecast to grow, particularly with more residents aged 65 and over. Along with improvements to the existing dwelling stock, which will continue to meet most housing needs during the plan period, provision of additional homes to meet the full objectively assessed need for housing during the plan period in sustainable locations will assist housing affordability, improve the range and choice of housing and meet the needs of all sectors of a changing and growing population, and enable growth of the Borough's economy. Such housing provision will contribute to sustainable mixed communities. |
| 5 | Revitalise the town centres |
| | The town centres of Wallsend, North Shields, Whitley Bay and Killingworth will be a focus for new retail, leisure and other main town centre uses and will be improved through a comprehensive approach to social, economic and physical regeneration, together with enhanced shopping, leisure provision, offices and homes. The quality of district and local centres will be raised and appropriate new local provision made in association with new residential development. |
| 6 | Regenerate the Borough |
| | <p>Opportunities for regeneration and investment across the whole Borough will be identified and explored over the plan period. Early examples of regeneration priorities within North Tyneside include:</p> <ul style="list-style-type: none"> • The North Bank of the River Tyne, with a focus on revitalising Wallsend riverside, bringing underused areas back into beneficial use, improving links with the River and adjoining communities, and on the Port of Tyne in providing an international gateway to the Borough. • Support for the revitalisation of Wallsend town centre and Willington Quay, North Shields town centre and the heritage-led regeneration of the Fish Quay. • The Coast from North Shields Fish Quay to St. Mary's Lighthouse in Whitley Bay, with new facilities and improved public realm to develop the tourism and visitor offer whilst safeguarding the natural landscape and wildlife habitat and conserving the historic environment. • Enhance the character and attractiveness of the North West villages bringing under-used or vacant sites back into use and supporting improved accessibility and connectivity. |
| 7 | Manage waste as a resource and minimise the amount produced and sent to landfill |
| | North Tyneside will work with its partners in government, across Tyne and Wear, in industry and with the community to prioritise and promote waste reduction, re-use, recycling and composting; and provide sustainable alternative solutions to landfill, for waste treatment and disposal in keeping with the approach set out in the Waste Hierarchy. |
| 8 | Protect and enhance the natural environment |
| | The Borough's rich natural environment, from the internationally recognised coastline to regionally significant country parks at the Rising Sun, Fenwick Eccles and Weetslade, and other green and blue |

3 Vision and Objectives

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| | infrastructure, will be protected and enhanced for their biodiversity and recreational value, to protect and enhance water quality, and as attractive locations to visit and enjoy. Plans will help to reduce pollution and the effective use of land by reusing brownfield sites. |
| 9 | Protect and enhance the built and historic environment |
| | The Borough has a diverse and unique historic environment, with a wealth of both designated and non-designated heritage assets. North Tyneside will conserve and enhance these special features for present and future generations. The more recent urban development of the Borough will be conserved and where necessary enhanced to continue to provide pleasant and attractive communities in which to live. |
| 10 | Ensure sustainable access throughout the Borough, with the wider region and beyond |
| | Plans will integrate transport and development proposals, reduce congestion and improve accessibility throughout North Tyneside and beyond, encouraging the use of public transport and making walking and cycling an attractive and safe choice for all. Opportunities will be taken to utilise and link the green infrastructure network to public transport routes to allow access by sustainable means. |
| 11 | Enhance the image of the Borough |
| | High quality design will be a requirement of all new development supporting quality of life, sustainable communities and, the preservation or enhancement of the existing natural, built and historic environment, to develop and maintain a clear identity and focus for the Borough and to increase the attraction of the Borough to business and visitors. |

4 North Tyneside's Strategy for the Sustainable Development of the Borough

4 North Tyneside's Strategy for the Sustainable Development of the Borough

Interpreting the Spatial Strategy through Delivery of the Plan

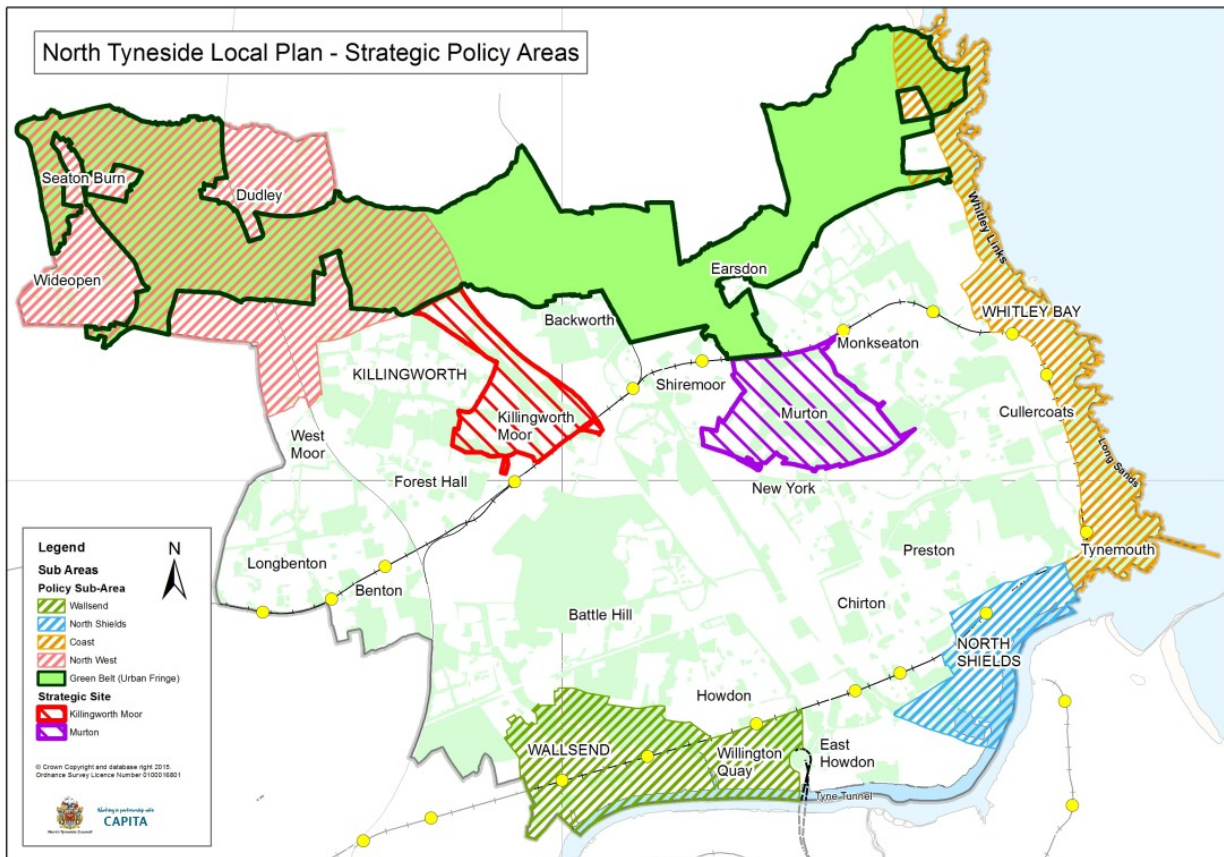
- 4.1** The Spatial Strategy sets out how new development, growth and investment in North Tyneside will be distributed over the next 15 years.
- 4.2** It identifies those locations where most development should take place and those where development should be limited, in order to create sustainable communities, and will be key to delivering the Vision and Objectives of the Local Plan.
- 4.3** The Spatial Strategy has taken into account of and been derived from national and regional policy, responses to stages of engagement on the Local Plan and, prior to that, the Core Strategy and Area Action Plans for North Shields, Wallsend and the Coast, including Issues and Options, Preferred Options and Growth Options consultations. In addition, the Sustainability Appraisal process and the complete range of evidence base documents and strategies, including the Council Plan, have informed the development of the Spatial Strategy.
- 4.4** Other influences include the Tyne and Wear Joint Local Transport Plan that sets out a 10 year (2011-2021) strategy for transport in Tyne and Wear and provides the strategic transport context for the Local Plan.

Spatial Strategy

North Tyneside Strategic Policy Areas

- 4.5** To assist in guiding the proposals and policies of the Local Plan, Strategic Policy Areas have been defined:
- The Green Belt – the Plan ensures the extent of the Green Belt will remain unchanged. The area of land covered by this formal designation runs across the north of the Borough from Seaton Burn to the Coast. It is predominantly undeveloped and comprised of agricultural land, country parks and land for recreation uses.
 - The Area Specific Strategies – these strategies provide further detailed policy guidance for Wallsend and Willington Quay, North Shields, the Coast and the North West villages.
 - The strategic allocations at Murton and Killingworth Moor.
 - The A19(T) Economic Corridor.
 - The River Tyne North Bank.
- 4.6** These Strategic Policy Areas are shown on the Key Diagram (Map 2).

4 North Tyneside's Strategy for the Sustainable Development of the Borough



Map 2 - The Key Diagram

The Spatial Strategy for Sustainable Development

- 4.7** The underlying principle of national policy is to deliver sustainable development to secure a better quality of life for everyone now and for future generations. This principle is key to the role of the planning system in the development process. All the policies within this Local Plan contribute towards achieving sustainable development for North Tyneside and the following policy sets out the broad Spatial Strategy for delivery of the objectives of the Local Plan.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

SI.1 Spatial Strategy for Sustainable Development

To ensure North Tyneside's requirements for homes and jobs can be met with adequate provision of infrastructure, and in a manner that enables improvements to quality of life, reduces the need to travel and responds to the challenges of climate change, the Spatial Strategy for the location and scale of development is that:

a. Employment development will be located:

- i. within the main urban area; and,
- ii. at areas easily accessible to residents by a range of sustainable means of transport; and,
- iii. where businesses may benefit from the Borough's excellent national and international transport connections - including the strategic road network and opportunities provided by the River Tyne.

b. Most housing development will be located:

- i. in a dispersed pattern in the main urban area; and,
- ii. at the strategic allocations of Murton and Killingworth Moor; and,
- iii. within the areas of North Shields, Wallsend, the Coast and the North West where development could bring particular benefits to the regeneration of the area.

c. Most retail, and leisure activities will be focused:

- i. within the main town centres of Wallsend, North Shields and Whitley Bay, as well as Killingworth town centre, taking advantage of the excellent accessibility, services and infrastructure invested in those locations.

d. Most tourist and cultural facilities and accommodation will be focused:

- i. within the main urban area; and,
- ii. at areas such as the Coast, riverside and main town centres of Whitley Bay, North Shields and Wallsend, including the World Heritage Site at Segedunum Roman Fort.

4.8 The location and distribution of development creates a sustainable pattern of development that can take advantage of accessible locations for development throughout North Tyneside. It also allows incremental additions to the existing urban area, allows a range and choice of sites, uses and supports existing infrastructure, minimises impact on the road network, supports regeneration and helps sustain local services.

4.9 The strategy has the potential to accommodate new development whilst also maintaining the existing Green Belt, significant green infrastructure, and open areas to meet strategic objectives relating to open space, recreation, health and biodiversity.

4.10 The emphasis on town centres reflects the retail guidance in the NPPF. The evidence base indicates limited retail growth potential along with qualitative and quantitative deficiencies in some main centres. Existing centres are capable of accommodating this growth.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

- 4.11** The accessibility of North Tyneside's main town centres by public transport and the range of facilities they provide to their catchment areas ensure that they are the focus for large segments of the Borough's population, including the most deprived communities who are dependant on the services they offer. It is therefore important that their potential is realised.
- 4.12** Across North Tyneside there are marked differences in physical and mental health and life expectancy between the most deprived and most affluent neighbourhoods. Evidence shows that health inequalities are linked to social and economic issues and that action is required across the wider social determinants of health. The wider determinants of health are closely linked to the quality of life enjoyed by residents. This includes having the opportunity to earn a reasonable wage, live an active lifestyle and have access to local employment opportunities, healthy housing, open space, cultural and community facilities, healthy food and care and health facilities. Development has the ability to positively influence wellbeing and health, and spatial planning aims to consider and positively influence the determinants of health.

Health and Well-Being

- 4.13** Wellbeing, health and equality are cross-cutting themes, and Policy SI.2 should therefore be read alongside other policies that address the wider determinants of health, wellbeing and equity. These include access to community facilities, encouraging walking and cycling, providing employment opportunities, creating sustainable communities, ensuring access to green and open space and placemaking.
- 4.14** By ensuring an equitable distribution of services and amenities, the Plan can help reduce health inequalities and encourage healthy lifestyle choices. The location of development can help to sustain neighbourhoods by encouraging physical activity and the provision of accessible facilities to meet the needs of our diverse communities.
- 4.15** The provision of open space, sport and recreation facilities is an important factor in the health and wellbeing of communities. Areas of open space that are valued by residents provide an important community function, and can make a significant contribution to quality of life. The accessibility, quality and quantity of open space, sport and recreation facilities will be addressed and monitored through the Local Plan.
- 4.16** A network of allotments and private gardens, in addition to providing green space in an area, also provide opportunities for outdoor recreation, contributing to physical and mental wellbeing. Allotments provide a place for people to interact, and to produce healthy locally grown food, which can help to improve the diet of residents. An important contributing factor to poor diet and health in certain parts of North Tyneside is the distribution and access to unhealthy eating outlets. In certain locations there is an issue where such uses cluster together, reinforcing the ease of access to unhealthy foods.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

SI.2 Spatial Strategy for Health and Well-being

The wellbeing and health of communities will be maintained and improved by:

- a. Working in partnership with the health authorities to improve the health and well-being of North Tyneside's residents.
- b. Requiring development to contribute to creating an age friendly, healthy and equitable living environment through:
 - i. Creating an inclusive built and natural environment.
 - ii. Promoting and facilitating active and healthy lifestyles, in particular walking and cycling.
 - iii. Preventing negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality.
 - iv. Providing good access for all to health and social care facilities.
 - v. Promoting access for all to green spaces, sports facilities, play and recreation opportunities.
- c. Promoting allotments and gardens for exercise, recreation and for healthy locally produced food.
- d. Controlling the location of, and access to, unhealthy eating outlets.

Sub Area Spatial Strategies

- 4.17** In addition to the general Spatial Strategy outlined above, the priority investment and regeneration areas each have specific spatial objectives that are covered in greater detail within the Area Specific Strategies chapter.

Presumption in Favour of Sustainable Development

- 4.18** The NPPF sets out that planning decisions should be made with a presumption in favour of sustainable development. The policies below set out the Council's approach to this.

DMI.3 Presumption in Favour of Sustainable Development

The Council will work pro-actively with applicants to jointly find solutions that mean proposals can be approved wherever possible that improve the economic, social and environmental conditions in the area through the development management process and application of the policies of the Local Plan.

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

- a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole; or
- b. Specific policies in the NPPF indicate that development should be restricted.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

SI.4 General Development Principles

Proposals for development will be considered favourably where it can be demonstrated that they would accord with the strategic, development management or area specific policies of this Plan. Should the overall evidence based needs for development already be met, additional proposals will be considered positively in accordance with the principles for sustainable development. In accordance with the nature of development those proposals should:

- a. Contribute to the mitigation of the likely effects of climate change, taking full account of flood risk, water supply and demand and where appropriate coastal change;
- b. Be acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses;
- c. Make the most effective and efficient use of available land;
- d. Have regard to and address any identified impacts of a proposal upon the Borough's heritage assets, built and natural environment; and,
- e. Be accommodated by, and make best use of, existing facilities and infrastructure, particularly in encouraging accessibility and walking, cycling and public transport, whilst making appropriate provision for new or additional infrastructure requirements.

4.19 The purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF advises that LPAs need to make decisions in accordance with achieving sustainable development and sets out the approaches they should take in doing so.

4.20 In particular, the policy reflects that the reuse of brownfield land is invariably the most sustainable option to meet development needs and one the Council will seek to deliver wherever possible. However, there is only a finite supply of brownfield land, which is not enough to meet the Borough's total growth requirements. Equally, not all brownfield sites are available for development, where for example they have become naturalised and valuable in ecological terms. Other sites may not be capable of being developed without significant investment, which can render them unviable. It is crucial that this Local Plan acknowledges such potential constraints in terms of releasing land before consideration is given to releasing sustainable greenfield sites.

Green Belt, Safeguarded Land and Local Green Space

4.21 The UDP defined the current extent of the Green Belt for North Tyneside. In addition, it also designated extensive areas of safeguarded land, that is land which was to be maintained in an open state for at least the remainder of the plan period. In the case of the UDP, the plan period concluded in 2006.

4.22 The Local Plan now identifies which areas of this previously designated safeguarded land will be required for development to 2032, those selected being the most suitable and sustainable locations for future development. These areas of former UDP safeguarded land are sufficient to provide for the growth needed through to 2032, without the need to consider development of Green Belt land. As a result of this, and having undertaken a Green Belt Review to assess the existing boundaries of the Green Belt in the Borough, it is determined that there are no exceptional circumstances to require amendments to the existing extent of the North Tyneside Green Belt.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

Green Belt

4.23 In order for land to be designated as Green Belt it is required to meet the specific criteria outlined in national planning policy. The following strategic and development management policies together set out the role and purpose of the North Tyneside Green Belt.

SI.5 The Green Belt

The Green Belt in North Tyneside as defined on the Policies Map:

- a. Checks the unrestricted spread of the built-up area of North Tyneside.
- b. Prevents the merging of the following settlements:
 - Killingworth with Wideopen Dudley/Annitsford and Seghill;
 - Seaton Burn and Dudley with Cramlington;
 - Shiremoor/Backworth with Seghill and Seaton Delaval/Holywell;
 - Shiremoor with Wellfield/Earsdon; and,
 - Whitley Bay with Seaton Delaval/Holywell and Seaton Sluice.
- c. Maintains the separate character of:
 - Seaton Burn;
 - Wideopen/ Brunswick Green;
 - Dudley/Annitsford; and,
 - Earsdon.
- c. Assists in the regeneration of the older parts of the urban area.
- d. Safeguards the Borough's countryside from further encroachment and maintains openness.

4.24 The identified Green Belt in North Tyneside fulfils the following roles and purpose of the Green Belt as set out in NPPF:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

4.25 The NPPF also provides clear guidance on development within the Green Belt. This sets out uses that are considered to be not inappropriate within the Green Belt and is clear that, for other forms of development, the construction of new buildings is not appropriate. This reflects that fact that whilst a range of development is considered inappropriate, the Green Belt has an important role in the overall sustainable development of North Tyneside, including in providing a resource for wildlife, recreation, farming and other land-based businesses.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

DMI.6 Positive uses within the Green Belt

Proposals that are not inappropriate to the Green Belt, particularly those offering increased or enhanced access to the open countryside and that provide opportunities for beneficial use as a biodiversity resource, will be supported where they preserve the openness of the Green Belt and will not harm the objectives of the designation.

The Council will not permit additional development where it considers that the cumulative impact of these would be detrimental to the objectives of the Green Belt.

- 4.26** The main purpose of the North Tyneside Green Belt is to check the spread of the built-up area by keeping land permanently open, preventing urban sprawl and merging of settlements. Government guidance in the NPPF confirms that one of the essential characteristics of a Green Belt is that of permanence, with boundaries only being able to be altered in exceptional circumstances. Therefore, the Green Belt boundaries are considered to be robust, permanent and able to endure beyond the plan period.
- 4.27** In conformity with the NPPF, the Council will regard the construction of new buildings in the Green Belt as inappropriate. However, as set out in paragraph 89, there are certain exceptions to this including, as examples: the provision of buildings for agricultural uses, appropriate facilities for outdoor sport and recreation, and extensions or alterations to an existing building. Additionally, certain other forms of development are also not inappropriate as set out in paragraph 90 of the NPPF, including, of relevance to the Plan's spatial strategy, local transport infrastructure that requires a Green Belt location. Such proposals will be determined on an individual basis and subject to the qualifications for these exceptions as set out in national policy.
- 4.28** The existing boundaries of the North Tyneside Green Belt have not been amended through the Local Plan. This position is based on the findings of the Green Belt Review (2015), following consideration of: the requirements for growth and development to 2032, the role of the designated land in the context of the NPPF objectives, and, the capacity of remaining safeguarded land. In conclusion, there remains sufficient land in sustainable locations to meet the development needs of the Borough for at least the current plan period without requiring a change to the Green Belt.

Safeguarded Land

- 4.29** Having defined the Green Belt and the growth requirements and sites necessary to meet this need, the Local Plan then identifies areas of safeguarded land, which are areas of undeveloped land outside the Green Belt and that are also not protected by other Local Plan designations such as open space. This land will be protected from development, being identified in order to meet long-term development needs, well beyond the Local Plan period.
- 4.30** As a result, through this Local Plan the remaining areas of land that are located between the urban area and the Green Belt are identified as safeguarded land. In line with national policy requirements, the safeguarded land identified on the Policies Map is to meet potential development needs beyond the plan period, in this case after 2032, and therefore is not allocated for development at the current time.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

SI.7 Safeguarded Land

An area of safeguarded land between the Green Belt and the main urban area that is not required for development within this Local Plan period is identified on the Policies Map. These strategic areas of land will be maintained in an open state for at least the plan period.

- 4.31** Policy SI.7 and the Policies Map define the broad location and role of safeguarded land and it is important that development in these areas is strictly controlled so as not to sterilise its long term potential to accommodate major development beyond the plan period. Policy DMI.8 below provides the necessary context for considering proposals within the identified safeguarded land that are made outside the formal review of the development plan.

DMI.8 Development within the Safeguarded Land

Proposals for development within the area defined as safeguarded land will only be permitted where it:

- a. Preserves the open nature of the area especially where this forms important open breaks between or within built up area; and,
- b. Does not cause significant visual intrusion; and,
- c. Does not adversely affect access for recreation; and,
- d. Will not adversely affect important landscape features; and,
- e. Will not cause significant harm to agricultural or forestry operations; and,
- f. No alternative site is reasonably available.

- 4.32** When the Green Belt for North Tyneside was originally defined, areas of safeguarded land between the Green Belt and the urban area were also designated in order to ensure the permanence of the Green Belt and to meet longer term development needs. The Local Plan now identifies the land required for development over the plan period, allocating sites in the most sustainable locations and, in meeting those requirements, will utilise areas of land previously designated as safeguarded land.

- 4.33** In line with national policy, any future amendments to the Green Belt and the safeguarded land will only be undertaken through a formal review of the Local Plan. The triggers for such a review are identified in Chapter 12 Implementation and Monitoring, notably through the Monitoring and Local Plan Implementation Policy and the accompanying Implementation and Monitoring Framework.

Local Green Space

- 4.34** The NPPF introduced the Local Green Space designation that affords a level of protection consistent with Green Belt designation on sites that are demonstrably special to a local community and hold particular local significance, for example because of their beauty, historic significance, recreational value, tranquillity or richness of their wildlife.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

- 4.35** The open land to the south of Killingworth Village is not part of the designated Green Belt, due to its detachment from it, nor is it designated as safeguarded land as inclusion in the latter could imply that it may be needed to meet longer term development needs. It forms a valuable break between the Village and the built up areas of West Moor, Forest Hall and Palmersville to the south. It also forms an important part of the setting of Killingworth Village, a conservation area. As such it requires a distinct level of protection through designation as a Local Green Space. The land was designated in the UDP as an "Open Break".

ASI.9 Local Green Space at Killingworth Open Break

Development within the open land that forms a break between Killingworth Village and the built up areas to the south, as defined on the Policies Map, will only be permitted in very special circumstances where it would not adversely affect the open character of the area and the setting of the Killingworth Village conservation area.

- 4.36** The significance of the open space around Killingworth Village is identified in the adopted Killingworth Village Conservation Area Character Appraisal (2008). The Appraisal describes the space as providing an important setting to the conservation area, providing a clean undeveloped backdrop characteristic of the very early relationship the settlement once had with rural land around it. National guidance in the NPPF sets out that significance of a heritage asset can be harmed or lost through development within its setting, and great weight should be attached to conserving that significance. Also advocated in the NPPF is the protection and enhancement of valued landscapes.

Supporting Neighbourhood Plans

- 4.37** Neighbourhood plans are an opportunity for a community to establish planning policies for the development and use of land in their own neighbourhood. The Localism Act 2011 and the Neighbourhood Planning Regulations 2012 set out the provisions for the making of neighbourhood plans.
- 4.38** Neighbourhood plans are intended to set out aspirations for an area that reflect local needs and support community development in line with the general Borough-wide objectives. They are not tools to prevent development.
- 4.39** North Shields Fish Quay was chosen to be an original Neighbourhood Planning Frontrunner in 2011, one of only 17 in the country. The Council supported the community group in producing and adopting a SPD, and are keen to support other groups should they wish to pursue their own neighbourhood plan.

SI.10 Supporting Neighbourhood Planning

Where appropriate, the Council will support the production of neighbourhood plans that are in general conformity of the NPPF and the strategic policies of the Local Plan.

4 North Tyneside's Strategy for the Sustainable Development of the Borough

- 4.40** This policy is in line with the Localism Act 2011 and the Neighbourhood Planning Regulations 2012, which set out that LPAs must assist in the production of neighbourhood plans through, for example, providing advice, arranging for an independent examiner, organising a referendum and adopting the document.
- 4.41** Neighbourhood plans deal with the development and the use of land, and must support the level of growth set out in this Plan. A neighbourhood plan therefore may not always be the most appropriate mechanism for achieving a community's aims. When invited, the Council will advise communities on the most suitable way forward.

5 Economy

Economic Development

- 5.1** In order to support a growing population, the Council aims to provide quality and diverse employment opportunities, which is a priority in the Council Plan 2014-2018. Sustainable economic growth is key to maintaining and enhancing the overall prosperity of residents in all areas of North Tyneside, ensuring the availability of good well-paid jobs, and supporting the overall health, well being and happiness of all.
- 5.2** There are challenges in creating a prosperous future for North Tyneside following the economic downturn of 2007 to 2009; investment in the public sector into the future is not expected to match levels in previous years and the need to re-balance the economy, with growth in private sector employment will be key to overall prosperity. At 2010, 32% of all jobs in the Borough were in public services, health or education. Whilst slightly less than the 34% average across the North East, this was above the national average of 28% (ONS Business Register and Employment Survey). Since 2010 employment in this sector in North Tyneside has fallen to 28.6% of the total workforce, almost closing the gap with the average for Great Britain.
- 5.3** However, North Tyneside benefits from a diverse economic base with attractive manufacturing area and an increasing strong office based service sector, but it is recognised that much more can be done to enhance the attractiveness and success of its town centres, coast, riverside and areas of employment. The economic growth areas set out in this chapter, and on the Policies Map, build upon the existing positive attributes of the Borough.

Forecasting Employment Land Need

- 5.4** Central to consideration of the latest Employment Land Review 2015 (ELR) has been North Tyneside's changing role within the North East economy as rapid job growth at the 1990s Enterprise Zones of Cobalt Business Park and Quorum Business Park accelerate and are occupied. As these zones are completed and become fully occupied the positive effect on job growth is also expected to lessen but new opportunities for growth are being developed through the North East Low Carbon Enterprise Zone that will provide fresh impetus to job growth within the Borough. There are future challenges with the wider national and global economy and the Council is committed to delivering sustainable economic growth where achievable and building the Borough's economic resilience to the economic cycle. This will include working with partners across the region to deliver new opportunities to secure investment within the Borough that will benefit the wider North East.
- 5.5** A key factor in considering historic job growth in the Borough is the role of the Enterprise Zones in helping to meet regional needs for job growth. The office provision at Cobalt and Quorum has already been identified as helping to meet some short term shortfalls for offices in Newcastle. Meanwhile the highly connected nature of all the Borough's employment areas - including the A19(T) Economic Corridor, River Tyne North Bank (RTNB) and North West development areas mean that job growth in the Borough will have an increasing role in providing employment for residents from outside the Borough, whilst also providing opportunities for significantly more residents of North Tyneside to both live and work within the Borough. As noted within the Picture of North Tyneside, at the current time the balance of jobs and workers means there are currently fewer employment opportunities in North Tyneside than there are residents in work.

5 Economy

- 5.6** The Strategic Economic Plan (SEP) for the North East Local Enterprise Partnership (NELEP) has been drawn upon in progressing an update to North Tyneside's Employment Land Review (ELR) to ensure that the scenarios for potential job growth are aligned with the targets of the SEP. The development of job growth forecasts, and an overall market analysis to understand the wider requirements for employment land supply have been developed in the ELR following engagement with the NELEP, Council officers, and a range of other stakeholders for North Tyneside.
- 5.7** These findings provide a basis on which potential growth in jobs in North Tyneside can be assessed. The ELR identifies that past take up rates have average approximately 10 hectares per year. Meanwhile over the period 2003 to 2013, whilst changes in recording mean some inconsistencies exist, average annual growth in jobs within North Tyneside has been 690 per year (ONS Annual Business Inquiry) for 2003-2008 and Business Register and Employment Survey for 2009-2013). The employment growth rate of residents of North Tyneside, approximately 50% of whom currently commute out of the Borough for work, has been 500 per year for the period 2004 to 2014 (ONS Annual Population Survey).
- 5.8** Table I outlines the job growth forecasts developed within the ELR and the modelled requirements for employment land provision.

Table I: Forecast Employment Growth 2014 to 2032

| | Total growth in jobs 2014 to 2032 (average per year) | Modelled Net Employment Land Requirement |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|---------------------------------------------------------|
| Higher + : 50% higher performance than the Medium scenario to 2024 to produce average annual jobs growth in line with APS/Census 2011 TTW analysis. Average annual growth in jobs in the period 2014-2024 has been applied to expand the projection to 2032 | 26,163 (1,453 p.a.) | 95.1 Hectares (5.28ha p.a.) |
| Higher : Average annual growth in jobs in the period 2014-2024 from the Medium Scenario has been applied to expand the projection to 2032. | 17,442 (969 p.a.) | 63.4 Hectares (3.52ha p.a.) |
| Medium + : 10% higher performance than the Medium scenario to 2024 then growth at the mid point between baseline and NELEP target growth between 2024 and 2032. | 16,443 (913 p.a.) | 59.8 Hectares (3.32ha p.a.) |
| Medium : growth to match the NELEP target to 2024 then growth at the average baseline growth between 2024 and 2032 | 12,730 (707 p.a.) | 46.3 Hectares (2.57ha p.a.) |
| Lower : based on baseline growth in jobs to 2032 | 6,840 | 24.9 Hectares |

5 Economy

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Table 1: Forecast Employment Growth 2014 to 2032

| | Total growth in jobs 2014 to 2032 (average per year) | Modelled Net Employment Land Requirement |
|--|------------------------------------------------------------|------------------------------------------------|
| | (380 p.a.) | (1.38ha p.a.) |

- 5.9** The ELR draws on views from the property market industry and the business community. It reports that take-up of employment land is strong with a positive industry perception of North Tyneside as an area to invest. That perception and the anticipated strength of market interest in delivering employment development in the Borough is expected to grow as the economic recovery gathers pace. However, there was also a perception that over the next fifteen years there would be relatively few major development sites in North Tyneside, capable of meeting demand following the delivery of current major sites such as Indigo Park at Weetslade. The ELR identifies the importance of providing a portfolio of employment land that is flexible to potential investment and also responds to the potential restructuring of older industrial areas that could result in losses of existing employment land particularly when the housing market strengthens. Meanwhile, it is notable that the role of the SEP in boosting growth, includes significant support for growing the resilience of the manufacturing sector, and it is clear within the ELR that the modelling work alone does not fully reflect the potential land requirements arising as a result of focus on this sector.
- 5.10** As such, in reviewing each of these factors and the historic relationship between job growth and employment land take up of circa 690 jobs and 10 hectares per year, and analysis of the potential employment capacity of available land within North Tyneside, an overall employment land portfolio of at least 150 hectares is recommended in order to ensure that at least the Medium scenario of 707 jobs per annum is met.

5 Economy

S2.1 Economic Growth Strategy

Proposals that make an overall contribution towards sustainable economic growth, prosperity and employment in North Tyneside will be encouraged. This includes supporting economic growth as follows:

a. Town Centres and Tourism

- i. Attract a range of innovative and creative businesses to retail, leisure and office development within the Borough's town centres;
- ii. The creation, enhancement and expansion of tourist attractions, visitor accommodation and infrastructure, capitalising on the Borough's exceptional North Sea coast, River Tyne and International Ferry Terminal.
- iii. Capitalise on the historic environment including at Segedunum Fort and Hadrian's Wall World Heritage Site (WHS) in Wallsend and the Fish Quay in North Shields, while conserving and enhancing its significance.

b. Advanced Engineering, low carbon, renewable, marine and off-shore technology, Port related activity and manufacturing

- iv. Develop marine and renewable sectors of manufacturing in the River Tyne North Bank area, as shown on the Policies Map, including on the former Swan Hunter shipyard and land owned by the Port of Tyne contributing to a low carbon economy, and building upon the existing high skills base and maximising the benefits of the Enterprise Zone, and accompanying Local Development Order.

c. Office and business investment

- v. Support investment opportunities for regional and national scale office, research and development and manufacturing in the A19 Economic Corridor, as shown on the Policies Map, which includes the former Enterprise Zone area.
- vi. Strengthen the Borough's important contribution to the economy of the Tyne and Wear conurbation with multi-national firms choosing quality business park accommodation in Cobalt, Quorum, Balliol and Gosforth Business Parks for national headquarters and major customer service centres.

d. Distribution - major logistics

- vii. Recognise potential for major distribution and logistics facilities for goods and materials that can take advantage of the Borough's excellent national and international transport connections by road, rail, air and port connections.

- 5.11** Policy S2.1 sets out the broad priorities and areas of excellence within North Tyneside that can take a lead role in driving the Borough's growth over the next 15 years.

Town Centres and Tourism

5.12 Town centres play an important role in growth as locations for many businesses especially small and medium sized enterprises and are locations where regeneration and revitalisation are a priority. Particular priority is attached to investment within the town centres, reflected in their status as priority sub-areas within this Plan. The Borough's award winning coastline and part of Hadrian's Wall World Heritage Site (WHS) are clear attractions for visitors but greater economic benefits can be gained from these tourism assets.

5.13 Tourism is worth around £248 million every year for North Tyneside. The Borough has much tourism potential, with the International Ferry Terminal bringing in thousands of visitors every year. Much of the Borough's heritage assets have significant potential to contribute to the economy of the area through, for example, being part of regeneration schemes or attracting visitors. The Local Plan supports the North Tyneside Tourism Strategy (2014-2021) to 'support the tourism industry in having a sustainable, positive impact on the economy of North Tyneside; boost employment; and improve the quality of life of its visitors and residents' and the North East Case for Culture, a 15 year ambition to bring about further investment in arts and heritage across the region.

5.14 Tourism facilities can be defined as :

- visitor attractions (commercial and non-commercial) - theatres, theme parks, museums, galleries, visitor centres, heritage sites and monuments, gardens, natural features etc
- Accommodation - hotels, holiday villages, caravan/camping sites, not second homes; and
- conference and exhibition centres.

5.15 Leisure facilities can be defined as:

- commercial leisure - such as cinema, restaurants, bowling centres, night-clubs etc;
- (built) sports facilities (commercial and non-commercial) - such as stadia, health and fitness centres;
- cultural facilities; and,
- outdoor activities.

River Tyne North Bank

5.16 Accelerating the development of large sites in the River Tyne North Bank area will support the development of off-shore marine technology, and also opportunities, driven by the Port of Tyne, for international trade and communications. The role of the Port of Tyne has diversified significantly from its early focus on coal exports. Today the Port of Tyne operates an award-winning International Ferry Terminal, a busy container terminal and a UK wide distribution network with a fleet of more than 180 trucks and trailers. In summary the Port's commercial business areas active at River Tyne North Bank extend to include:

- Car Terminals including import and export for Volkswagen;
- Cruise and Ferries with the international terminal solely operating from the North Bank;
- Logistics and Estates with a focus on land being marketed to the offshore wind turbine manufacturing sector and power generators.

5 Economy

- 5.17** The former shipyards focused upon the Swan Hunter site at Wallsend also present an excellent opportunity for future investment in low carbon technologies building upon the existing highly skilled marine related industries that already operate successfully from the area.

The A19(T) Economic Corridor

- 5.18** The A19(T) Economic Corridor is set to have further potential for growth with the additional capacity of the second Tyne Tunnel and the high and increasing amount of high quality office space that will be available partly from the inclusion of some areas in past Enterprise Zones. In addition at Cobalt Business Park plans for the introduction of super high speed broadband connections, making it one of the best places in the UK for digital and media businesses to locate and providing a significant boost to connectivity for all types of business that may locate at the Park.
- 5.19** Policy S2.1 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

Offices

- 5.20** During the recent challenging period of low demand for property, the Grade A office space situated at Balliol, Cobalt and Quorum Business Parks has let relatively well.
- 5.21** It is probable that the success for the Grade A office space is a result of a combination of being readily available, i.e. it is vacant and to let, and that there is a good marketing approach from both the Council's Economic Development team and the developer's marketing team.
- 5.22** Generally, the demand for office space in the region has been focussed in the main between Newcastle city centre locations and out of town locations of which Balliol, Cobalt and Quorum Business Parks form part. The supply of office space in Newcastle city centre is diminishing and there will be a lag in the provision of more space as the economy improves and demand for office space increases. It is probable that some of this unmet demand will locate in the out of town business parks, including Balliol, Cobalt and Quorum.
- 5.23** Information indicates that in the first six months of 2014 Cobalt Business Park had an available office floor area of 27,000sqm of which 5,750sqm was under offer and 13,500sqm taken up in five deals.

Distribution

- 5.24** The disposal of manufacturing and distribution space has done less well, but the activity at North Bank, River Tyne has shown good growth. This area of the River Tyne North Bank was identified as a strategic location for the development of the maritime, marine and low carbon sectors.
- 5.25** The A19 Economic Corridor and the recent completion of the second Tyne Tunnel has provided infrastructure that forms an attractive location for manufacturing and distribution.
- 5.26** At a time when speculative development has been non-existent, the recently announced speculative development of industrial space by Helen's Group at Tyne Tunnel Industrial Estate is currently providing new modern industrial space.

5 Economy

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- 5.27** There is however a shortfall in the provision of manufacturing and distribution space in areas of good location in the region in general and in the A19 Economic Corridor in particular.
- 5.28** The present stock of manufacturing and distribution space is in general reaching the end of economic life. As energy costs continue to increase occupiers will begin to seek accommodation that is less costly in terms of production. Unless there is an adequate supply of accommodation it is probable that there will be displacement of occupiers to other locations outside of the Borough.
- 5.29** The manufacturing and distribution B2 and B8 uses identify North Tyneside, in particular the A19 Economic Corridor as a good location because of the ease of getting to and from the area and this has been further improved by the recent opening of the second Tyne Tunnel. Further infrastructure improvements are planned that will overcome road congestion and make this location further attractive to occupiers.
- 5.30** Over the plan period there is clearly a need for the provision of more employment land, both for B1 office use and B2 and B8 manufacturing and distribution uses.
- 5.31** There are good transport links provided by the Tyne and Wear Metro system, the North Tyneside loop connecting the area to Newcastle and the wider Tyne and Wear conurbation, with links to the East Coast Main Line providing good access to London and Edinburgh.
- 5.32** The road system provides good distribution with the A19(T) north to south route to the A1(M) to the north and also to Blyth and Ashington in the north and to the south through the Tyne Tunnels to Sunderland and the Teesside conurbation. The A1058 is the main east to west link road to the City of Newcastle upon Tyne, linking to the A1(M), also to the north west of the area are good road links to the A1(M), connecting to the national road network.
- 5.33** Newcastle International Airport is located about 12 miles to the west, providing direct links to other UK airports, as well as Europe, Dubai and New York.
- 5.34** The Port of Tyne, named Port of the Year 2014 in the National Transport Awards, is one of the UK's major deep sea ports located on both the north and south banks of the River Tyne provide passenger ferry from North Shields and cargo transport, providing a vital trading gateway to Europe and beyond.
- 5.35** Weetslade (Indigo Park), including what has already been taken up, is a 49ha development site offering the opportunity for bespoke manufacturing and distribution buildings. The site is one of the largest in the north and can offer units ranging in size from 3,716sqm to 139,355sqm.

New Employment Land

- 5.36** Existing employment areas across the Borough are providing, and must continue to provide, an important location for business and industry to carry on their activities if the economy of North Tyneside is to prosper and grow.
- 5.37** The identification of a sufficient and flexible supply of land for economic development in sustainable locations which are attractive to new and existing businesses, will play a key role in delivering and sustaining this growth and prosperity.

5 Economy

- 5.38** The ELR 2015 included an assessment of 1,591 hectares of land for its employment potential. This included 955 hectares of currently allocated or existing employment and 210 hectares of available employment land. Through the review a number of existing built employment sites have been removed on the basis that they are now in established non-employment related uses (such as retailing at Middle Engine Lane, Wallsend), whilst it was also noted that other existing employment areas currently occupied in part have also been identified over the life of the Local Plan as available and developable for alternative uses.
- 5.39** Overall provision of a suite of employment land, capable of accommodating at least the Medium level of job growth, forecast as 707 jobs per year was recommended within the ELR.

S2.2 Provision of Land for Employment Development

To ensure an attractive and flexible supply of employment land is available to deliver the Council's strategy for economic prosperity and job growth and investment a total of 822ha of currently occupied or available employment land is recognised of particular value to the economy and the following land will be available for development to 2032:

- a. 150ha of general employment land available for development during the plan period, an annual average of 8ha per year 2014 to 2032. Indicative mapping identifying potential access arrangements and possible areas of open space have been prepared for sites "E003 Weetslade", "E008 Gosforth Business Park", "E010 Balliol East Business Park", "E029 Tyne Tunnel Trading Estate" and "E050 Esso" where additional guidance could benefit future delivery. Planning applications related to those sites should have regard to these indicative plans.
- b. A further 30ha identified as reserved land, is within the curtilage of existing businesses and is therefore to be treated as potential expansion for businesses.

Unless specified elsewhere in the Local Plan, the employment sites identified on the Policies Map and listed below will ensure a sufficient supply, range and choice of land for development in class B1, B2 and B8 uses.

| Policy Map Reference | Site Name | Ward | Total Available (Ha) | Total Reserved (Ha) |
|----------------------|----------------------------------|--------------|----------------------|---------------------|
| E002 | Dudley Industrial Area | Weetslade | | 0.80 |
| E003 | Weetslade | Weetslade | 31.86 | |
| E004 | Weetslade East A | Weetslade | 1.40 | |
| E006 | Camperdown Industrial Estate | Camperdown | | 2.12 |
| E007 | Station Road Industrial Estate | Camperdown | | 2.12 |
| E008 | Gosforth Business Park | Longbenton | 10.26 | |
| E009 | Balliol Business Park West | Longbenton | | 2.05 |
| E010 | Balliol Business Park East | Longbenton | 25.29 | |
| E013 | Proctor & Gamble Industrial Site | Killingworth | | 8.51 |
| E014 | Bellway Industrial Site | Killingworth | 0.44 | 0.27 |
| E016 | North Tyne Industrial Estate | Killingworth | | 0.31 |

5 Economy

| | | | | |
|-------------------|---------------------------------------|--------------------|-------------|-----------|
| E018 | Holystone | Killingworth | 0.46 | |
| E019 | A19 Corridor Killingworth Moor | Killingworth | 17.00 | |
| E020 | Shiremoor West | Valley | 1.12 | |
| E021 | Cobalt Business Park | Valley/Collingwood | 6.25 | |
| E024 | New York Industrial Estate | Collingwood | | 0.49 |
| E025 | West Chirton North Trading Estate | Collingwood | 0.74 | 0.60 |
| E027 | West Chirton Middle Industrial Estate | Collingwood | | 11.45 |
| E028 | Silverlink Industrial Estate | Collingwood | 0.63 | |
| E029 | Tyne Tunnel Trading Estate | Chirton | 19.48 | 7.11 |
| E030 | Brewers Lane | Riverside | 2.67 | |
| E031 | Wallsend Road Industrial Area | Chirton/Percy Main | 1.55 | |
| E032 | East Howdon | Riverside | 3.10 | |
| E034 | Swan Hunters | Wallsend | 1.13 | |
| E036 | Thermal Syndicate | Wallsend | 2.04 | |
| E040 | Hadrian Road South | Wallsend | 1.15 | |
| E043 | Willington Quay | Riverside | 0.27 | |
| E044 | Swales Industrial Site | Riverside | 0.74 | |
| E048 | Chemson | Riverside | | 1.22 |
| E050 | Esso | Riverside | 20.85 | |
| E052 | Whitehill Point | Riverside | 1.13 | 0.62 |
| Total Area | | | 150.23 (Ha) | 29.76(Ha) |

Those mixed-use sites allocated at Policy S4.3 may also provide an additional contribution to the supply of employment land. Proposals for employment uses that are compatible with residential development will be supported where they are consistent with other policies of this Local Plan.

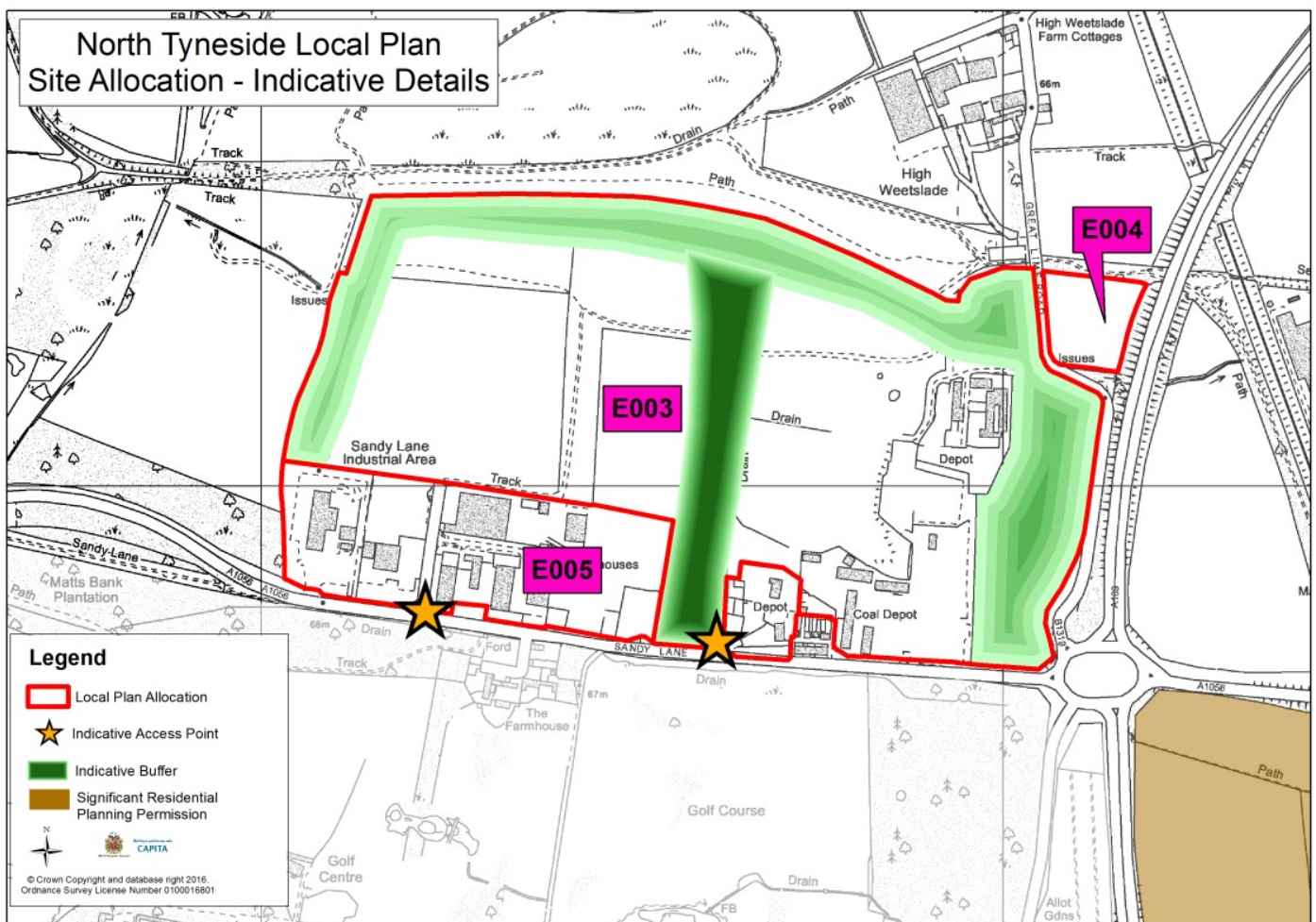
5 Economy

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- 5.40** Available employment land is recognised defined as being developable and deliverable within the Plan period.
- 5.41** Reserve land is not expected to be available for development during the Plan period. Reserve land generally forms land around existing businesses and is within the curtilage of the land controlled by those businesses. Often such land could only reasonably be developed as a result of expansion of the existing business, or potentially other employment development. Policy DM2.4 relating to proposals for new employment uses outside of available or existing employment land should be considered for the future development of reserve land.

Indicative Site Maps

- 5.42** In order to guide future delivery the following maps set out provide indicative mapping of potential access and environmental solutions. The maps are only to be used as guides for development.



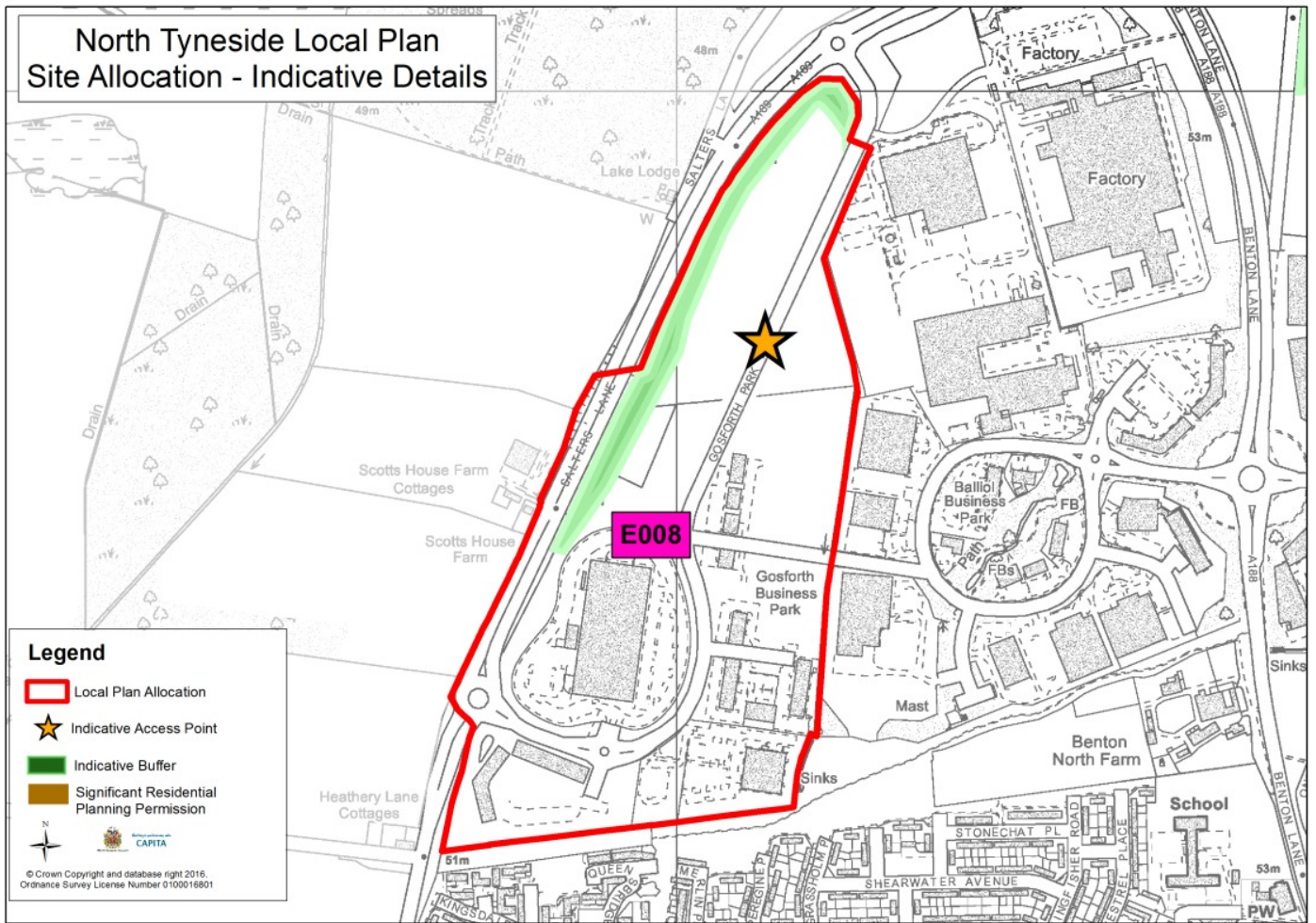
Map 3 – Indicative Details - Sites E003, E004 and E005

- 5.43** **Site E003** - Weetslade; **Site E004** - Weetslade A; and, **Site E005** - Sandy Lane Industrial Site, key considerations:

- Access from A1056 Sandy Lane;

5 Economy

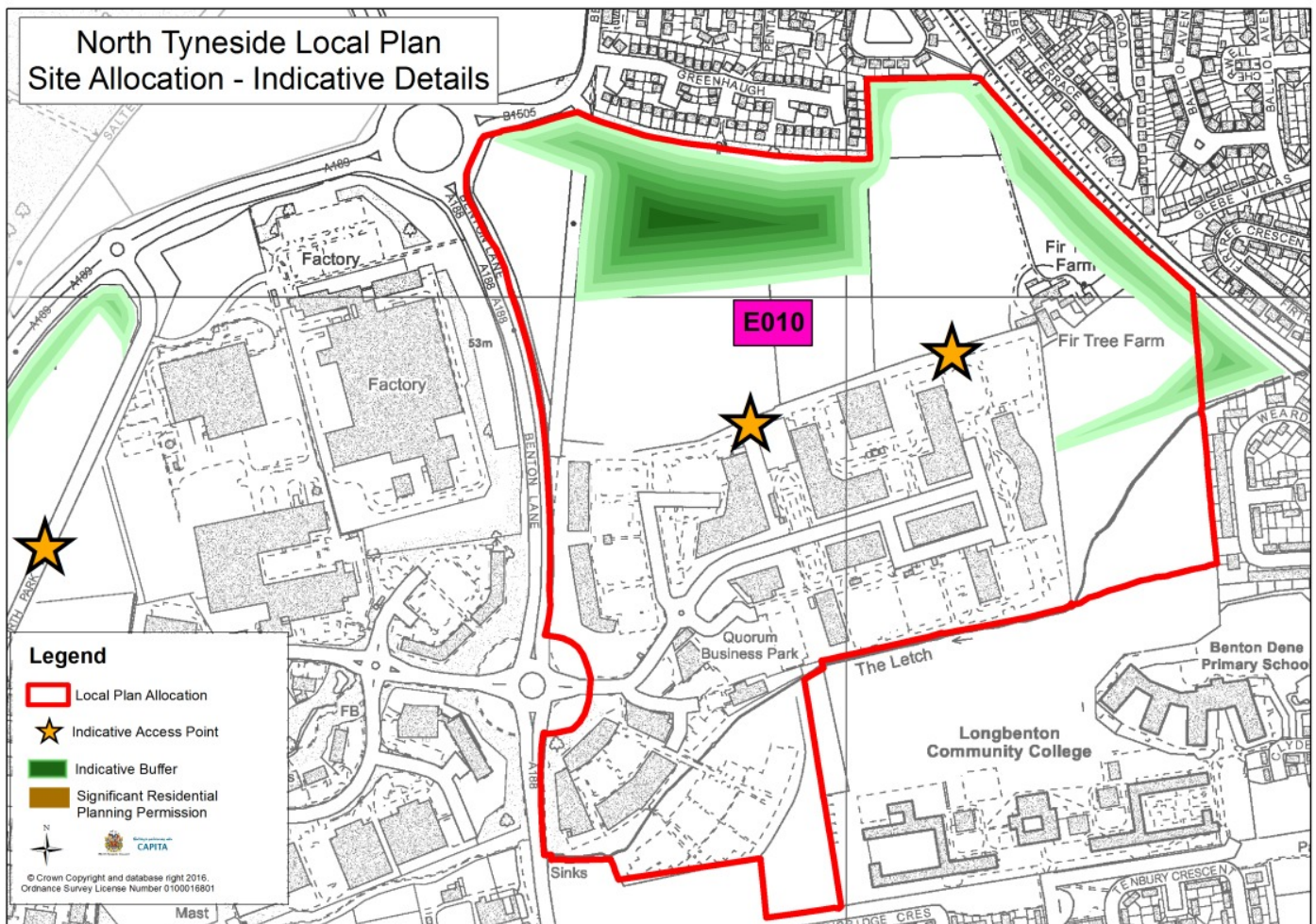
- Potential for additional accesses from A1056 Sandy Lane;
- B1319 Great Lime Road potential unsuitable for additional traffic accessing on Sandy Lane roundabout; and,
- Biodiversity safeguarding identifying the general extent of areas to be considered for retention and enhancement for wildlife and habitat.



Map 4 – Indicative Details - Site E008

5.44 Site E008 - Gosforth Business Park, key considerations:

- Suitable access point for development from Gosforth Park Way; and,
- Some valuable habitat on this which would require adequate survey and mitigation

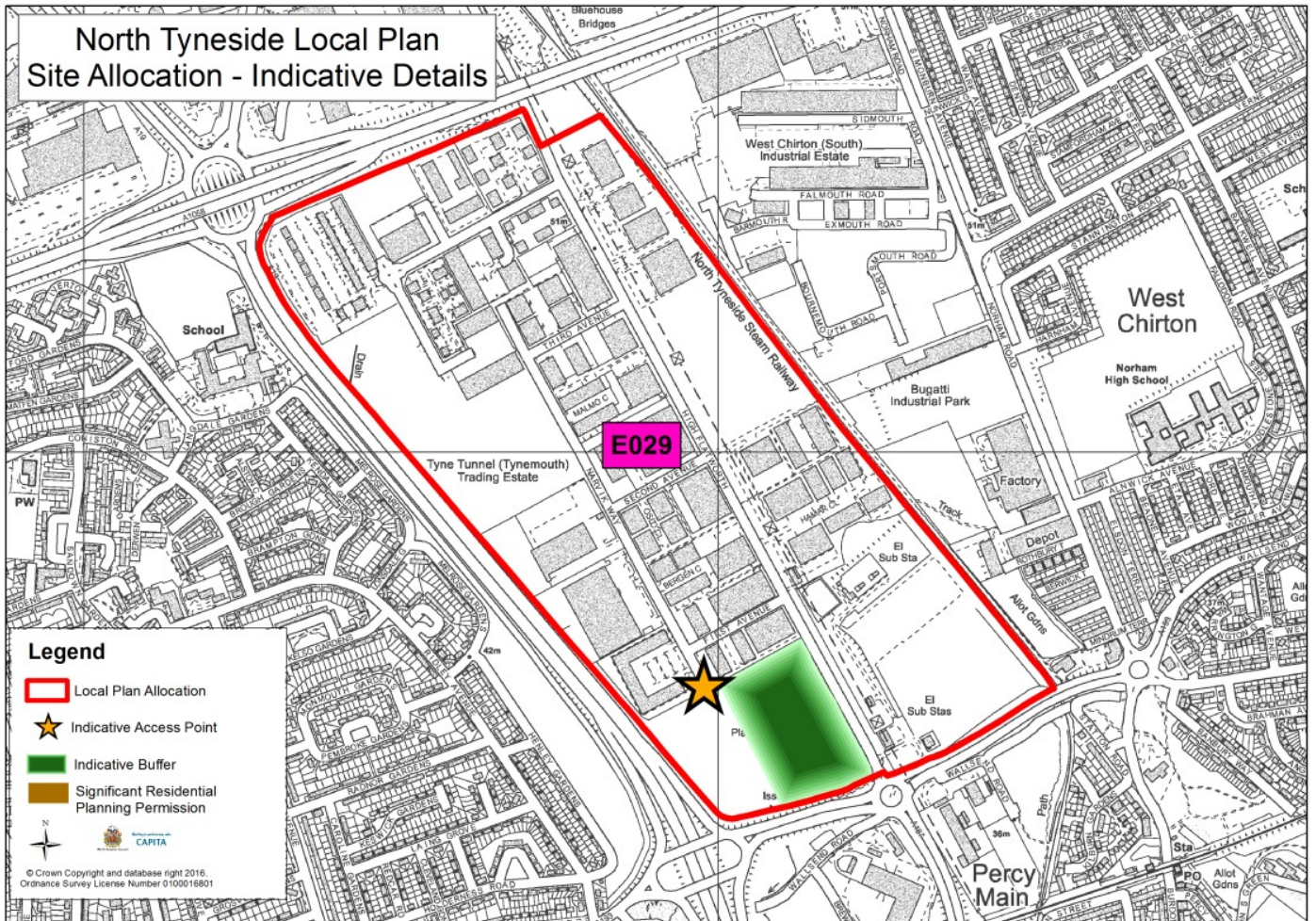


Map 5 – Indicative Details - Site E010

5.45 Site E010 - Balliol Business Park East, key considerations:

- Access via existing business park;
- Ensure the protection of the watercourse through providing an appropriate buffer zone free from development;
- North section is designated as a Site of Local Conservation Interest (SLCI); and,
- Need to provide coherent ecological networks resilient to current and future pressures.

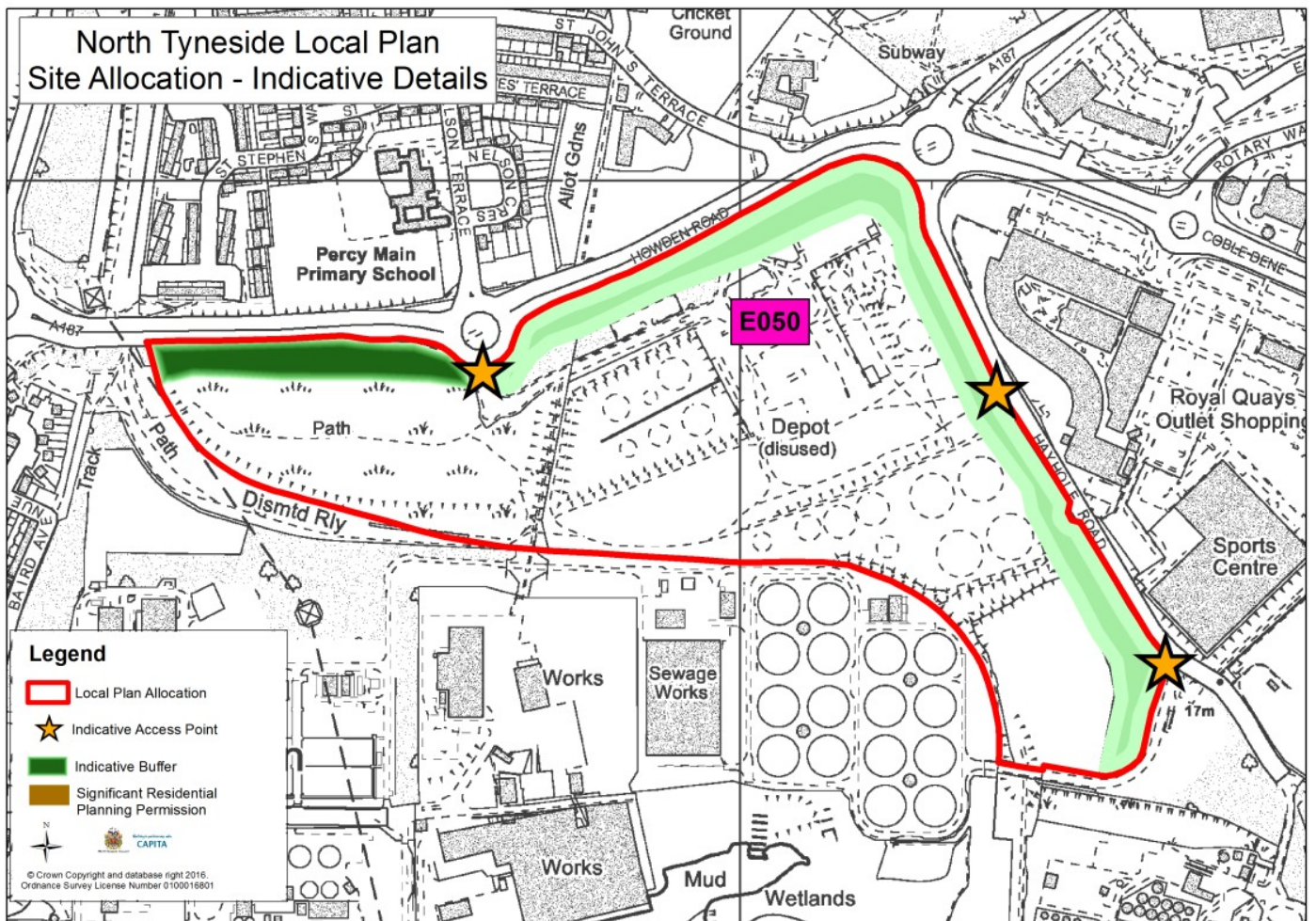
5 Economy



Map 6 - Indicative Details - Site E029

5.46 E029 - Tyne Tunnel Trading Estate, key considerations:

- Access from Narvik Way;
- No access from A19(T) or A193;
- Potential financial contribution to scheme at High Flatworth roundabout; and,
- Playing field at its southern boundary. If suitable replacement site could be found for the playing fields it would allow the employment area to expand.



Map 7 - Indicative Details - Site E050

5.47 E050 - Esso, key considerations:

- Main access from Howdon Road/Nelson Terrace roundabout;
- Potential for secondary access from Hayhole Road; and,
- Protection of good quality habitat within the site and adequate mitigation.

5.48 The ELR 2015 provides an updated and robust statement on the amount and distribution of employment land required in North Tyneside and is the main evidence base for the provision of employment land. The ELR includes an overview of past trends in development of employment land, growth in employed residents in North Tyneside and growth in jobs available within the Borough. From this, and taking into consideration the role of the policy drivers for growth such as the North East SEP, the ELR provides a series of forecasts for potential growth and job creation in the Borough to 2032.

5 Economy

5.49 In addition to the economic forecasts and modelling of employment land requirements, analysis of past trends over the last ten years establishes that North Tyneside has seen an average of 10 hectares of employment land developed each year for equivalent levels of job growth. Meanwhile the approach of the overall plan will involve reallocation of some currently available and built employment land and an analysis of market availability and attractiveness of the Borough's existing employment land indicates that a process of restructuring will continue over the life of the Plan.

5.50 Recognising this, to accommodate the growth that could be delivered within North Tyneside and provide sufficient choice and flexibility, 150 hectares of employment land have been identified - including one new area of employment development adjacent to the A19 economic corridor at Killingworth Moor (17ha). Meanwhile the re-allocation of existing employment land for alternative uses is approximately 17ha of overall amount built floorspace.

Overview of Changes to the Employment Land Portfolio

5.51 A complete schedule of the sites proposed for employment use, and those existing employment sites that are now promoted for alternative development are included within the Sites Schedule, which addresses a range of evidence including on the historic environment and flood risk that can be viewed online with proposed site boundaries here:
http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=565825. You can also refer to the ELR that is available online here:
http://www.northtyneside.gov.uk/browse-display.shtml?p_ID=504297&p_subjectCategory=809.

Development Affecting New and Existing Employment Land and Buildings

DM2.3 Development Affecting Employment Land and Buildings

The Council will support proposals on employment land, as shown on the Policies Map, for new or additional development for uses within use classes B1, B2 or B8 or that which is deemed ancillary.

Proposals on identified employment land or other buildings in use-class B1, B2 or B8, for uses that could conflict with the development and regeneration of sites for economic development, will be permitted where these proposals would not:

- a. Result in the unacceptable loss of operating businesses and jobs; and,
- b. Result in an excessive reduction in the supply of land for development for employment uses, taking into account the overall amount, range, and choice available for the remainder of the plan period; and,
- c. Have an adverse impact upon the amenity and operation of neighbouring properties and businesses.

5.52 Policy DM2.3 seeks to enable flexibility in the use and development of employment land whilst ensuring that developments support the overall growth and prosperity of North Tyneside.

5 Economy

5

- 5.53** To achieve this flexibility it seeks to ensure that applications for development on employment land are considered on the basis of their impact on the economic prosperity of North Tyneside, rather than whether the use proposed falls within the planning use classes B1, B2 and B8. This is to ensure sufficient flexible opportunities for businesses that are in use classes B1, B2 and B8 are retained, but also that full use can be made of the economic potential of land in highly sustainable and accessible locations across North Tyneside.
- 5.54** National policy is clear that local authorities need to plan for future needs of economic development but a balance needs to be struck between making land available and not reserving land that has little likelihood of being taken up. For an employment site that is considered as having no reasonable prospect of coming into use, justification would be needed as to whether the site is no longer suitable, available and/or economically viable, including evidence of appropriate marketing and future market demand.

DM2.4 Employment Land Development Outside Available or Existing Employment Land

Proposals for new employment uses outside the 150ha of available land or existing areas of employment land will be permitted where it can be demonstrated that the proposal:

- a. Cannot be accommodated within the existing portfolio of available employment land; and,
- b. Would make a contribution to job creation and diversification of the economy in North Tyneside; and,
- c. Can be provided with appropriate vehicular access, and supports access to sustainable transport connections; and,
- d. Would not be detrimental to local amenity.

- 5.55** Over the life of the Local Plan it is possible that policies for employment land development will come forward that for a variety of reasons cannot be readily accommodated within the existing range of available employment land. This policy ensures that whilst priority would continue to be given to designated areas for employment land development, the Local Plan can also be flexible enough to support positive proposals for sustainable economic development beneficial to the overall growth and prosperity of the Borough.

The River Tyne North Bank

- 5.56** The River Tyne North Bank area does not provide large amounts of available employment land but has the potential to make a significant contribution to the growth and prosperity of North Tyneside over the next fifteen years. As the final decline of shipbuilding on the Tyne took place, the River Tyne has retained its role as a working river as oil, gas and offshore exploration, and mining have seen renewed growth and activity at the Port of Tyne has grown.
- 5.57** The River Tyne North Bank Strategic Development Framework (2009) provides an important basis for the regeneration and investment in this area. The strategic framework clearly highlights the opportunities for the riverside area and has provided the basis on which North Tyneside Council has worked to bring major investment into the Borough.

5 Economy

AS2.5 River Tyne North Bank

Across the River Tyne North Bank area, as identified on the Policies Map, and specific locations identified below, proposals for all forms of employment development will be supported to enable economic growth, investment and regeneration of the area where they do not restrict riverside access that could compromise the capacity of the River Tyne North Bank to support marine and off-shore related industry.

The Council will support and encourage further development and investment in the advanced engineering, manufacturing and renewables sector providing a range of office and manufacturing space, with access to multi-purpose hard standing and deep-water berths, and additionally to the provision of accommodation for training and education in related sectors, across the River Tyne North Bank area with particular focus upon the following locations highlighted on the Policies Map:

- a. Former Swan Hunter shipyard, part of the North East Low Carbon Enterprise Zone.
- b. Land at Port of Tyne, part of the North East Low Carbon Enterprise Zone.
- c. Existing and available employment land adjacent to a. and b. above within the River Tyne North Bank area.

- 5.58** The NELEP designated the North East Low Carbon Enterprise Zone (EZ) in 2012, incorporating land at the Port of Tyne in North Shields, Swan Hunter's in Wallsend and next to the Nissan plant in Sunderland. The EZ provides financial incentives to encourage business in the sectors identified to grow and invest in the area - providing a boost to economic growth. Simplified planning regimes also form part of the EZ package.
- 5.59** The former Swan Hunter shipyard site now benefits from a Local Development Order (LDO) that commenced on the 19th November 2012 following approval from the Secretary of State. The LDO will provide deemed planning consent for a range of development that would normally require planning permission until 2022. At the EZ, the Council is continuing to work with the Port of Tyne company to bring forward development of the site as part of the EZ.
- 5.60** The Oceana Business Park and Hadrian Yard, land adjacent to Heraeus Quartz Ltd and land at Willington Quay is not within the EZ but includes many existing businesses that support the objectives of the EZ and are in areas that could provide suitable sites for businesses looking to form part of the overall supply chain.
- 5.61** This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

The A19(T) Economic Corridor

- 5.62** The A19(T) forms a key strategic transport route for North Tyneside and the wider North East region, linking in particular with South Tyneside, Sunderland, East Durham and North Yorkshire before linking with the A1(M) and M1 heading further south. North Tyneside sits at a key point for the A19(T) close to its crossing with the River Tyne and junction with the A1058 Coast Road linking with Newcastle city centre, and its junction with the A1(M) towards Northumberland and Scotland.

AS2.6 A19(T) Economic Corridor

The Council will promote and support further development and investment in a range of B1, B2 and B8 employment activities across the A19(T) Economic Corridor, as identified on the Policies Map, and the continued diversification of North Tyneside's economy through delivery of small, medium and large scale office developments. Support for the area will in particular consider and ensure:

- a. Continued enhancement of the road and public transport infrastructure serving the A19 corridor.
- b. Priority for office (B1a, b) uses at the north of the A19(T) Economic Corridor and within 500m of Metro stations.
- c. Priority for a mix of manufacturing, trade and office development to the south of the A19(T) Economic Corridor.

- 5.63** The A19(T) Economic Corridor has played and will continue to play a central role in growth in employment in North Tyneside over the life of the Plan. As such key to the overall growth of the corridor will be to ensure it continues to benefit from improvements for road and public transport access to the area.
- 5.64** Much of the office development, at locations such as Cobalt Business Park and Balliol has come about with the support of Enterprise Zone status that was granted in 1996. In some instances developments are still able to benefit from that status and new office developments are continuing to be developed on Cobalt Business Park - making it one of the largest in the UK.
- 5.65** Through this policy the Council will continue to recognise the importance of the overall economic corridor, and promote and attract businesses to invest.

6 Retail and Town Centres

6 Retail and Town Centres

Retail and Town Centres

- 6.1** Ensuring town centres are recognised and protected and sufficient land can be brought forward to meet the retail needs of the Borough is a crucial element of this plan. References in the Local Plan to town centres or centres apply to town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres. This follows the same approach adopted in the NPPF and applies to policies as well as supportive text.
- 6.2** Town centres act as key locations for a diverse range of uses such as retailing, leisure, offices, cultural activities, community facilities and also provide an important, sustainable location for housing. North Tyneside's town and district centres offer a good mix of facilities, services and shopping provision and are central to the character of the Borough and its sense of place. Successful town centres also play a crucial role in sustainable development and can be key to maintaining and enhancing North Tyneside's prosperity, but currently face competition with the shopping provision of out-of-centre locations.
- 6.3** The Local Plan recognises that each of the town centres in the Borough are individual and face a variety of different issues. Chapter eleven contains area specific strategies, which includes policies to help support North Shields, Wallsend and Whitley Bay town centres, Tynemouth district centre and the North West Villages.

Supporting competitive town centres

- 6.4** North Tyneside's town centres are the heart of their respective communities. Competition, particularly from out-of-centre locations is having an effect on their ability to compete. Whilst overall economic conditions, and in the case of North Shields and Wallsend in particular, the decline of former industries at the riverside have harmed the viability of the centres.
- 6.5** Revitalising the Borough's town centres to attract more visitors, enhance their appeal for businesses, and link with policies to encourage tourism and attract major industrial investment and jobs to the River Tyne North Bank, is a key priority for the Council.

6 Retail and Town Centres

S3.1 Competitive Centres

Within the Borough's defined centres the Council will seek ways to support their growth and regeneration, and support proposals for main town centre development, appropriate residential and mixed-use schemes that would:

- a. Contribute to the protection and enhancement of the vitality and viability of the centre.
- b. Capitalise upon the character and distinctiveness of the centre, while sustaining and enhancing its heritage assets.
- c. Support the improvement in the range and quality of shops, services and facilities.
- d. Boost the growth of small and medium sized businesses that can provide unique and niche services.
- e. Encourage the growth of the evening economy with leisure, culture and arts activities.
- f. Enhance accessibility by all modes including public transport, walking, cycling and by car.
- g. Introduce measures that reduce crime and the fear of crime and any other disorder issues.

- 6.6** This policy sets out some of the Council's priorities for growth and investment within the town centres and reflects the overarching approach set out in the Plan's sustainable development strategy to ensure the Borough's centres are the focus for new development and can provide competitive locations for businesses to invest. The Borough's centres are easily accessible by bus, Metro, walking and cycling. They provide a range of facilities and services in one place, encouraging linked trips and reducing the number of journeys that might need to be made.
- 6.7** Key to the policy is support for the provision of main town centre development that consists of:
- retail development (including cash'n'carry type shops and factory outlet centres);
 - leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls);
 - offices;
 - arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities);
 - in addition housing is also recognised as having an important role within town centres, but is not a main town centre use.
- 6.8** The Retail and Leisure Study (2014) found that the property offer, particularly in North Shields and Wallsend is out-dated and out-moded, with unit sizes typically being very small and tightly surrounded by well established residential areas. However, the Council is committed to delivering redevelopment and investment to improve the overall quality of retail provision within the towns.
- 6.9** This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

6 Retail and Town Centres

A Hierarchy of Centres

6.10 The Borough's town centres provide a variety of shops, services and facilities including unique independent businesses that bring variety and vitality to a centre. District centres provide smaller scale shopping, allowing people to do “top up” shopping, reducing the need to travel.

S3.2 Hierarchy of Centres

Reflecting the sustainable development strategy of this Local Plan the following centres, as defined on the Policies Map, provide the key locations that can be resilient to future economic changes and which should be considered as part of a sequential test for proposed main town centre uses.

| | | |
|------------------|-------------------------|----------------------|
| a)Town Centre | b)District Centre | c)Local Centre |
| i. North Shields | v. Forest Hall | x. Battle Hill |
| ii. Wallsend | vii. Monkseaton | xi. Howdon |
| iii. Whitley Bay | viii. Tynemouth | xii. Longbenton |
| iv. Killingworth | ix. Northumberland Park | xiii. Preston Grange |
| | | xiv. Whitley Lodge |

6.11 In the light of the Retail and Leisure Study 2014 (RTLS), the retail hierarchy sets out a list of centres according to size, health and the results of that analysis. The district centres vary considerably in terms of their levels of provision and the subsequent role that they play within the network of centres.

- **Newcastle City Centre**

6.12 Whilst outside of North Tyneside's administrative boundary, Newcastle city centre has a significant role in the retail function of the Borough. The city centre is a regional centre and key transport hub easily accessible to residents from all parts of North Tyneside via the Metro, frequent and rapid bus links and good road connections. The scale and range of services in the city centre has an impact on the role and potential of the Borough's town centres.

- **Town Centres**

6.13 The Borough's four town centres predominantly support their local catchment. North Shields, Wallsend and Whitley Bay contain the largest number of retail and services units of any of the centres. They also account for the largest share of spending on comparison goods. Killingworth has the greatest share of comparison goods spending outside of the three larger town centres but does not contain some of the uses that might ordinarily be associated within a traditional town centre.

6 Retail and Town Centres

6.14 Wallsend, Whitley Bay and North Shields have limited scope for significant expansion to meet the identified needs for additional comparison retail floorspace as they are tightly surrounded by residential areas, but the scope for redevelopment and regeneration within these centres is explored. Killingworth does have potential capacity to absorb further town centre development and the regeneration of Wallsend surrounding The Forum Shopping Centre does allow for increased retail floorspace.

- **District Centres**

6.15 Forest Hall, Monkseaton and Tynemouth are the next highest performing centres for number of units. Whilst Tynemouth attracts a lower comparison retail spend compared to the other two, it is a strong performer in other indicators and has importance due to its leisure industry. Northumberland Park has the potential for further expansion that may help to meet the Borough's overall needs for retail provision and is therefore recorded as a district centre dependent on the expansion of the centre on the edge of centre site allocated in the Local Plan. If this site is not delivered then Northumberland Park would be classed as a local centre.

- **Local Centres**

6.16 The remaining centres have the lowest market share of comparison spending and the lowest number of retail and services units.

- **Out-of-Centre Retail Areas**

6.17 In addition to the Borough's identified centres there are also a range of established out-of-centre shopping destinations in North Tyneside. These out-of-centre locations will continue to play an important role in shopping provision in North Tyneside over the plan period. Silverlink Shopping Park is the main out-of-centre shopping area and is recognised within the Retail and Leisure Study as responsible for the majority of comparison retail spending within North Tyneside. However, the Silverlink Shopping Park, whilst important, is not a town or district centre within North Tyneside as it lacks the range and diversity of facilities and services that would be expected within a centre. Other areas of the Borough that provide large retail units (over 1000m² gross floorspace) in out of centre locations are: Royal Quays Shopping Outlet; Boundary Mills and Great Outdoors, Shiremoor; Whitley Road, Benton (sites serviced between the roundabout of Station Road and the roundabout servicing Asda supermarket); Middle Engine Lane (sites serviced from the road between the roundabout meeting Addington Drive and the roundabout of the Police Headquarters) and the retail park at the Coast Road and Norham Road junction (Coast Road Retail Park).

Future retail and leisure demand

Future Leisure Demand

6.18 The RTLS sets out the evidence and requirements for additional floorspace over the period of the Local Plan for future leisure space and retail needs covering everyday items (convenience goods) and the more bulky, less frequently purchased items (comparison goods).

6 Retail and Town Centres

6.19 The Study found no overarching requirement for major leisure development in the plan period, but did provide an indicative estimate of future growth in expenditure on leisure activities. This indicated that 63% of projected spending growth will go to eating and drinking establishments, 11% on cultural services, around 6% on recreational and sporting services, and some 5% on games of chance. Taking account of existing leisure provision, including the cinema at Silverlink Shopping Park and family entertainment at Royal Quays, the Study indicates that there is no qualitative requirement for further major leisure developments of a bingo or cinema, but there is significant scope for the development of a further mix of restaurants, pubs and bars across the Borough up to 2032.

Future Retail Demand

6.20 The Retail and Leisure Study identifies that a large proportion of comparison goods spending occurs outside of the Borough. The Council recognises the importance of Newcastle and Cramlington, which although outside the authority area, are within close proximity to North Tyneside and both are sustainable centres for future retail growth. Newcastle city centre has a significant role in the retail function of the Borough: 28.4% (£186.5m) of comparison goods spending of the Borough. North Tyneside recognises the continued significance of its function and support continued growth of the City Centre, such as future regeneration proposals for Pilgrim Street. Policy S3.3 seeks to increase the retention of retail and leisure spending currently leaked out of the Borough, creating successful town centres that help to maintain and enhance the prosperity of North Tyneside.

6.21 North Tyneside's comparison retail growth has historically (1983-2009) been strong, averaging at 5.6% per capita, per annum. The economic downturn brought on the first fall in 2009 of -0.3%. Between 2009 and 2012 there was a real decline, with levels of spending only returning to (and exceeding) pre-2008 levels during 2013. Although there are indications of consumer and investor confidence beginning to return, the overall economic sentiment remains one of caution. The forecasts from the RTLS do not envisage a return to high levels of previous growth, remaining at between 3.0% to 3.5% per annum for comparison retailing. The forecasts from the RTLS for spending on convenience goods do not predict significant growth in future years; accordingly, predicted levels of per head expenditure growth remain low at between 0.4% and 0.8% per annum.

6.22 The amount of additional retail floorspace identified in the RTLS is provided in the Local Plan (Policy S3.3), but the thresholds should not restrict development proposals that are above these. The first five years' estimates of floorspace need are considered the most accurate whereas the later years are more to be viewed as general estimations.

6.23 Development that would exceed the floorspace requirements may be acceptable, but the floorspace figures set the requirement for the Plan to allocate appropriate sites. The committed floorspace that informs the overall requirements for the Borough will be monitored annually through the Authority Monitoring Report.

6.24 There is a good range and choice of large food stores both in centres and out of centre, but the RTLS found there was a qualitative need for a new food store in Wallsend to inject additional consumer choice into the local convenience sector. Each of the centres would benefit from greater number, and range of, comparison stores to deliver greater choice to the public. However, the majority of units in the town centres only have a small floorspace, which often limits the opportunities

6 Retail and Town Centres

to attract larger retailers. It is crucial for the Council to support the existing town centres to attract future investment and work with partners to increase the vitality and viability of its town centres, particularly encouraging larger floorplates with associated car parking to increase the range of retail space available.

- 6.25** The Council's sequential assessment of available floorspace within town centres has shown there is limited retail floorspace in premises over 500m² (net). The Council is committed to supporting new development into town centres first, but not all the potential sites in the town centres would be flexible enough to meet future retail needs.
- 6.26** In consideration of this and due to the dominance of small units in each of the town centres it is considered important that the Local Plan allocates a range of sites that allow growth opportunities for retailers who would usually require larger floorplates than those currently available.
- 6.27** Table 2 identifies the amount of retail floorspace required over the next 15 years, with indicative rates of delivery (that have been surpassed). Table 2 identifies the outstanding retail floorspace required during the Plan period, accounting for retail floorspace committed since the RTLS was published, the amount of retail floorspace converted to another use and other retail floorspace within the town centres that could accommodate future growth. Northumberland Park has the capacity for expansion to help meet the Borough's requirements for comparison floorspace, with the revised boundary increasing the overall area of the district centre by approximately 4 hectares, potentially capable of supporting approximately 10,000m² of retail floorspace. The expansion of Northumberland Park is more than the required floorspace shown in Table 2, but considering its proximity to the existing centre and excellent access to the Northumberland Park Metro Station, it allows for the delivery of comparison retail units with large floorplates in a sequentially preferable location.
- 6.28** The proposed patterns of housing growth across North Tyneside presents an opportunity to expand the provision of local shopping facilities due to the size of the development proposed at Murton and Killingworth. These developments sites are likely to accommodate some retail and or leisure provision meet the needs of the new population, but also serving the existing communities in the surrounding area.
- 6.29** Since the RTLS was published there have been a number of retail commitments, most notably planning approval for 9,474m² (net) of comparison floorspace at the former Travelodge site adjacent to the Silverlink Shopping Park. Silverlink Shopping Park is the principal hub of retail activity in the Borough and attracts more comparison expenditure than all four town centres combined.

Table 2: Retail Floorspace 2014-2032

| | Floorspace (m ² Net) | | | | | | Overall |
|--|---------------------------------|---------|---------|------------|---------|---------|---------|
| | Convenience | | | Comparison | | | |
| | 2014-19 | 2019-24 | 2024-32 | 2014-19 | 2019-24 | 2024-32 | |
| | 1,499 | 1,876 | 3,004 | 960 | 3,676 | 10,613 | |

6 Retail and Town Centres

Table 2: Retail Floorspace 2014-2032

| | Floorspace (m ² Net) | | | | | | Overall |
|------------------------------------------------------------------------|---------------------------------|--|--|------------|--|--|---------|
| | Convenience | | | Comparison | | | |
| A) Retail Floorspace Requirement | 6,378 | | | 15,249 | | | 21,627 |
| B) Retail floorspace committed (Planning permissions since 2014)* | 7,687 | | | 9,682 | | | 17,369 |
| C) Retail floorspace converted to another use since 2014 | - | | | - | | | 2,130 |
| D) Identified retail floorspace in town centres over 500m ² | - | | | - | | | 2,211 |
| Overall Retail Floorspace Required 2014-2032 (A-B+C-D) | | | | | | | 4,177 |

* NB Land West of Boulevard Shopping Centre (1,140m² net) granted planning permission and counted in row B)

6 Retail and Town Centres

S3.3 Future Retail Demand

Provision should be made for at least 6,378m² convenience (net) and 15,249m² comparison (net) additional retail floorspace. Future provision should be in accordance with the latest available evidence and in accordance with other policies in the Local Plan.

Key sites identified for retail development over the plan period are:

| Site Name | Designated Centre | Total Floorspace (m ² Net) |
|----------------------------------------------|----------------------------|---------------------------------------|
| Northumberland Park | Northumberland Park | 10,160 |
| Land West of The Forum Shopping Centre | Wallsend | 1,200 |
| Land West of Boulevard Shopping Centre | Longbenton District Centre | 1,140 |
| Tynemouth Station | Tynemouth | 1,011 |
| Murton Strategic Development Site | Neighbourhood Parade | 1,000 |
| Killingworth Moor Strategic Development Site | Neighbourhood Parade | 500 |

Proposals for new development(s) within the boundary of the Northumberland Park District Centre will be permitted provided that they meet all of the following criteria:

- Predominantly meet the comparison retail needs of the Borough based on net floorspace of the overall uses proposed in the extension;
- The development of the extension of the District Centre is fully integrated with the existing centre, surrounding neighbourhoods and Northumberland Park Metro Station with particular attention paid to addressing pedestrian and cycle links; and
- The scale of any new floorspace reflects its position as a District Centre.

Town Centre Development

Town Centre Development

- 6.30** The Council supports a town centre first approach towards new development for main town centre uses in accordance with national guidance (NPPF and NPPG). If there are no available sites in a centre then edge-of-centre sites should be considered before out-of-centre sites.

6 Retail and Town Centres

- 6.31** In accordance with the NPPF, out-of-centre proposals should strive to identify further opportunities in town centre or edge-of-centre locations in the first instance before any out-of-centre locations are considered. Should the applicant and/or agent be unable to find any further in-centre or edge-of-centre opportunities beyond those already identified to meet future floorspace requirements, existing out-of-centre development sites previously occupied by appropriate main town centre uses that are readily accessible to Metro stations or other transport connections to the town centres should be considered sequentially preferable to other out-of-centre locations.
- 6.32** The accessibility of locations that are well connected to a town centre would be recognised as an important consideration in future locations of retail growth that is out-of-centre.
- 6.33** The requirement from national guidance for flexibility in the business model is to encourage developers and the Council not to rule out developments on more complicated sites that don't fit the standard model. Policies must therefore be flexible enough to accommodate the floorspace required, but it is important that any proposal for town centre use does not harm the Borough's identified centres and all proposals must accord with the requirements of Policy DM3.4. The Council is keen to work with developers interested in bringing forward town centre development in the Borough and would encourage early engagement.

Impact Assessment

- 6.34** Due to the Borough having four town centres that are only of an average size, they are susceptible to developments that are not considered to be very large on a national scale but would still have a significant impact on the Borough's town centres. As a consequence, the threshold of a retail development to undertake an impact assessment is lower than current government guidance, but is based on our RTLS (2011 and 2014). New town centre developments should not have a significant adverse impact on the vitality and viability of any other existing centre and proposals for leisure and office development outside a town centre and over 2,500m² gross will require an impact assessment.

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DM3.4 Assessment of Town Centre Uses

Proposals for main town centre uses on sites not within the town centres will be permitted where they meet the following criteria:

- a. In order of priority, there are no sequentially preferable sites in-centre, then edge of centre, and then existing out-of-centre development sites previously occupied by appropriate main town centre uses that are readily accessible to Metro stations or other transport connections to the town centres and then finally existing out-of-centre locations;
- b. The suitability, availability and viability of sites should be considered in the sequential assessment, with particular regard to the nature of the need that is to be addressed, edge-of-centre sites should be of a scale that is appropriate to the existing centre;
- c. There is flexibility in the business model and operational requirements in terms of format; and
- d. The potential sites are easily accessible and well connected to town centres.

Proposals for retail development outside a town centre will require an impact assessment where they would provide either:

- e. 500m² gross of comparison retail floorspace, or more; or
- f. 1,000m² gross of retail floorspace for supermarkets/superstores, or more.

The proposal would be supported when the necessary Impact Assessment has shown that:

- g. The proposal would have no significant adverse impacts, either individually or cumulatively, on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- h. The proposal would have no significant adverse impact on the vitality and viability of a town centre, including consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused.

Development within town centres

Development within Town Centres

- 6.35** As set out in Policy S3.2, development for main town centre uses is supported within identified centres. Policy DM3.5 seeks to support retail development and investment in the retail core of town centres and encourage delivery of more housing. The identification of a Primary Shopping Area (PSA) and primary shopping frontages, where most retail activity is concentrated, will help to guide such development to enhance the vitality and viability of centres.

6 Retail and Town Centres

- 6.36** The overall purpose of the PSA is to maintain healthy and functioning locations within town centres that meet residents' retail needs. The policy makes use of the planning use classes that group different types of activities into categories, in order to control development and changes of use of existing premises.

DM3.5 Primary Shopping Area

Primary Shopping Areas, as shown on the Policies Map, are defined for:

1. North Shields;
2. Wallsend;
3. Whitley Bay; and,
4. Killingworth.

Within these Primary Shopping Areas, proposals for development will be permitted in the Primary Shopping Frontages, as shown on the Policies Map, where they would:

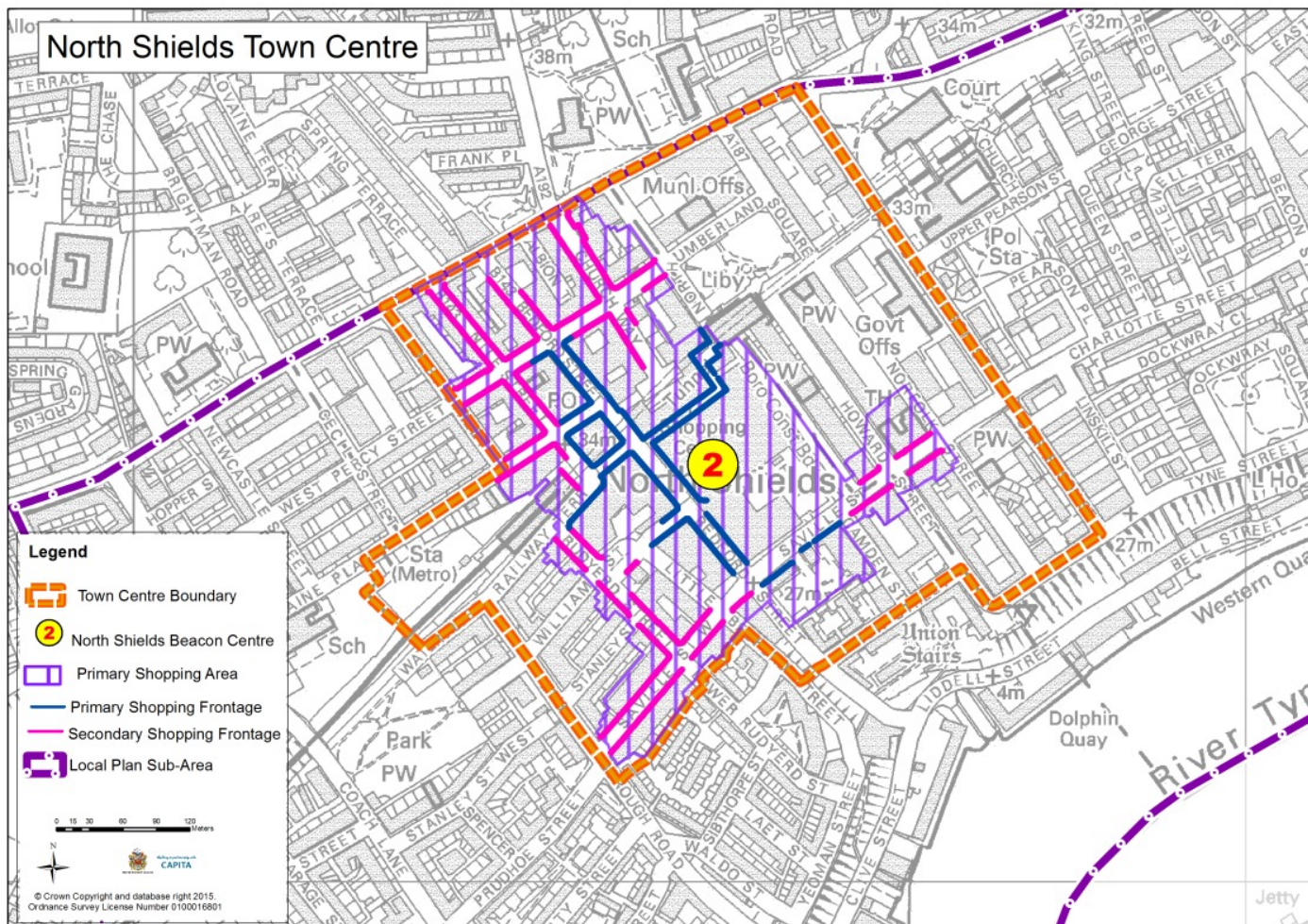
- a. Enhance or complement the principal role of the location as an area of retail activity.
- b. Promote the vitality and viability of the centre, including proposals for residential development and conversion of upper floors.
- c. Avoid a cumulation of uses that can undermine the centre's overall retail function and character.
- d. Deliver high quality active ground floor frontages.
- e. Not result in more than three adjacent units being in the same non A1, A2 and A3 use.
- f. In the Primary Shopping Frontage not result in less than 80% of frontages being in A1, A2 and A3 use and the following factors will be taken into account in assessing the impact of a proposal:
 - i. the nature of the use proposed, in particular the extent to which it would be attractive to shoppers and contribute genuinely to diversity;
 - ii. the size (frontage width) and prominence of the property;
 - iii. if vacant, the prospects of the property finding another A1, A2 and A3 use in the foreseeable future;
 - iv. recent trends in the balance of shop and non-shop uses in the frontage, whether stable or changing, and at what pace;
 - v. which would result in an A1, A2 and A3 frontage of between 75% and 80% will normally be more acceptable than those which result in a level below 75%.

Proposals for development will be permitted in the Secondary Shopping Frontages, as shown on the Policies Map, where they would:

- g. Enhance or complement the principal role of the location for town centre activity.
- h. Promote the vitality and viability of the centre, including proposals for residential development and conversion of upper floors.
- i. Avoid a cumulation of uses that can undermine the centre's overall function and character.
- j. Deliver high quality active ground floor frontages.

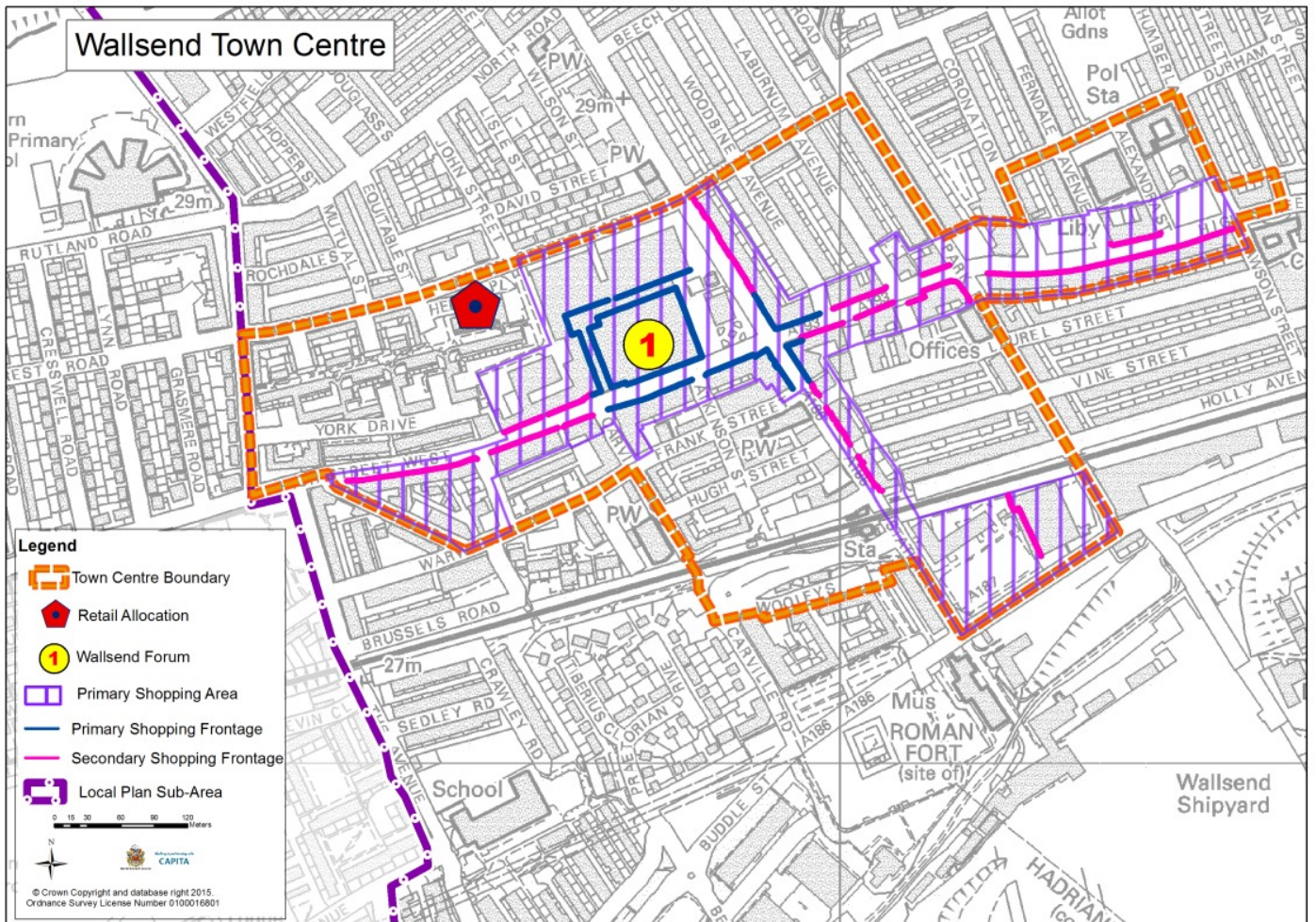
6 Retail and Town Centres

6.37 The town centre boundaries, PSAs and primary and secondary shopping frontages for each of the town centres are set out in the maps to follow.



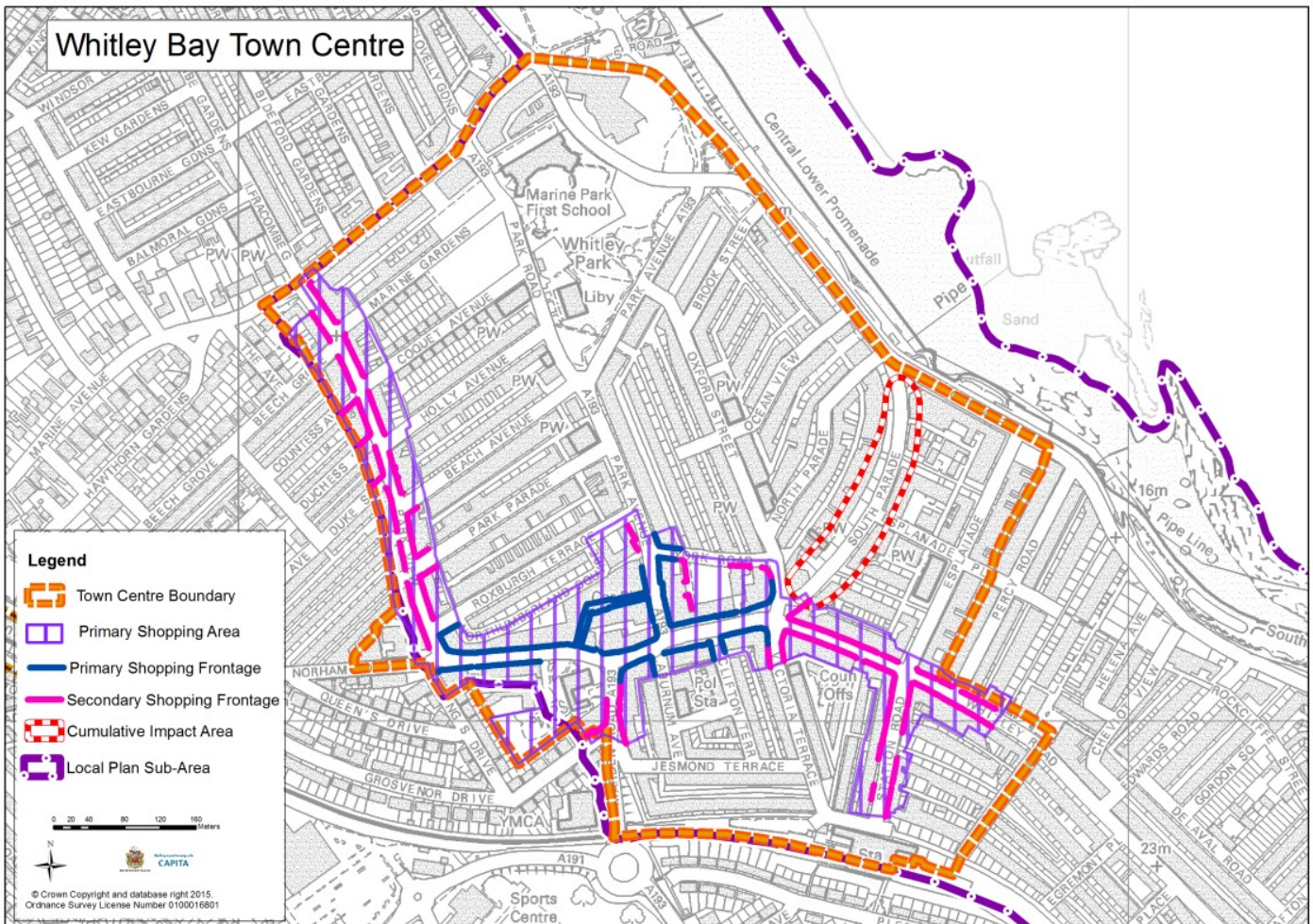
Map 8 - North Shields Town Centre Boundary

6 Retail and Town Centres



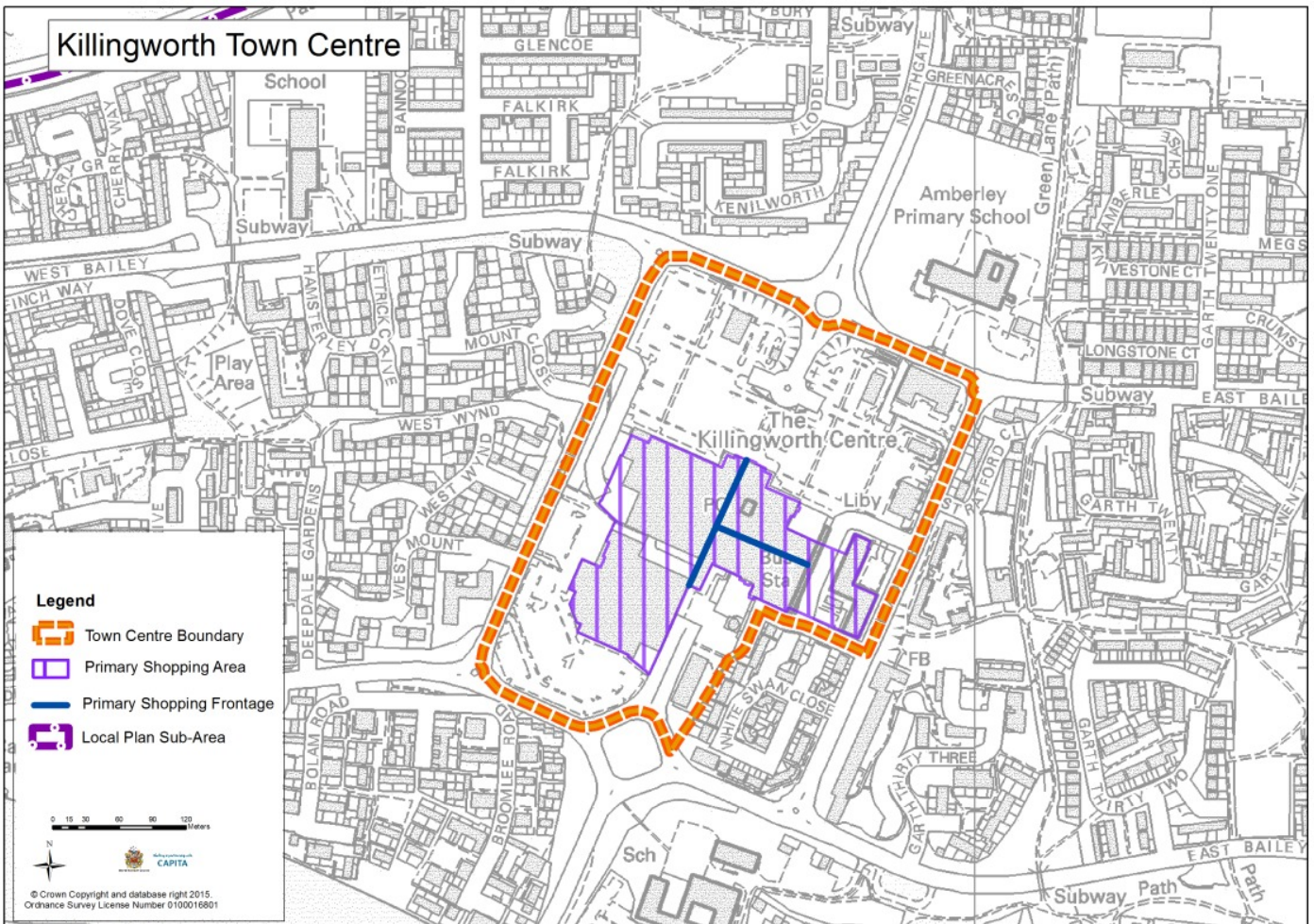
Map 9 - Wallsend Town Centre Boundary

6 Retail and Town Centres



Map 10 - Whitley Bay Town Centre Boundary

6 Retail and Town Centres



Map 11 - Killingworth Town Centre Boundary

- 6.38** The findings of the RTLS proposed strengthening PSAs to support vibrant town centres, by focusing retail activity into the heart of the town and accepting the changing nature of more peripheral retail frontages.
- 6.39** The designation of a PSA is based on areas of towns with large pedestrian flows and a clustering of main town centre uses. The NPPF requires the identification of PSAs based on definitions of primary shopping frontages, and secondary shopping frontages that are contiguous with and closely related to the primary frontages.
- 6.40** Primary shopping frontages are those streets more likely to contain retail activities particularly shops selling items such as clothing, household goods, food and drink, and have the largest pedestrian flows. Secondary frontages provide opportunities for a greater diversity of uses such as pubs, banks, cinemas and other businesses.

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- 6.41** Where non-retail uses begin to dominate an area or street, it can begin to harm the overall role and function of the PSA. For example, a shopping street dominated by bars, restaurants and other activities that may be only open in the evening would increasingly struggle to attract daytime visitors, which could eventually result in the closure of remaining shops. The identified percentage threshold set out within the policy reflect current evidence of the overall mix of retail and non-retail uses in shopping frontages within North Tyneside.
- 6.42** A change of use will be more acceptable in a frontage where the balance of shop and non-shop uses has been relatively stable than in one where there have been significant recent shifts, the consequences of which may still not be fully apparent. Proposals for the conversion of a small, inconspicuous, property will be more likely to be permitted than those for a prominent, large unit which might set the tone for a frontage.
- 6.43** The Government has implemented a significant number of changes to liberalise permitted development rights as part of a package of measures aimed at boosting development and growth in the economy. These have included a number of measures aimed specifically at town centres including allowing the conversion of office-to-residential (with exemptions) and allowing the change of use from retail to cafés and restaurants below 200m² (gross) and subject to prior approval without the need for planning permission. However, considering the changing nature of the high street and the government's changes to legislation it is advisable to seek advice from the local planning authority or <http://www.planningportal.co.uk> to learn whether planning permission is required or not.
- 6.44** The impact of these changes is yet to be felt, however they clearly emphasise the government's agenda to liberalise permitted development rights with the intention of helping ailing high streets and high vacancy levels. The changes implemented in 2015 may have particular significance as it is likely to increase the attractiveness of smaller units such as those found within the Borough's town centres. Accordingly, Policy DM3.5 will be kept under review and the town centres are regularly monitored. The percentage policy for the primary shopping frontage reflects the government's changes to legislation to allow development to be undertaken without submitting a planning application, subject to prior approval and size of premises in question. The current percentage of A1, A2 and A3 frontage is just over 80% in each town centre and the Council considers that to maintain a healthy town centre this is an appropriate threshold.
- 6.45** Housing development is recognised as an important component of vitality within town centres. This can boost the local population within the town with residents who are likely to utilise local shops and services, supporting the overall sustainability of the town centre.

Local Facilities

Local Facilities

- 6.46** To support sustainable development in the Borough the Plan supports the out-of-centre provision of small scale local facilities that could support local communities in appropriate retail and leisure uses, without having a significant impact on nearby centres recognised in the Centres Hierarchy. Policy S7.10 Community Infrastructure recognises the importance of community facilities serving more localised neighbourhood catchments and proposals for the loss of such facilities are covered in that policy.

6 Retail and Town Centres

DM3.6 Local Facilities

Small-scale out of centre facilities serving local retail and leisure needs of less than 500m² gross floorspace, or extensions to existing facilities, will be permitted if it can be shown that all of the following requirements are met:

- a. The proposal is of an appropriate size and function to meet specific day-to-day needs of a neighbourhood population within convenient, safe walking distance (300m);
- b. It will not have an adverse effect on the amenity of neighbouring uses;
- c. Contribute to social inclusion and sustainable development;
- d. Safeguard the retail character and function of existing centres and not detract from their vitality and viability.

Proposals to meet the day to day needs of employees on employment sites would be subject to this policy.

Hot Food Take-aways

- 6.47** NICE (2010) Guidance on prevention of cardiovascular disease outlines that food from take-aways and the 'informal eating out sector' comprises a significant part of many people's diet and indicates that local planning authorities have powers to control fast-food outlets. It recommends that local planning authorities should be encouraged to restrict planning permission for take-aways and other food retail outlets in specific areas (for example, within walking distance of schools) as well as consider the concentration of fast food outlets in specific areas to address disease prevention.
- 6.48** Reducing levels of obesity is a key objective of the Council. One way this can be achieved is to encourage healthy eating. Large concentrations of hot food take-aways within our commercial centres and surrounding our local schools can have the opposite effect by encouraging unhealthy eating habits. Obesity levels have more than trebled in the last 30 years and a quarter of 4-5 year old, over one third of 10-11 year old and two thirds of adults in North Tyneside are either overweight or obese. The Council aims to reduce the proportion of children categorised as very overweight across the Borough. The aim is for a prevalence of very overweight in both reception and year 6 to be no more than 10% by 2020.
- 6.49** There prevalence of overweight children in reception hovers at around 10%. However, there are some wards that have more than 10% and we should aim to bring this below 10% in all wards.
- 6.50** By the time our young people have entered year 6 in some areas of the Borough this figure more than doubles. There are no wards in the Borough that have levels less than 10%. Therefore in terms of the policy to help work toward an overall target of 10% we are setting a threshold for year 6 pupils at 15% very overweight.

6 Retail and Town Centres

6.51 An over-concentration of hot food take-aways can also have a detrimental impact on vitality and viability of centres. They can also give rise to complaints about noise, disturbance, odours and litter. In assessing proposals within commercial centres, consideration will therefore be given to the detrimental impact that an over-provision of A5 uses may have. An assessment has been carried out of the number of take-away A5 units within North Tyneside's commercial centres. This has identified that some have existing high numbers of A5 uses within them ranging from 13.7% in Wallsend town centre to 0.5% at Preston Grange local centre.

6.52 Up-to-date data for childhood obesity and prevalence of hot food takeaways can be found within the evidence base document 'Data available within the Public Health Evidence for control of Hot Food Takeaways':
http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=563031 or obtained directly from the Council.

Table 3: Percentage of hot food take-aways within North Tyneside Centres

| Location | Number | Total | Percentage of all Take-aways |
|-------------------------|--------|-------|------------------------------|
| Main Town Centre | | | |
| North Shields | 14 | | 7.7% |
| Wallsend | 25 | | 13.7% |
| Whitley Bay | 19 | | 10.4% |
| Killingworth | 0 | | 0.0% |
| | | 58 | 31.9% |
| District Centres | | | |
| Forest Hall | 4 | | 2.2% |
| Monkseaton | 4 | | 2.2% |
| Tynemouth | 1 | | 0.5% |
| Northumberland Park | 1 | | 0.5% |
| | | 10 | 5.5% |
| Local Centre | | | |
| Battle Hill | 3 | | 1.6% |
| Howdon | 0 | | 0.0% |
| Longbenton | 3 | | 1.6% |

6 Retail and Town Centres

Table 3: Percentage of hot food take-aways within North Tyneside Centres

| Location | Number | Total | Percentage of all Take-aways |
|------------------------|--------|-------|------------------------------|
| Preston Grange | 1 | | 0.5% |
| Whitley Lodge | 4 | | 2.2% |
| | | 11 | 6.0% |
| Outside Centres | 103 | | 56.6% |
| Total | 182 | | 43.4% |

6.53 In assessing proposals within commercial centres, consideration will therefore be given to the detrimental impact that an over-provision of A5 uses may have.

DM3.7 Hot Food Take-aways

Proposals for A5 hot food take-aways will be permitted unless:

- It would result in a clustering of A5 uses to the detriment of the character, function, vitality and viability of the defined centres or it would have an adverse impact on the standard of amenity for existing and future occupants of adjacent land and buildings.
- There are two or more consecutive A5 uses in any one length of frontage. Where A5 uses already exist in any length of frontage, a gap of at least two non A5 use shall be required before a further A5 use will be permitted in the same length of frontage.

To promote healthier communities, the Council will:

- Prevent the development of A5 use within a 400m radius of entry points to all middle and secondary schools, as shown on the Policies Map.
- Prevent the development of A5 use in wards where there is more than 15% of the year 6 pupils or 10% of reception pupils classified as very overweight*.
- Assess on an individual basis, the impact hot food take-aways have on the well-being of residents.

* Data available within the 'Public Health Evidence for control of Hot Food Takeaways':

http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=563031

7 Housing

New Housing

- 7.1** A decent home, that people are able to afford and that adequately meets their present and future needs, is critical to support healthy, safe and sustainable communities. Ensuring a good supply of homes is also important to sustaining services such as shops, doctors, supporting urban and town centre regeneration and to the economic development of the area. This section sets out the approach the Council will take in making provision for the housing needs of all North Tyneside residents to 2032. It explores: how much housing will be required, the type and size of new homes needed to meet the needs of a diverse Borough, and, the location of the most significant new housing developments over the next 15 to 20 years.
- 7.2** The NPPF sets a clear requirement for local authorities to boost significantly the delivery of housing and to plan to meet objectively assessed housing requirements as informed by population and household projections.
- 7.3** Evidence informing the needs for housing in the Borough is set out in the North Tyneside Strategic Housing Market Assessment (SHMA), which includes detailed supporting evidence in the form of Population and Household Forecasts to 2032. This has included development of a wide range of separate scenarios for potential growth in North Tyneside. The housing forecasts are based on three basic types of housing forecast:
- A benchmark ONS Projection Forecast – the latest and most up to date national population projection for North Tyneside (is now 2014 ONS and CLG data);
 - A Jobs Led forecast - that can be adjusted based on the balance of workers living in the Borough and available jobs, developed from forecasts of job growth within the ELR; and,
 - A Migration Led forecast - that takes account of observed trends in migration over the recent past and can be adjusted based on possible or known factors that could affect future migration to or from North Tyneside. This in particular considers the relationship between North Tyneside, Newcastle and Northumberland.
- 7.4** Development of the SHMA 2014 also included a Borough-wide Household Survey directly contacting 27,000 households seeking information on householders' income and housing history, and expectations and needs for housing in the future. Analysis of economic and market signals across North Tyneside, and recent and long term trends for housing delivery in North Tyneside, the Borough's Travel to Work and Housing Market Area is also incorporated into the SHMA in developing this evidence to identify the overall need for market and affordable housing in North Tyneside and the range and type of homes that would be meet the needs of residents. In addition to these housing forecasts the objectively assessed housing need for the Borough incorporates a modest uplift to respond to market signals and issues of housing affordability. The uplift is 15% from 2021/22 reflecting the need for a stepped approach to sustainable housing delivery and as such equates to a total 9% increase over the plan period. This represents a principal adjustment to the demographic baseline housing need. Consequently, the Council will continue to monitor indicators related to housing market signals, including affordability, to inform future assessments of the quantity of housing needed to meet the needs of the Borough.

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- 7.5** The Strategic Housing Land Availability Assessment (SHLAA) provides a technical assessment of the capacity of identified land in the Borough to provide for housing development. This considers whether sites are suitable and available and whether they are broadly capable of being delivered within the short term, are more generally developable over the long term, or otherwise not considered developable. As part of this, the potential viability of identified sites is taken into consideration, and the current housing land supply position is determined.
- 7.6** The Housing and Planning Act 2016 would require local planning authorities to introduce a 'brownfield register'. Therefore, in line with this emerging national context, as part of the SHLAA, the Council is developing a 'brownfield register' to help identify derelict and under-used sites within the Borough which could be utilised for housing development. Identification of sites through the 'register' would allow opportunities for funding and investment to be explored and, where appropriate, for delivery of the site to be accelerated. This includes the idea of a 'permission in principle' to assist with the development process. Further work on establishing a Brownfield Register was undertaken during 2016 as part of the SHLAA process. This baseline work sets the parameters for the first register being published in 2017.

Housing North Tyneside

- 7.7** The overarching spatial strategy for housing is to protect and promote cohesive, mixed and thriving communities, offering the right kind of homes in the right locations. The scale of housing provision and its distribution is designed to meet the needs of the existing community and to support the economic growth of North Tyneside. Both the existing stock and new homes to be built over the life of the Local Plan will be used to ensure the needs of both the existing and future communities are met.
- 7.8** The policies in this section set out the broad strategy for delivering this housing, informed by a range of evidence on housing land availability, housing demands arising from demographic growth and analysis of job led forecasts, and the overarching Spatial Strategy, in order to contribute to providing sufficient attractive, well-designed places in which to live for current and future residents of North Tyneside.

S4.1 Strategic Housing

The full objectively assessed housing needs of North Tyneside will be met through the provision of sufficient specific deliverable housing sites, including the positive identification of brownfield land and sustainable greenfield sites that do not fall within the Borough's Green Belt, whilst also making best use of the existing housing stock.

In doing so, this will reflect the following key priorities of:

- a. Providing enough new homes to meet current and future need and ensuring the Borough maintains a rolling five year supply of deliverable housing land;
- b. Delivering a distribution of new housing that is sustainable, taking account of the economic, social and environmental impacts of development and infrastructure requirements;
- c. The delivery of brownfield land, whilst taking into consideration the viability of land for development;
- d. Providing accommodation that is affordable for all sectors of the local community;
- e. Improving existing residential areas and bringing empty homes back into residential use;
- f. Delivering a range and type of housing that is currently under-provided for in the Borough, in order to meet identified shortfalls in need;
- g. Ensuring the delivery of specialist stock to meet specific needs such as larger housing, and extra care facilities;
- h. Promoting good management of Houses in Multiple Occupation including encouraging landlords to work with the Council through specific improvement schemes and initiatives;
- i. Offering opportunities for self-build schemes, including the identification of parcels of land on larger housing sites; and,
- j. Ensuring that there remains a choice and variety of viable housing sites, capable of meeting a range of housing needs.

7.9 A range of local strategies and documents highlight the importance of new housing development in the Borough including the following:

- 'Our North Tyneside' Council Plan (2014 to 2018);
- Strategic Housing Partnership Plan (2013); and,
- North Tyneside Homelessness Prevention Strategy (2013 to 2018).

7.10 Each of these recognise the important role a continuous housing supply, sufficient to meet the needs and aspirations of the whole of North Tyneside, has to wellbeing.

New Housing

7.11 Ensuring a sufficient supply of new housing is crucial to the social and economic future of North Tyneside and is vital to establishing a stable housing market both nationally and locally.

7.12 To achieve this it is important that the supply of new homes is able to keep up with demand, as the size and nature of the population of the Borough continues to grow and evolve.

7 Housing

S4.2(a) Housing Figures

To provide for the growth and development needed in North Tyneside to meet the Borough's objectively assessed need for new homes, provision is made for the development of at least 16,593 homes from 2011/12 to 2031/32. This overall requirement will be provided through a phased approach, to deliver an average of 790 new homes per annum over the plan period.

S4.2(b) Ensuring a Sufficient Supply of Housing Land

A sufficient supply of housing land will be maintained over the plan period in order to ensure the delivery of the overall housing requirement as outlined in Policy S4.2(a). The rate of housing delivery and supply will be assessed through the monitoring process on an annual basis, with performance being measured against the stepped housing trajectory. If monitoring demonstrates that the number of completed dwellings falls below the cumulative target over the appropriate 12-month monitoring period (1 April to 31 March), the Council will prioritise the delivery of housing in the subsequent monitoring periods. This will be ensured through appropriate mechanisms which, depending on the scale and nature of potential under-delivery, will include:

- a. Preparation of an interim position statement and drawing on evidence from the Strategic Housing Land Availability Assessment to identify additional housing land;
- b. Preparation of new development plan documents, development briefs and use of the Council's powers to support delivery, such as Compulsory Purchase Orders; and/or
- c. A partial review of the Local Plan, including options for safeguarded land and, if exceptional circumstances prevail, consideration of a review of the Green Belt.

The Plan contains a range of proposals relating to housing, including the two strategic sites that are crucial to the delivery of the overall spatial strategy. The Council will work with developers and other stakeholders to ensure the timely development of these strategic proposals, including the associated key infrastructure requirements. Any material delay in the implementation of infrastructure necessary to sustain housing delivery, which would lead to under-delivery of supply, will inform whether the range of measures set out above are triggered. This process will ensure that plan-led corrective measures are put in place at the appropriate time.

- 7.13** In meeting the overall housing needs of the Borough, the requirement for new homes is phased in a manner that will best deliver the strategy for growth over the plan period. The rationale for this phasing is set out in the SHMA 2016 Addendum and SHLAA 2016 Addendum, with key evidence being provided in analysis produced by Edge Analytics. This work was undertaken to reflect the latest data issued by the DCLG and the ONS, specifically following publication of the sub-national population projections (2014-SNPP) and household forecasts in summer 2016. As a result, 16,593 dwellings are required to 2032 separated into tranches, as set out in Table 4.

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Table 4: Phased Housing Requirement

| | Phase 1 – 2011/12 to 2015/16 | Phase 2 – 2016/17 to 2020/21 | Phase 3 – 2021/22 to 2025/26 | Phase 4 – 2026/27 to 2030/31 | Phase 5 – 2032 | Total Requirement |
|--------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|-------------------|----------------------|
| Total | 2,755 | 3,700 | 4,690 | 4,540 | 908 | 16,593 |
| Per Annum | 551 | 740 | 938 | 908 | 908 | 790 |

- 7.14** The stepped approach identified in Table 4 above reflects the annual rate of growth anticipated across the plan period informed by the evidence and analysis provided within the Demographic and Household Forecasts Update 2016 and the further evidence considering housing needs provided in the SHMA Addendum 2016.
- 7.15** In considering anticipated annual growth, established through this latest and most up to date evidence, the Council has been able to identify a phased approach to housing requirements that ensures appropriate alignment between annual dwelling provision, population growth and economic forecasts. The stepped per annum rates in Table 4 would be the basis for monitoring and assessing land supply (including the five year housing land supply) throughout the plan period. For calculation of the five year housing land supply, due to persistent under-delivery, a buffer of 20% is considered appropriate. Additionally, a non-implementation rate of 5% is to be applied. However, on-going monitoring of performance may demonstrate an alternative basis for calculating the five year housing land supply, including a lower non-implementation rate. This will be considered as part of the annual monitoring report process.
- 7.16** Enabling the delivery of new homes to meet the phased requirement outlined will be dependent on the successful provision of key infrastructure to support development in a timely manner. This includes highway infrastructure and other important supporting facilities and services. Particularly with regard to the strategic allocations at Killingworth Moor and Murton, the early delivery of essential infrastructure will be critical in assisting development to come forward in line with the programme for housebuilding, as set out in the trajectory, and to enabling development to continue at a sustained rate. In order to meet objectives this includes, but is not limited to, the following examples of critical infrastructure:
- Murton Strategic Link Road;
 - Potential new Metro station; and,
 - Schools and education provision.
- 7.17** The delivery of this infrastructure will be monitored throughout the plan period with any measures to rectify delay pursued when appropriate. If the delays cannot be mitigated or appropriately addressed then the Council will make use of the mechanisms outlined in Policy S4.2(b).

7 Housing

The proposals for growth

7.18 The housing requirement for North Tyneside is based on increased growth in jobs over the Strategic Economic Plan (SEP) period to 2024, followed by baseline growth to 2032. This option is closest to trend based objectively assessed need (OAN), and supports the forecast “medium” job growth, this is based on a combination of scenarios: Jobs Led Medium (Lower net out-commute) SENS3, 10 Year Migration Trend (PG10-Yr), and Sub-National Population Projection 2014 (SNPP-2014). With an adjustment for market signals this option results in a need for 790 homes per year.

7.19 **Key Information:** The forecasting for this scenario is based on a continued improvement in the balance between workers and jobs within North Tyneside, providing:

- 790 homes per year, using a phased approach to provide a total of 16,593 from 2011 to 2032;
- 654 jobs per year from 2011 to 2032 (707 jobs per year, from 2014 to 2032 as identified within the Employment Land Review economic forecast).

7.20 Population profile analysis indicates that by 2032 total net in-migration of 17,700 residents will support maintenance of the Borough's working age population. At 2011 there was less than one job available in the Borough for each resident worker in North Tyneside. The strategy therefore leads to an improvement in the balance between jobs and employees in the Borough, with the amount of new jobs created exceeding growth in the workforce. An extra 4,891 over 64s will potentially be in need of social care, exceeding growth in working age population, and there will also be an extra 1,000 primary and 1,000 secondary age children.

Table 5: Population Profile Analysis

| Population Age Groups | 2011 | 2032 | Change | Percentage |
|------------------------|----------------|----------------|---------------|--------------|
| 0 to 15 years old | 35,717 | 37,644 | 1,927 | 5.4% |
| 16 to 64 years old | 129,902 | 130,737 | 835 | 0.6% |
| 65 plus years old | 35,587 | 55,742 | 20,155 | 56.6% |
| Total years old | 201,206 | 224,123 | 22,917 | 11.4% |

Meeting the requirement for housing delivery

7.21 The overall requirement for at least 16,593 new homes between 2011 and 2032, with a phased approach to delivery, provides for the identified objectively assessed need (OAN) for new housing. This represents a level of house-building that is considered to be both achievable over the plan period and also desirable in the context of ensuring that there is sufficient growth in the housing stock of the Borough to 2032 to deliver the Local Plan objectives for population growth and diversity.

7.22 The Strategic Housing Land Availability Assessment (SHLAA), incorporating the annually updated 5-Year Housing Land Supply Assessment, provides the evidence of the housing land supply position in North Tyneside, including the analysis of past delivery.

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- 7.23** Based on past delivery and the required boost in house-building that will result from providing growth of 790 homes per year, the requirement for new homes in the next five years can be determined. As outlined in the 2016 SHLAA, the annual target for housing land supply, when incorporating a 20% buffer, would currently require the building of 931 new homes per annum over the next five years to 31 March 2021. This is a position that will continue to be monitored throughout the plan period so that the appropriate ‘buffer’ can be applied to the immediate residual housing requirement, in-line with NPPF.
- 7.24** As the plan period commenced in 2011/12, the homes built in this initial period must be taken into account in determining the residual housing requirement. Therefore, the completions from 2011/12 to 2015/16, together with those sites which benefit from an outstanding planning permission for residential development, will make a substantive contribute to meeting the housing need of the Borough. Table 6 below outlines the number of additional homes that the Local Plan provides for once those which have been completed or granted permission to date are taken into account.
- 7.25** The assessment of the housing land supply position is based upon the robust methodology set out in the 2016 SHLAA. At the time of adoption of this Plan, based on the period 1 April 2016 to the 31 March 2021, a 5.56 year supply of housing land can be identified, with the deliverable supply made up from the sources outlined in the SHLAA and housing trajectory. This is based upon the following key components, which are incorporated into the calculation in order to reach the conclusion:
- An overall requirement for 16,593 homes to 2032 at an average of 790 dwellings per annum;
 - A phased approach to delivery, incorporating an uplift in the middle and latter tranches of the plan period – requiring 6,455 homes from 2011/12 to 2020/21;
 - Using the *Liverpool* method to dealing with the residual need – to 31 March 2016, an undersupply of 585 homes against the phased requirement;
 - A robust forecast of future deliverable supply from all potential sources – including planning permissions, allocated sites, other site-specific sources and a small allowance for windfall and small sites; and,
 - The application of a 5% discount rate to all forecast future delivery, in order to allow for non-implementation.
- 7.26** Following detailed analysis through the 2016 SHLAA, the Council acknowledge that there has been a shortfall in delivery over recent years and that this has led to an undersupply of new housing against the relevant target. Whilst these particular circumstances are apparent for a wide range of reasons, notably market factors and the significant uplift in requirements as a result of the revocation of the RSS, this evidence of “persistent under delivery” (in-line with the NPPF) does necessitate the incorporation of a 20% buffer into the calculation of residual need. At the time of adoption, the higher buffer is considered the best approach to meeting immediate housing need and also to ensuring that there is necessary choice and competition in the market. However, this is a position that will be reviewed by the Council on an annual basis, through a variety of means, the context for which will be provided by Policy S9.1 and specifically Policy S4.2(b).
- 7.27** The critical evidence of housing land supply will be assessed through the latest SHLAA and the mechanisms outlined in the Implementation and Monitoring Framework (see Appendix to this Plan). When it is clear that the circumstances of “persistent under delivery” are no longer evident, the Council will instead revert to a lower 5% buffer. As a result, in future years the Council will calculate the five-year housing land supply position on the following basis:

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- An overall requirement based on the latest evidence of need, to cover 1 April 2011 to the end of the coming relevant 5 year period – as outlined in the adopted Plan;
- Calculation of the residual need, by deducting the net number of homes provided since the start of the plan period to the end of the previous monitoring year;
- If an undersupply is apparent, application of the appropriate method of spreading this residual need – currently the *Liverpool* approach but, if more suitable in the future, a *Sedgefield* method;
- The addition of the appropriate buffer as required by the NPPF – either 5% or 20% based on specific local circumstances;
- The forecast of future delivery from all deliverable sources of supply, as evidenced by the latest SHLAA, following robust site-specific assessment; and,
- Application of an allowance for non-implementation to the above supply – currently a 5% discount but again based on the latest evidence of local circumstances.

Table 6: Identifying the outstanding requirement for housing land supply

| | |
|--------------------------------------------------------------------------------|--------|
| A) Net Housing Target 2011/12 to 2031/32 | 16,593 |
| B) Total additional homes provided 2011/12 to 2015/16 | 2,170 |
| C) Outstanding Planning Permissions (as at 31 March 2016)** | 4,652 |
| D) Outstanding Gross Housing Target 2011/12 to 2031/32 (A minus B minus C = D) | 9,771 |

**n.b. This only includes the outstanding housing supply from sites of 5 dwellings and above, with small sites potentially contributing a further 103 units to this total. This total includes, but is not limited to, the following major sites:

- Smith's Dock (815 homes permitted through an outline consent in January 2013 with reserved matters applications permitted for Phase A (34 homes) in January 2015 and Phase B (80 dwellings) in April in 2016);
- Station Road East (650 homes permitted following an appeal in December 2014);
- Scaffold Hill (450 homes permitted following an appeal in July 2013);
- Whitehouse Farm (366 homes permitted following an appeal September 2013, with development now underway);
- Shiremoor West (590 homes permitted in 2014 by outline consent followed by reserved matters applications for Phase A (180 homes) and Phase B (200 homes) in 2015);
- Wellfield (200 homes permitted following an appeal in 2011 with 125 remaining to be built);
- East Wideopen (330 homes permitted following an appeal in 2011 with 36 remaining to be built);
- REME Depot Killingworth (125 homes permitted during 2014, with development now underway); and,
- Land South of Killingworth Avenue, Backworth, 'A19 Corridor 3' (290 homes permitted during March 2015).

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Working with North Tyneside's partners on housing delivery

- 7.28** The level of growth established through the Household and Population Projections 2014, and Update 2015, are based on the analysis of past trends, but also reflect how demographic changes, including ageing populations and the number of residents of working age within the Borough, will impact upon future housing need. Most notably for North Tyneside, net in-migration is a significant driver of population and household growth. Between 2001 and 2009 around 1,000 people each year chose to move to the Borough from surrounding areas, particularly young families from Newcastle. As a result of this relationship, the future plans for Newcastle and Northumberland will have significant impacts for North Tyneside.
- 7.29** Working closely with neighbouring authorities will ensure that planned housing growth across the three authorities is complementary. The Local Plan for Newcastle, the 'Core Strategy and Urban Core Plan' adopted in March 2015, and the emerging Local Plan for Northumberland both include the objective to provide sufficient housing in order to retain and attract working age families to help support and maintain sustainable communities in those locations. If successful, this complementary strategy would reduce historic patterns of migration from Newcastle to North Tyneside, whilst delivering growth in Northumberland that can support the employment needs of North Tyneside and reflects the stable level of growth set out in Policy S4.1. The preferred growth scenario that has been developed results in levels of employment growth that are considered achievable with adequate supporting housing provision, delivered at sustainable locations both within North Tyneside and Northumberland. This would lead to a change not only in the level of migration from Newcastle to North Tyneside, but also in the proportion of residents living and working within North Tyneside and strengthen the live-work relationship between Northumberland and North Tyneside. Further consideration and analysis of this strategic approach to growth is outlined in the North Tyneside Local Plan – Growth Strategy Background Paper.

Identifying Sites and Locations for Housing Development

- 7.30** It is for the Local Plan to identify a range of sustainable, deliverable and viable housing sites, necessary to the delivery of the overall housing requirement for the Borough. The consultation process, including the input of expert opinion from a wide variety of fields, has ensured that the most appropriate sites, which accord with the preferred Spatial Strategy outlined in the Local Plan, have been selected for allocation. As a result, all of the sites identified for allocation are within highly accessible locations, which are able to create and improve opportunities for recreation and have the potential to enhance biodiversity value. The SHLAA and the process of Local Plan consultation provided much of the evidence to inform the selection of site allocations. The overall range of sites will provide for the creation of a mix of housing types across the market to meet the needs of the whole population.

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S4.3 Distribution of Housing Development Sites

The sites allocated for housing development are identified on the Policies Map, including those identified for both housing and mixed-use schemes. The Strategic Housing Land Availability Assessment 2016 outlines that these sites have an overall capacity of approximately 8,838 homes, assessed as being deliverable and developable over the plan period to 2032.

Indicative mapping identifying potential access arrangements and possible areas of open space have been prepared for a selected range of sites where additional guidance could benefit future delivery. Planning applications related to those sites should have regard to these indicative plans. Additional policy for the strategic allocations at Murton and Killingworth Moor should be considered to inform the preparation of detailed site wide masterplans and applications for development.

RESIDENTIAL SITES

| Map Ref | Site Name | Ward | Greenfield / Brownfield | Potential Homes |
|---------|--------------------------------------------------------|----------------------|-------------------------|-----------------|
| 2 | Grieves Row, Dudley | Weetslade | Brownfield | 90 |
| 3 | Annitsford Farm, Annitsford | Weetslade | Greenfield | 400 |
| 13 | Site at Station Road, Forest Hall | Benton | Brownfield | 22 |
| 17 | Station Road (West), Station Road, Wallsend | Northumberland | Greenfield | 450 |
| 21 | Devonshire Drive, Whitley Road, Holystone | Killingworth | Mixed | 30 |
| 22 - 26 | Killingworth Moor (strategic site) | Killingworth | Greenfield | Apprx. 2,000 |
| 27 | Land at Castle Square, Backworth | Valley | Greenfield | 14 |
| 35 - 41 | Murton (strategic site) | Collingwood / Valley | Greenfield | Apprx. 3,000 |
| 42 | Moorhouses Reservoir, Billy Mill, North Shields | Collingwood | Greenfield | 50 |
| 45 | Land at Charlton Court, Cedartree Gardens, Whitley Bay | Monkseaton South | Mostly greenfield | 13 |
| 48 | Site at Coquet Avenue, Whitley Bay | Whitley Bay | Brownfield | 41 |

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|----|------------------------------------------------------------|-------------|------------|-----|
| 50 | Whisky Bends, Promenade, Whitley Bay | Whitley Bay | Brownfield | 5 |
| 52 | Land at Shap Road, Marden, North Shields | Cullercoats | Greenfield | 15 |
| 53 | Wallington Court, Wallington Avenue, Cullercoats | Cullercoats | Brownfield | 12 |
| 58 | Tanners Bank West (S), North Shields | Tynemouth | Brownfield | 100 |
| 60 | Stephenson House, Stephenson Street, North Shields | Tynemouth | Brownfield | 5 |
| 62 | Land at Albion Road, North Shields | Tynemouth | Brownfield | 10 |
| 63 | Site at Hawkey's Lane, North Shields | Preston | Brownfield | 54 |
| 64 | Albion House, Albion Road, North Shields | Tynemouth | Brownfield | 36 |
| 65 | Bingo Hall, Lovaine Place, North Shields | Riverside | Brownfield | 6 |
| 66 | Land at North Shields Metro, Russell Street, North Shields | Tynemouth | Brownfield | 30 |
| 67 | Land at Waldo Street, North Shields | Riverside | Brownfield | 6 |
| 68 | Land at 26-37 Clive Street, North Shields | Riverside | Brownfield | 50 |
| 69 | Fleur De Lis, Dock Road Industrial Estate, North Shields | Riverside | Brownfield | 35 |
| 70 | Dock Road Industrial Estate, Lawson Street, North Shields | Riverside | Brownfield | 128 |
| 71 | Metro Sidings at Waterville Road, North Shields | Riverside | Brownfield | 45 |
| 72 | Gasometer at Minton Lane, North Shields | Riverside | Brownfield | 59 |
| 73 | Land at Minton Lane, North Shields | Riverside | Brownfield | 33 |

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|-----|-----------------------------------------------------|----------------|------------|-----|
| 74 | Site 18R, Royal Quays, North Shields | Riverside | Brownfield | 50 |
| 75 | Land at Coble Dene, Royal Quays, North Shields | Riverside | Brownfield | 7 |
| 79 | Langdale Gardens, Howdon | Howdon | Brownfield | 69 |
| 80 | Bonchester Court, Battle Hill Drive, Wallsend | Battle Hill | Brownfield | 16 |
| 81 | Beadnell Court, Battle Hill Drive, Wallsend | Battle Hill | Brownfield | 18 |
| 85 | Portugal Place Block, High Street West, Wallsend | Wallsend | Brownfield | 25 |
| 88 | Land Adjacent to RAOB Club, Brussels Road, Wallsend | Wallsend | Brownfield | 5 |
| 97 | Cedar Grove Block, Wallsend | Wallsend | Brownfield | 25 |
| 98 | Hadrian Road (land south of Metro), Wallsend | Wallsend | Brownfield | 41 |
| 99 | Rosehill Road, Ropery Lane, Wallsend | Riverside | Brownfield | 30 |
| 101 | Howdon Gas Works, Howdon Lane, Howdon | Riverside | Brownfield | 66 |
| 104 | Howdon Green, Willington Quay | Riverside | Brownfield | 83 |
| 105 | Land at Telford Street, East Howdon | Riverside | Greenfield | 18 |
| 111 | East Benton Farm, Wallsend | Northumberland | Greenfield | 100 |
| 113 | High Farm (Oliver), Killingworth | Killingworth | Greenfield | 28 |
| 118 | Land at Western Terrace | Weetslade | Brownfield | 14 |
| 119 | Site off Burradon Road, Dudley | Weetslade | Brownfield | 12 |
| 120 | Land adjacent to Benton Metro | Benton | Brownfield | 12 |
| 121 | Norway House, Royal Quays | Riverside | Brownfield | 8 |
| 123 | The Avenue, Whitley Bay | Whitley Bay | Brownfield | 12 |

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|--------------------|----------------------------------------------|----------------|------------|--------------|
| 124 | Ash Court, Rake Lane | Collingwood | Brownfield | 10 |
| 125 | Tynemouth Court, Hawkeys Lane, North Shields | Preston | Brownfield | 18 |
| 127 | Site at Laburnum Ave, Whitley Bay | Whitley Bay | Brownfield | 6 |
| 129 | Silverbirch, Camperdown | Camperdown | Brownfield | 31 |
| 133 | Drift Inn, Seaton Burn | Weetslade | Brownfield | 8 |
| 137 | Coleman NE Ltd, North Shields | Tynemouth | Brownfield | 14 |
| 138 | Site at Esplanade, Whitley Bay | Whitley Bay | Brownfield | 28 |
| 140 | Former Dudley Miners Welfare Centre | Weetslade | Greenfield | 10 |
| 141 | Site of the former Seaton Burn First School | Weetslade | Greenfield | 8 |
| 143 | Site at Western Terrace (east), Dudley | Weetslade | Brownfield | 6 |
| 144 | Trembles Yard, Benton | Northumberland | Brownfield | 65 |
| Total Homes | | | | 7,582 |

MIXED-USE SITES

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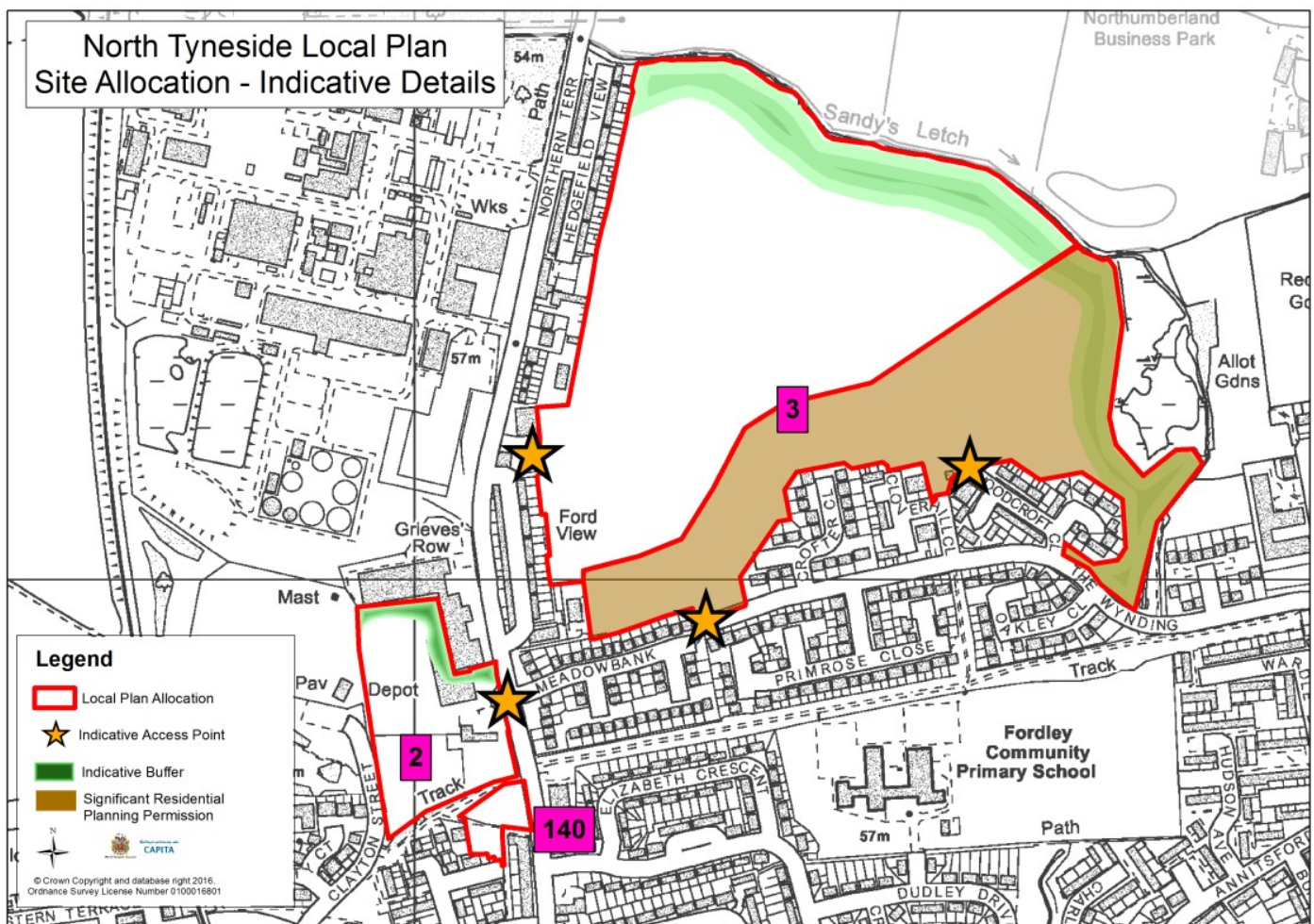
| Map Ref | Site Name | Ward | Greenfield / Brownfield | Potential Homes (where applicable) |
|--------------------|----------------------------------------------------------|------------------|-------------------------|------------------------------------|
| 5 | Harvey Combe, Station Road, Killingworth | Camperdown | Brownfield | 140 |
| 6 | Stephenson Industrial Estate West, Killingworth | Camperdown | Brownfield | 164 |
| 7 | Stephenson Industrial Estate East, Killingworth | Camperdown | Brownfield | 92 |
| 29 | Backworth Business Park & Cottages, Backworth | Valley | Mostly greenfield | 65 |
| 46 | Foxhunters, Hillheads Road, Whitley Bay | Monkseaton South | Brownfield | 61 |
| 54 - 57 | East George St and surrounding area, North Shields | Tynemouth | Brownfield | 174 |
| 59 | Tanners Bank East, North Shields | Tynemouth | Brownfield | 42 |
| 61 | Norfolk St/Stephenson St Car Parks Office, North Shields | Tynemouth | Brownfield | 41 |
| 77 | Percy Main Bus Depot, Norham Road, North Shields | Chirton | Brownfield | 12 |
| 78 | West Chirton South, Norham Road, North Shields | Chirton | Brownfield | 400 |
| 136 | Unit 1 & 2 Wesley Way | Killingworth | Brownfield | 65 |
| Total Homes | | | | 1,256 |

7.31 This Policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

7.32 A more detailed schedule of the preferred housing sites, and those considered but discounted is available within the North Tyneside Sites Schedule, which addresses a range of evidence including on the historic environment and flood risk. In this schedule is a summary of key information about the sites, including site boundaries and primary constraints, residents' comments and an officer response and conclusions.

Indicative Site Maps

7.33 The following maps are only to be used as guides for development. The sites included here have been identified as requiring and benefiting from some initial early guidance. This is based upon potential requirements for indicative areas of open space or arising due to land use conflicts or biodiversity requirements, overall scale including where a number of sites may be clustered in close proximity, and access. These indicative maps are not intended to provide an exhaustive range of considerations.



Map 12 - Indicative Details - Sites 2, 3 and 140

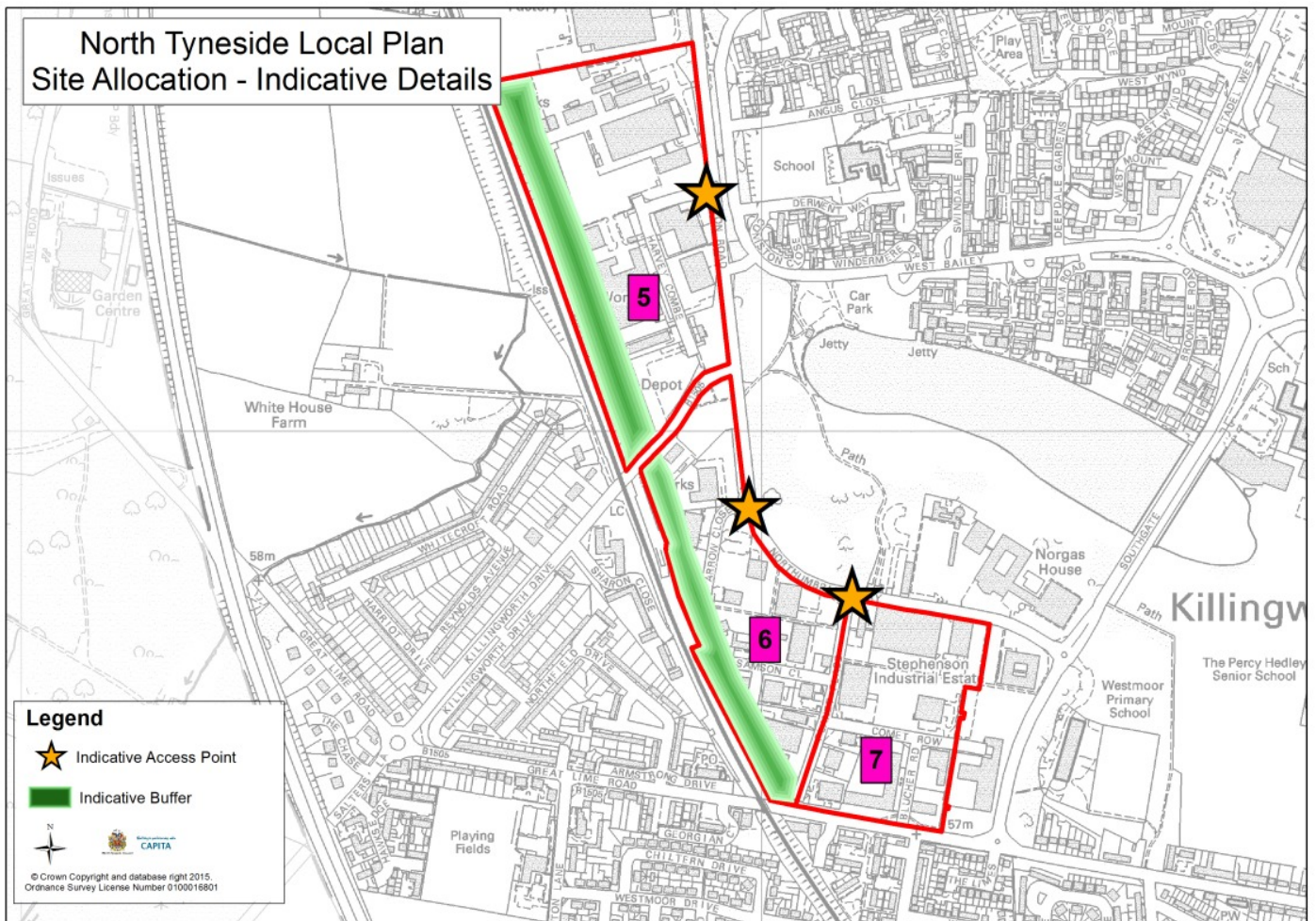
7.34 **Site 2** - Grieves Row, Dudley; and **Site 140** - Former Dudley Miners Welfare Centre; key considerations:

- Existing painted mini-roundabout (B1319) upgraded to full physical roundabout with pedestrian/Cycle crossing points.
- Indicative open space buffer to boundary with retained employment land.

7.35 **Site 3** - Annitsford Farm; key considerations:

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- Indicative strategic open space retained at boundary of site that is subject to Flood Risk arising from Sandy's Letch and is of higher biodiversity value.
- Opportunities to explore access to the north via Northumberland Business Park should be explored.
- Potential access to points from south and east identified:
 - Clayton Arms - signalled junction for possible access road between public house and furniture store;
 - The Wynding - with total number of dwellings limited to protect amenity of existing residents;
 - Clolverhill/Woodcoft - with total number of dwellings limited to protect amenity of existing residents.



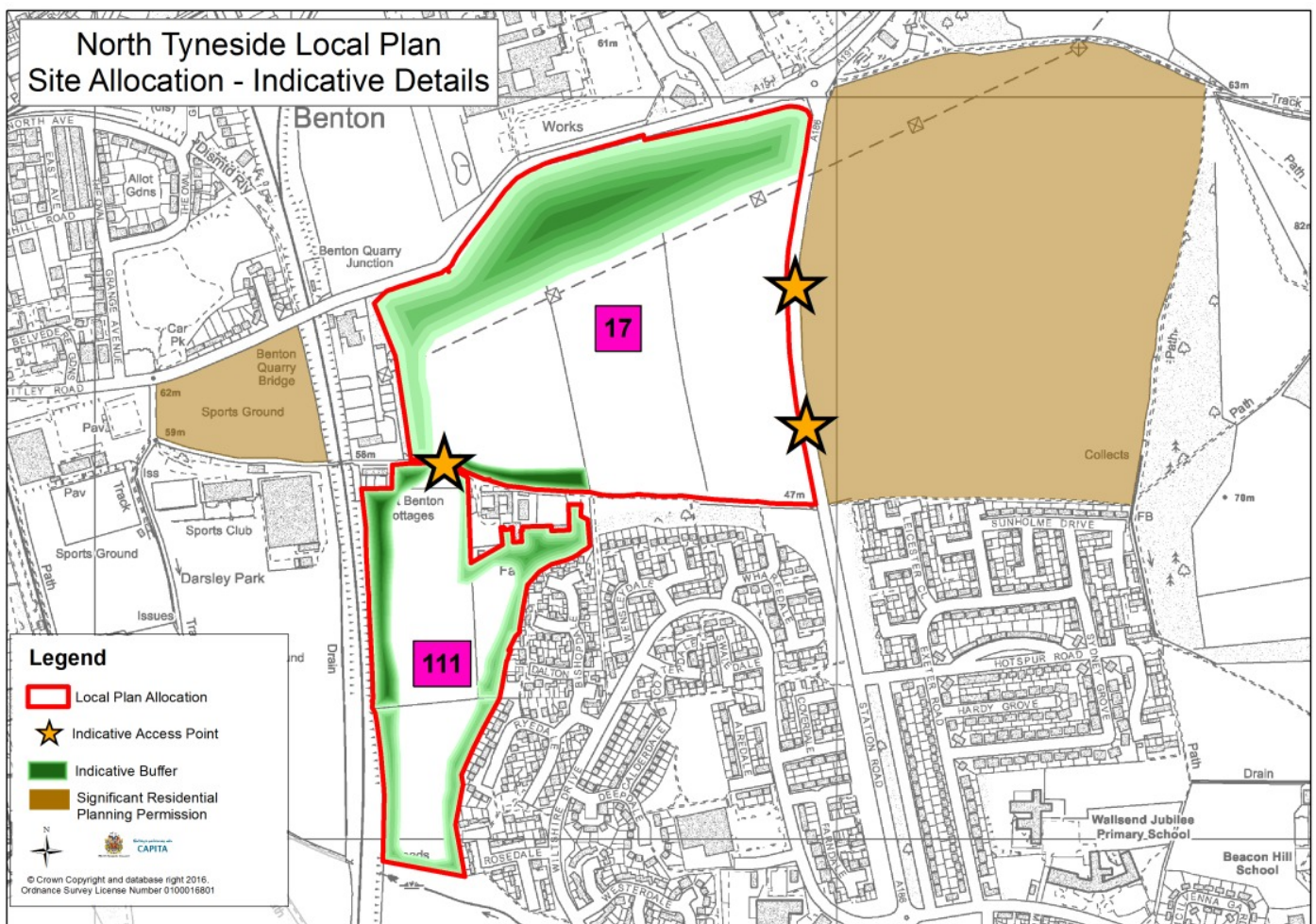
Map 13 - Indicative Details - Sites 5, 6 and 7

7.36 Site 5 - Harvey Combe; Site 6 - Stephenson Industrial Estate West; and, Site 7 - Stephenson Industrial Estate West; key considerations:

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- Potential open space buffer proposed to western boundary to East Coast Main Line.
- A range of potential access points are available:
 - Harvey Combe - Utilising existing access with potential upgrade of signals and pedestrian/cycle links;
 - Single point of access for Arrow Close and Planet Place preferred.
 - Arrow Close - Utilising existing access with potential upgrade to signals and pedestrian/cycle links, should be linked with adjacent site (Planet Place);
 - Planet Place - Utilising existing access with potential upgrade to signals and pedestrian/cycle links, should be linked with adjacent site (Arrow Close).



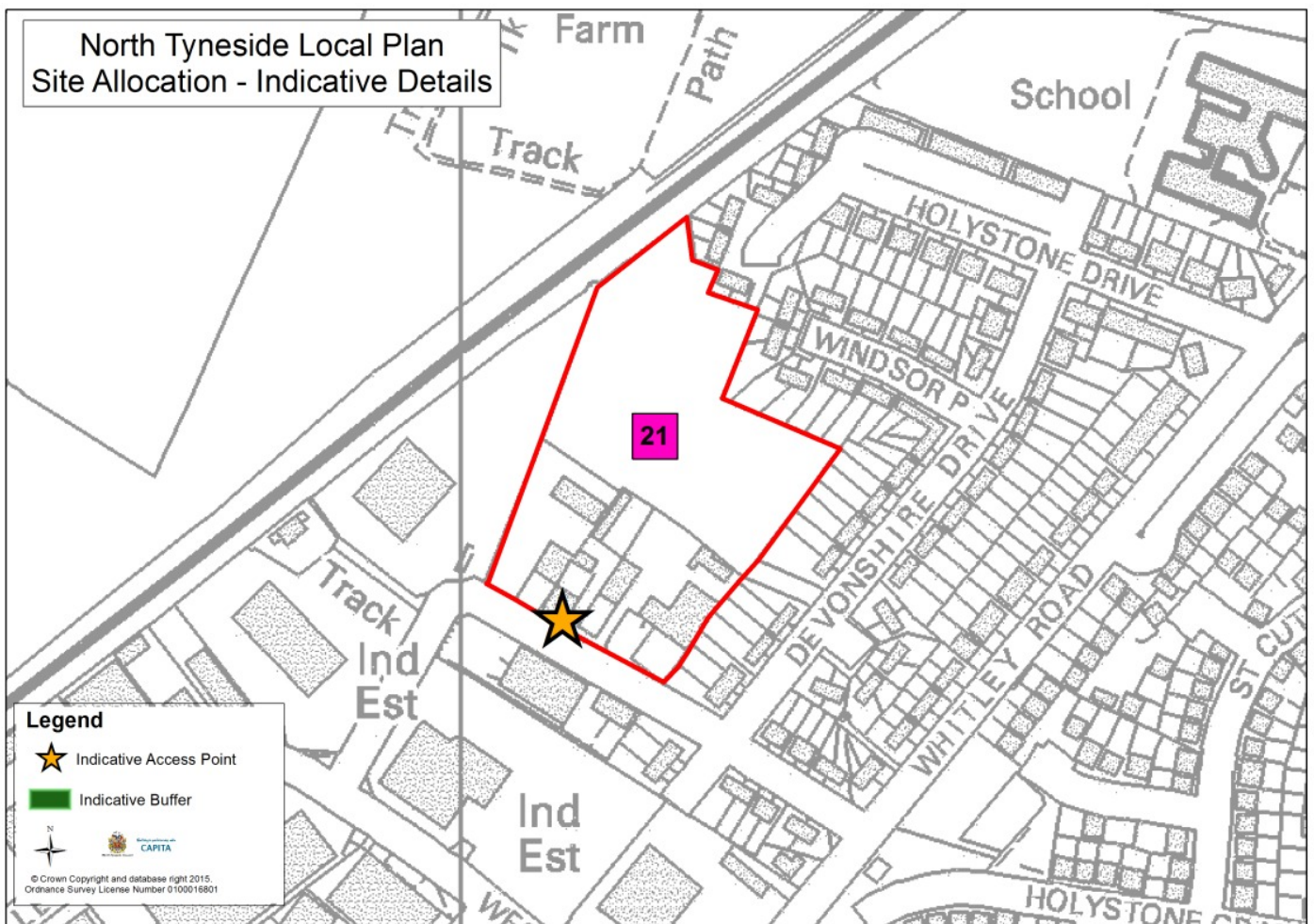
Map 14 - Indicative Details - Sites 17 and 111

7.37 Site 17 - Station Road West; and Site 111 - East Benton Farm; key considerations:

- Indicative open space buffers:

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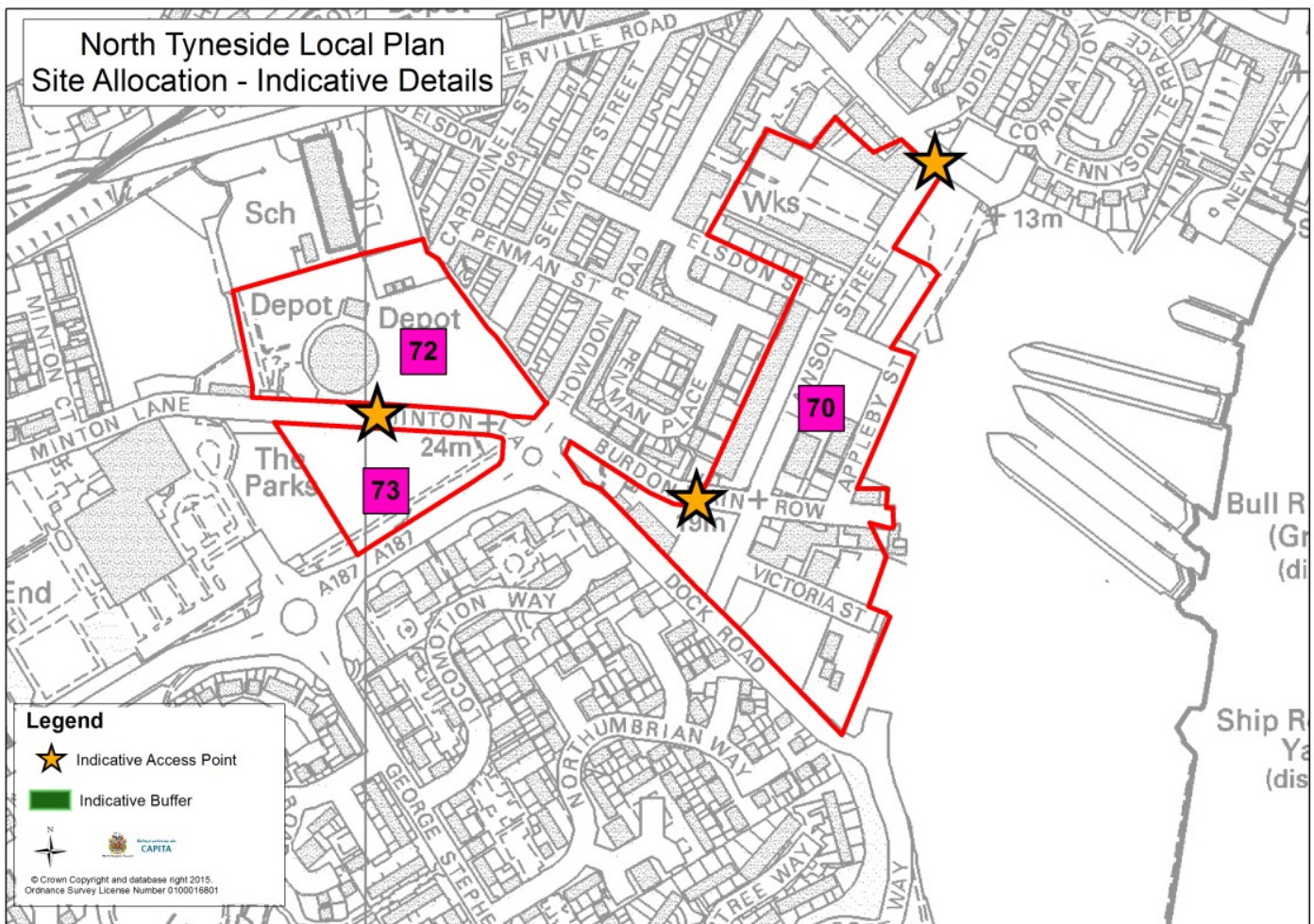
- to north to maintain existing character and identity of the area and mirror the existing relationship to Whitely Road presented by industrial development to the North;
- to the east adjacent to the East Coast Main Line;
- Access to link with agreed roundabout for Station Road North;
- Secondary access near Benton Cottages to link with main site and lead to Station Road North.



Map 15 - Indicative Details - Site 21

7.38 Site 21 - Devonshire Drive; key considerations:

- Retention of proportion of open space.
- Access is from a non-adopted road that will require resolution via connection to Devonshire Drive.

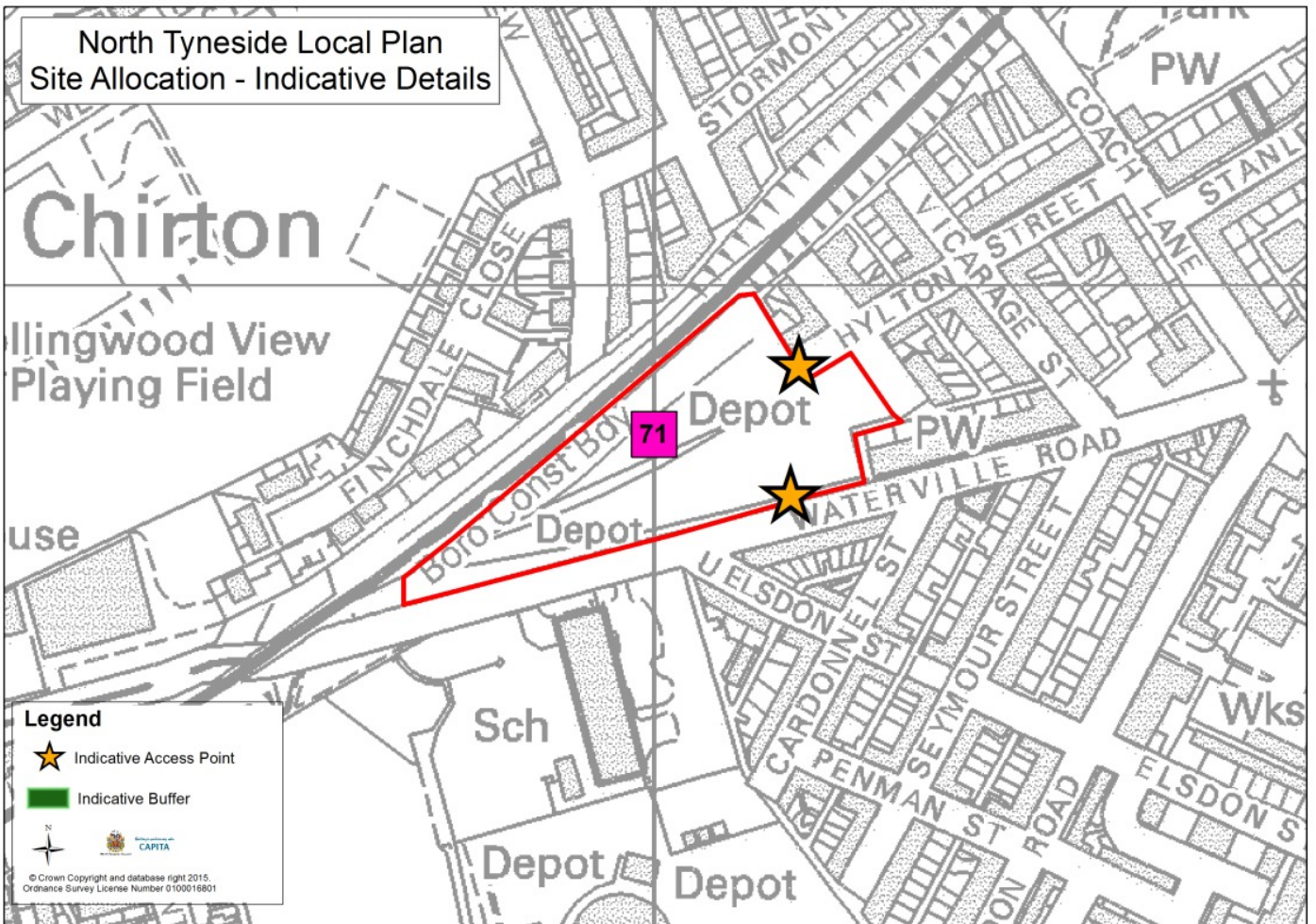


Map 16 - Indicative Details - Sites 70, 71 and 72

7.39 **Site 70** - Dock Road; **Site 72** - Gasometer at Minton Lane; and **Site 73** - Land at Minton Lane; key considerations:

- A potential upgrade of the existing roundabout on the A187 Howdon Lane may be required to serve development;
- A range of potential access points are available, including:
 - Minton Lane;
 - Burdon Main Row;
 - Lawson Street.

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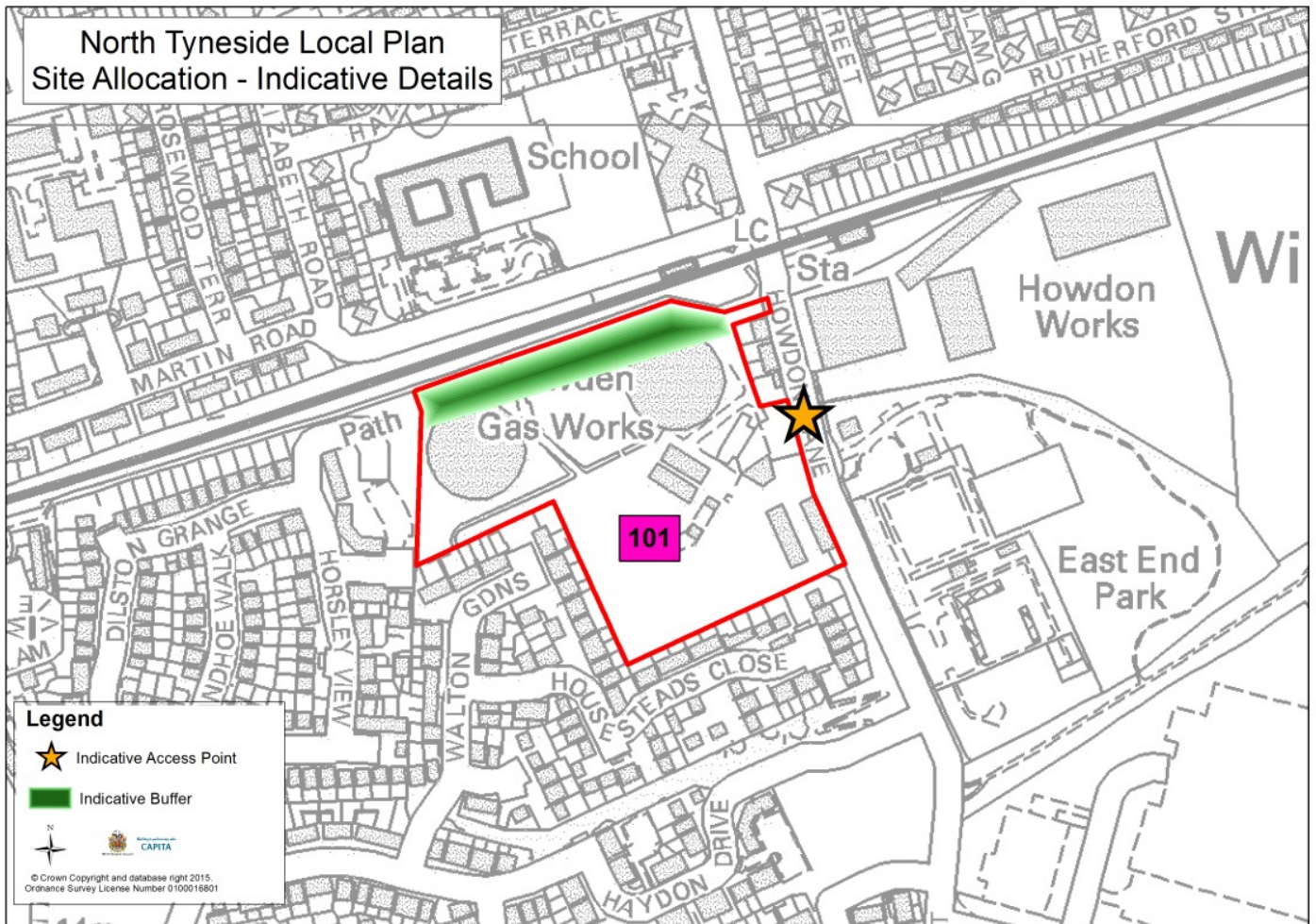


Map 17 - Indicative Details - Site 71

7.40 Site 71 - Metro Sidings at Waterville Road; key considerations:

- A range of potential access points are available, but require further resolution, including:
 - Hylton Street - access here may required additional highway safety measures;
 - Waterville Road - Subject to addressing level differences and visibility splays.

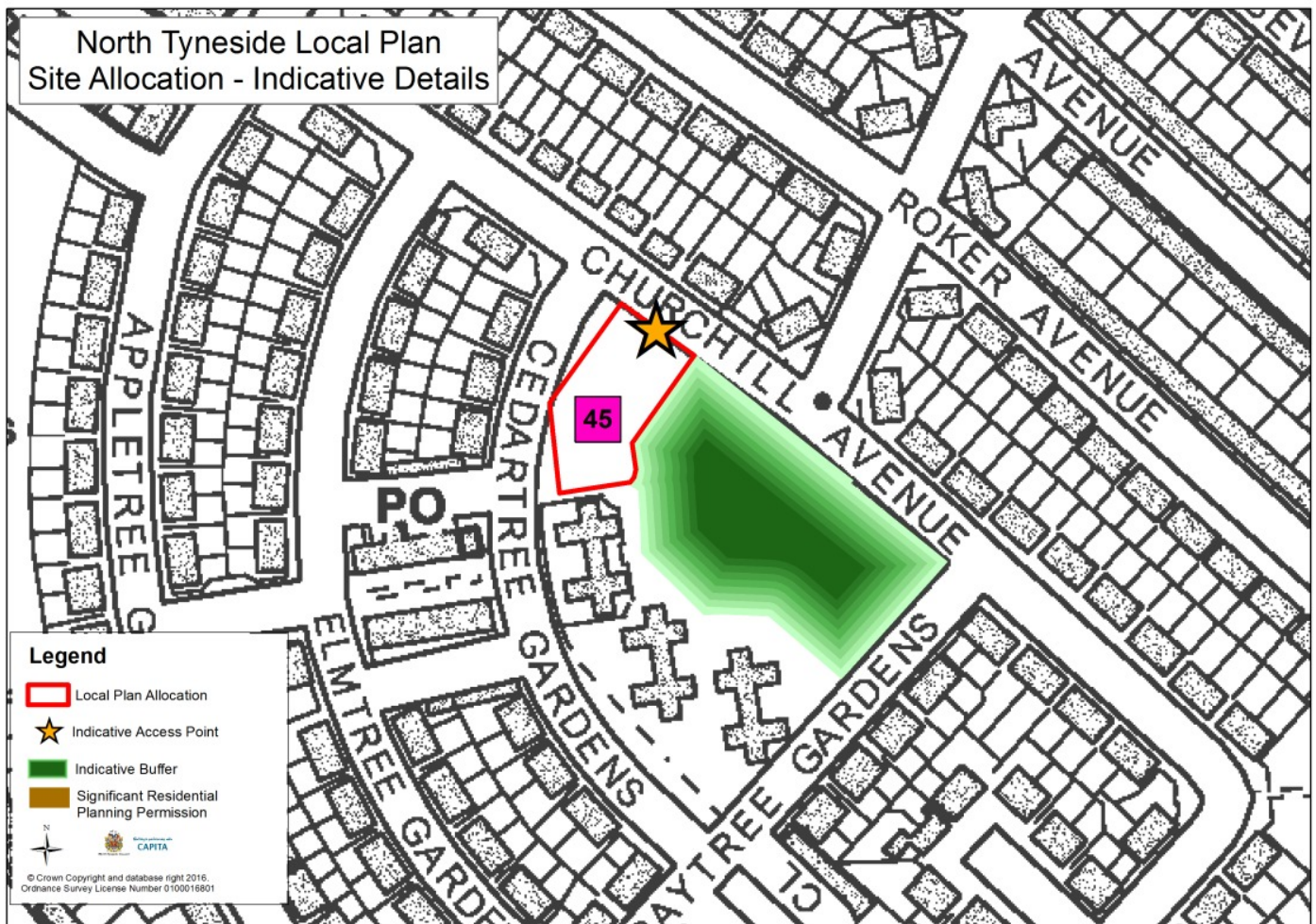
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Map 19 - Indicative Details - Site I01

7.42 Site I01 - Howdon Gas Works; key considerations:

- Open space buffer indicated to north adjacent to Metro line.
- Access point from Howdon Lane.



Map 19a - Indicative Details - Site 45

Site 45 - Charlton Court; key considerations:

- Retention of significant proportion of open space.
- Access point from Churchill Avenue.

Planning for Strategic Allocations

7.43 In delivering the Borough's requirements for development there are two significant growth areas at Killingworth Moor (Sites 22 to 26) and Murton (Sites 35 to 41) where detailed master planning will be essential to securing the successful, sustainable development of the sites. The Council is committed to ensuring that major developments make a positive contribution to the character and quality of the environment in North Tyneside, for now and into the future. Such developments must create vibrant and successfully designed places that residents and businesses in North Tyneside can be proud of.

7.44 Protection and enhancement of locally, regionally and internationally important biodiversity is also a primary consideration for any development. The Murton Gap, (Site 35 to 41) is identified within the Habitat Regulations Assessment as having the potential to cause adverse impacts on internationally protected wildlife sites due to its proximity to the Northumbria Coast Special Protection Area

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(SPA). The detailed policies for the strategic allocation identify the importance of appropriate mitigation of adverse biodiversity impacts. In addition, when implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

- 7.45** The emerging vision for development of these sites has been expressed in a Concept Framework developed to help guide their future master planning and delivery. This Concept Framework developed two Concept Plans, included on the Policies Map for Murton and Killingworth Moor and sets out a vision for:

“Walkable, connected village neighbourhoods, within a green, natural environment”

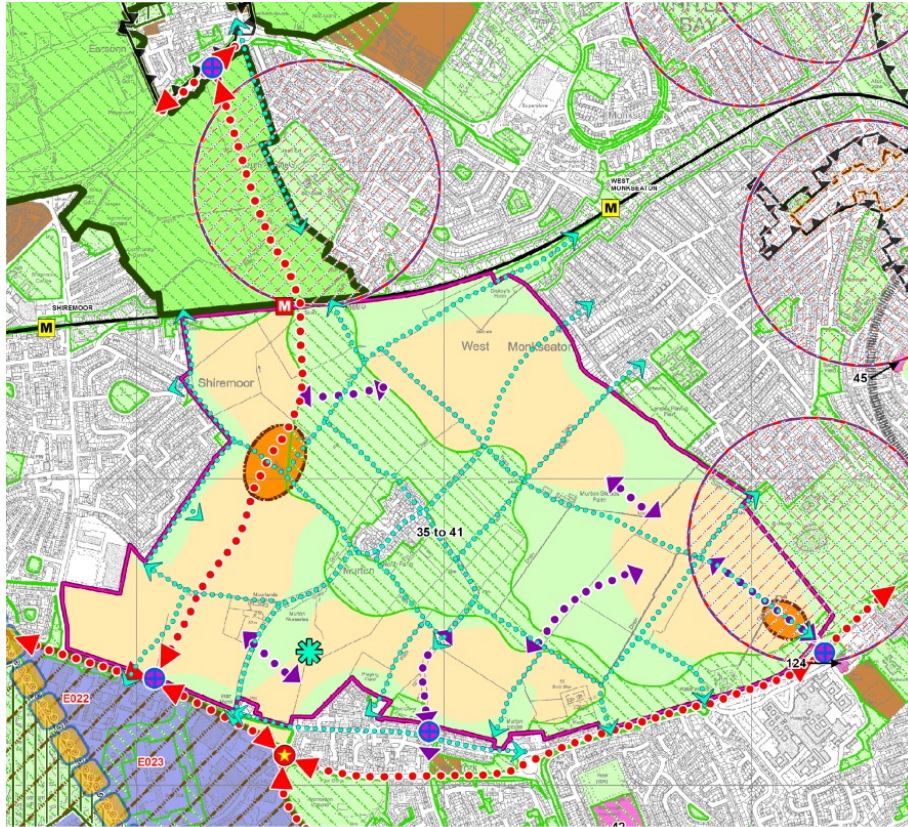
S4.4 (a) Murton Strategic Allocation Concept Plan

A strategic allocation is identified at Murton (Sites 35 to 41) to secure the delivery of approximately 3,000 homes during the plan period in a mix of housing tenures, types and sizes informed by available evidence of the housing needs of the Borough, and convenience retail provision of approximately 1,000m² net.

The key principles for development of the Murton strategic allocation are illustrated on the Policies Map through an indicative Concept Plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:

- a. New housing, retail and community facilities in the general development locations identified; and,
- b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,
- c. Strategic transport route connecting Earsdon by-pass with New York Road and Norham Road; and
- d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map, providing a primary school located broadly to the south west of the site; and
- e. A network of green and blue infrastructure that:
 - i. Enables provision of strategic open space breaks to avoid the joining together of Shiremoor with Monkseaton, whilst integrating with existing communities; and,
 - ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,
 - iii. Retains, connects and enhances local, national and international biodiversity; and,
 - iv. Retains and enhances any important hedgerows or trees; and,
 - v. Provides well-integrated and strategic green spaces for recreation, which includes ‘Suitable Accessible Natural Green Space’ (SANGS); and,
 - vi. Incorporates sustainable drainage systems.

7.46 The image below provides an illustration of the indicative Concept Plan for Murton.



- Strategic Site Boundary
- Indicative Development Zone
- Indicative Mixed-Use Zone
- Indicative Green Amenity Space and Buffer Zone
- Indicative Wildlife Corridor
- Potential Location for Employment Development
- Indicative Access Point
- Indicative Principal Highway Routes and Junctions
- Indicative Secondary Highway Routes and Junctions
- Potential Location for New School
- Potential New Metro Station
- Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections

Map 20 - Murton Gap Indicative Concept Plan

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S4.4 (b) Killingworth Moor Strategic Allocation Concept Plan

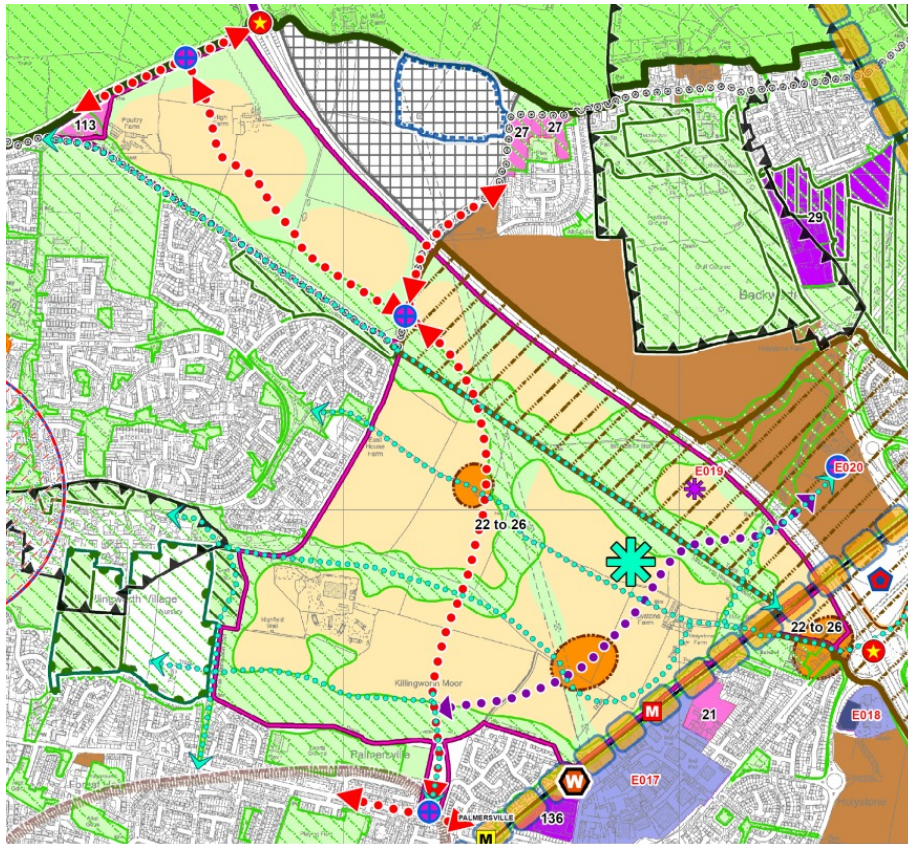
A strategic allocation is identified at Killingworth Moor (Sites 22 to 26) to secure the delivery of approximately 2,000 homes during the plan period in a mix of housing tenures, types and sizes, informed by available evidence of the housing needs of the Borough, convenience retail provision of approximately 500m² net and 17ha of employment land.













The key principles for development of the Killingworth Moor strategic allocation are illustrated on the Policies Map through an indicative Concept Plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:

- a. New housing, employment, retail and community facilities in the general development locations identified; and,
- b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,
- c. Strategic transport route connecting Killingworth Way with Great Lime Road; and,
- d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map providing a primary and secondary school located broadly to the south east of the site; and
- e. A network of green and blue infrastructure that:
 - i. Enables provision of strategic open space breaks to avoid the joining together of Killingworth with Forest Hall and Palmersville, whilst integrating with existing communities; and,
 - ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,
 - iii. Retains, connects and enhances the biodiversity of each site; and,
 - iv. Retains and enhances any important hedgerows or trees; and,
 - v. Provides well-integrated and strategic green spaces for recreation; and,
 - vi. Incorporates sustainable drainage systems.

7.47 The image below provides an illustration of the indicative Concept Plan for Killingworth Moor.

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|-------------------------------------------------------------------------------------|------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
|  | Strategic Site Boundary |  | Indicative Access Point |
|  | Indicative Development Zone |  | Indicative Principal Highway Routes and Junctions |
|  | Indicative Mixed-Use Zone |  | Indicative Secondary Highway Routes and Junctions |
|  | Potential Location for New School |  | Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections |
|  | Indicative Wildlife Corridor |  | Potential New Metro Station |
|  | Potential Location for Employment Development | | |
|  | Indicative Green Amenity Space and Buffer Zone | | |

Map 21 - Killingworth Moor Indicative Concept Plan

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S4.4 (c) Applications for Delivery of the Strategic Allocations

At the identified strategic allocations of Killingworth Moor (Sites 22 to 26) and Murton (Sites 35 to 41) a comprehensive masterplan for each allocation must be prepared collaboratively, and agreed, by the relevant development consortia and North Tyneside Council.

Applications for planning permission will be granted where:

- a. They are consistent with the comprehensive masterplan, which itself must demonstrate its general conformity with the key principles of the Concept Plans for Killingworth Moor and for Murton;
- b. The application relates to the whole allocated site or if less does not in any way prejudice the implementation of the whole allocation;
- c. Provision of any development that would exceed the approximate capacity for housing, retail and employment indicated by this Local Plan, within and beyond the plan period, must demonstrate its continued conformity with the principles of the Concept Plan and the infrastructure capacity of the site and Borough;
- d. The application is in accordance with a phasing and delivery strategy, prepared as part of the detailed masterplan, that identifies the timing, funding and provision of green, social and physical infrastructure.
- e. An access and transport strategy is developed that maximises the potential for walking, cycling and use of public transport (including the potential provision, subject to overall feasibility and economic viability, of new Metro stations), as demonstrated through the detailed masterplans, and the application provides a connected, legible network of streets with the proposed primary routes and public transport corridors.
- f. A heritage management strategy is provided that is informed by the mitigation measures proposed in the Local Plan Heritage Assessment and Sustainability Appraisal.
- g. A landscape and visual amenity impact assessment is provided identifying key features of note on each site, demonstrating an appropriate design response (e.g. the location, orientation, density of development and landscape/planting treatment). Design quality will be secured through the application and use of appropriate design standards agreed as part of the masterplans.
- h. Appropriate remediation and mitigation measures are agreed to address any potentially harmful impacts of development upon the environmental or social conditions of North Tyneside, delivering solutions on site wherever possible unless demonstrated through suitable evidence to be more appropriately delivered off-site. Such remediation and mitigation are expected to include but not necessarily limited to consideration of:
 - i. The net biodiversity value of the site,
 - ii. Ground conditions, (e.g. areas of previous open cast mining and any identified contamination of land),
 - iii. Flood risk and water quality,
 - iv. Air quality and noise pollution.

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- 7.48** The Concept Framework supports and expresses the overall objectives for development set out indicatively on the Concept Plan and is key supporting evidence to the interpretation of Policies S4.4 (a), (b) and (c). To support delivery of the strategic allocations, a range of site specific evidence has been prepared to inform development of the Concept Framework and Concept Plan.
- 7.49** These supporting documents are available within the Council's Evidence Base Schedule and set out in further detail the requirements for a range of matters including:
- Infrastructure provision;
 - The nature and role of the development structure;
 - Indicative open space provision; and,
 - Road and transport networks.
- 7.50** The overarching priority in delivering new development at the strategic allocations will be to meet the development needs of the Borough, taking a key opportunity to secure overall improvements to the character, identity and community cohesion of this area of North Tyneside - enhancing residents' accessibility to open spaces and the countryside and providing quality places to live and visit.
- 7.51** The indicative Concept Plan has been developed in accordance with a range of key principles that will remain relevant for consideration and inform further detailed masterplanning and development proposals:
- Integrate the two sites into a well-connected, wider neighbourhood, whilst maintaining the unique and varied characters, identity and historic environment of existing areas and settlements whilst maintaining an appropriate level of 'separation' and avoiding the 'merging' of settlements;
 - Create sustainable and balanced communities;
 - Facilitate and encourage healthy, safe lifestyles and quality of life;
 - Create a coherent, unique and distinctive 'place', comprised of a range of character areas, experiences and environments;
 - Maximise the integration and benefits/uplift for the wider existing communities, settlements and environments;
 - Ensure the provision and access to appropriate education facilities, community facilities and services;
 - Create an effective and efficient local transport and highway network;
 - Appropriately protect and enhance the natural environment, ecology and biodiversity, whilst balancing this against the need to also achieve the wider objectives;
 - Encourage sustainable modes of transport: walking, cycling, Metro and buses;
 - Create adequate access to local jobs (new and existing) for new and existing residents and the wider workforce;
 - Allow for, and facilitate viable and feasible phased delivery; and
 - Encourage variety in design responses.
- 7.52** An Outline Development Framework and Site Specific Infrastructure Delivery Plans for Murton Gap and Killingworth Moor have been prepared. These documents draw together a range of detailed evidence that informs the deliverability of the strategic sites. The preparation of detailed development framework masterplans for each site is expected to take place prior to the submission of planning

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applications for each strategic allocation. The masterplans will be prepared through a process of engagement between the Council and development consortia. Preparation of the detailed masterplans for Murton and Killingworth Moor should incorporate consultation with all stakeholders and public engagement to secure the views and valuable input of existing communities. Cabinet approval will be required to achieve North Tyneside Council agreement of the detailed masterplans.

7.53 For future determination of applications for all or part of the strategic allocations of Murton or Killingworth, reference should be given to the overall approximate capacity of the site to which the application relates. The degree to which proposed development may fall outside the definition of an approximate capacity will be established through the development management process at the time of the application and be informed by the likely implications of that development for the site and Borough's infrastructure.

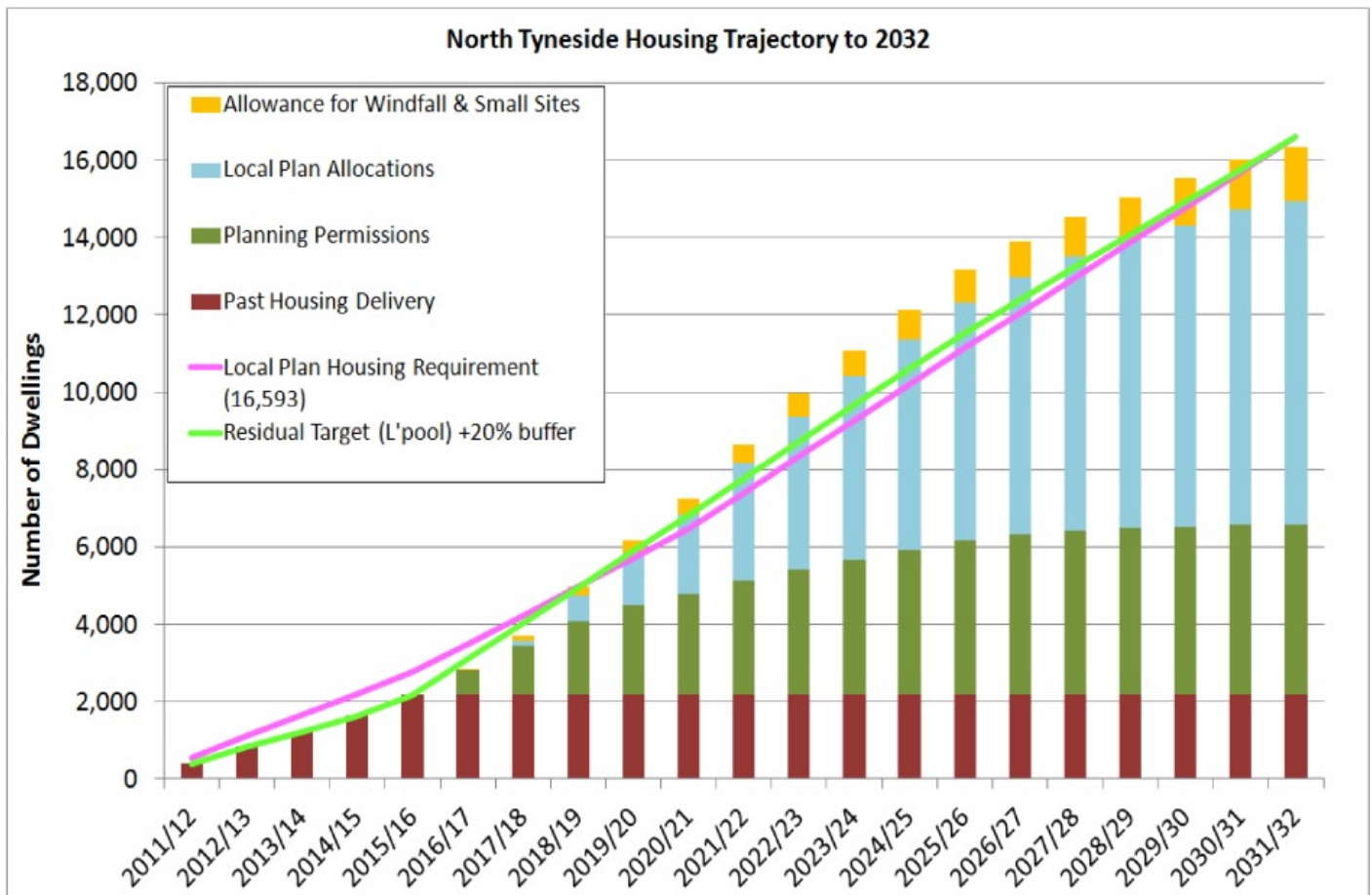
The housing trajectory

7.54 The North Tyneside Housing Trajectory (2011/12 to 2031/32) is shown below. This outlines actual delivery since the start of the plan period (1 April 2011) and forecast delivery (as at April 2016) from all identified deliverable and developable sources including:

- Outstanding planning permissions (both full and outline);
- Local Plan housing allocations (both for residential and mixed-use schemes); and,
- The justified non-site-specific allowances for both windfall and small-sites over the plan period.

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North Tyneside Housing Trajectory to 2032

- 7.55** The approach of Policy S4.3: 'Distribution of Potential Housing Development Sites' and DM4.5: 'Criteria for New Housing Development' is to ensure that the Local Plan puts in place a framework for site allocations and key considerations for new development to meet the overall housing requirement for the Borough. The policies seek to do so in a manner that best addresses the principles of sustainable development and the creation of mixed communities and is flexible to respond to changes throughout the plan period.
- 7.56** The housing requirement will be delivered through a combination of specific sites and broad locations, along with a small allowance for sites that are currently unidentified. This is considered the best means of providing sufficient certainty to deliver the housing target, whilst maintaining flexibility in supply and allowing a continued focus on the most sustainable locations in the Borough within the town centres and main urban area.
- 7.57** The Council needs to ensure that sufficient sites are identified to support the level of growth set out in the Plan, ensuring it is deliverable.
- 7.58** The Borough's residual housing requirement will be provided by the allocated housing sites, the selection of which has been informed by the previous consultation process and the supporting evidence base. The potential capacity of the development sites set out in Policy S4.3 are derived from the indicative assessment of yield through the annual SHLAA.

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- 7.59** The viability of development and known timescales for delivery are now a fundamental cornerstone of the planning process and the Area Wide Viability Assessment and Strategic Sites Viability Assessments have been prepared and will be kept up to date to ensure the Council's understanding of the economic conditions and viability of development are kept up to date. This is considered in tandem with the government's drive and commitment to significantly boost the delivery of new housing.
- 7.60** The delivery of new housing will be monitored against the requirement set out in the housing trajectory, as part of the wider Local Plan process, including the SHLAA and Authority Monitoring Report (AMR). Further detail on implementation of the strategic vision can be read in the Housing Implementation Strategy. House-building will be compared against both the annual and cumulative requirement throughout the plan period to 2032, including undertaking a review of the existence of persistent under-delivery. Through this monitoring process, if it becomes apparent that there is sustained under-performance against the requirement and, as a result, that the strategic objectives for growth in North Tyneside are not being delivered, then measures will need to be put in place to rectify the issue. This could involve a range of contingencies, potentially including:
- Looking at ways to assist in the delivery of sites with planning permission;
 - Exploring opportunities for speeding-up delivery of allocated sites in order to advance delivery;
 - Continued liaison with neighbouring authorities through the duty-to-cooperate process; or,
 - If clearly necessary, considering whether new sites are needed to boost housing land supply, both immediately or in the longer-term.
- 7.61** This will be undertaken in-line with the monitoring and review process as explained in Chapter 12, with the position continuing to be monitored throughout the plan period to 2032. Further detail can be read in Policy S4.2(b), Policy S9.1 and the accompanying Implementation and Monitoring Framework.

Criteria for Other New Housing Sites

- 7.62** Whilst it is the role of the Local Plan to provide for, and specifically allocate, the sites to meet the overall housing needs, proposals for new sites, those which have not previously been identified through the plan process and known as 'windfall' sites, will continue to come forward for development throughout the plan period. The SHLAA demonstrates that such sites make an important contribution to the housing land supply within the Borough and, as a result, the approach of the Local Plan allows for an element of overall housing delivery, particularly in the latter years of the plan period, to come through windfall development within the urban area of North Tyneside. Policy DM4.5 outlines the criteria that will be applied to such sites.

DM4.5 Criteria for New Housing Development

Proposals for residential development on sites not identified on the Policies Map will be considered positively where they can:

- a. Make a positive contribution to the identified housing needs of the Borough; and,
- b. Create a, or contribute to an existing, sustainable residential community; and,
- c. Be accessible to a range of sustainable transport modes; and,
- d. Make the best and most efficient use of available land, whilst incorporating appropriate green infrastructure provision within development; and,
- e. Be accommodated by, and make best use of, existing infrastructure, and where further infrastructure requirements arise, make appropriate contribution to its provision; and,
- f. Make a positive contribution towards creating healthy, safe, attractive and diverse communities; and,
- g. Demonstrate that they accord with the policies within this Local Plan.

7.63 Continual monitoring of housing delivery in North Tyneside, through the SHLAA and the Authority Monitoring Report (AMR), identifies that house-building over recent years has fluctuated quite widely. In particular, there was a severe dip in delivery of new homes at the nadir of the market between 2008 and 2011, particularly when compared to earlier years of growth. The volume of housing completions and also of the number of new sites gaining planning permission for residential development are good indicators of the strength of the market; these figures declined markedly from 584 net additions to the housing stock and 3,977 homes with outstanding planning permission in 2007/08 to figures of 255 net completions and 3,223 homes with planning permission by 2011/12. However, since 2011 there has been a general positive trend with regards to delivery rates, with gross housing completions in 2015/16 representing the highest total since 2007/08 and the most recent total for outstanding planning permissions, 4,765 homes at 31 March 2016. It will take a little time for those recently granted planning permissions to start delivering new homes but, once these sites are underway, it is likely that it will have a significant positive impact on house building.

7.64 The decline in housing delivery coincided with a time when the majority of the previous Unitary Development Plan (2002) housing allocations reached completion and the aforementioned reduction in the volume of new planning applications for previously unidentified, or windfall sites: a reflection of the economic downturn of 2007/08. Identification of a new range of potential sites for housing, which are suitable, appropriate and deliverable within the housing market and widen the choice and availability of housing land, is key to increasing housing delivery in the short to medium term and to meeting the Council's longer term growth aspirations. It is also crucial to ensuring that the Council achieves the delivery of the new homes needed in a coordinated and sustainable manner and, at the same time, delivering the essential infrastructure that will ensure North Tyneside remains an attractive place in which to live.

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- 7.65** The North Tyneside SHLAA establishes that a wide range of smaller potential housing sites exist across the Borough. These opportunities are likely to involve the reuse of land, the revitalisation of older industrial areas in sustainable locations and the regeneration of sites, particularly in and around the town centres. Such sites, the vast majority of which will be brownfield, will continue to come forward over the plan period to make a valuable contribution towards delivering the overall requirement for new homes.
- 7.66** Policy DM4.5 looks to ensure that such proposals are appropriately located, sustainable and attractive and do not harm the amenity of neighbouring properties or land uses. This also reflects the principles of national planning policy in ensuring that new housing development is:
- Informed by the latest evidence of housing need;
 - Takes full account of its surroundings;
 - Is demonstrated to be sustainable in terms of access, design and construction; and,
 - Creates a pleasant, safe and healthy environment.
- 7.67** Policy DM4.5 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to the policies that set out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

Type of Housing: Housing Provision for a Diverse Borough

- 7.68** The National Planning Policy Framework requires local planning authorities (LPAs) to “Plan for a mix of housing to meet the different needs of the community, including families with children, older people and people with disabilities.”
- 7.69** Of the 95,000 homes in North Tyneside, about 73,000 (77%) are privately owned, of which 9,000 are privately rented. The remaining 21,000 (22%) are mainly social rented homes managed by North Tyneside Council or Registered Providers. The North Tyneside SHMA 2014 identifies that that 67% of properties in the Borough are houses, 25% are flats/maisonettes and 8% are bungalows. Of all properties, 11% have one bedroom, 33% two bedrooms, 48% 3 bedrooms and 8% have 4 or more bedrooms.
- 7.70** To ensure that housing provision meets the needs of all households across all tenures, it is important that a range of house types and sizes is provided as part of new residential developments. Whilst it is anticipated that most new housing provision over the Local Plan period will be developed by private house builders for owner occupation, an appropriate mix of new homes is essential if the Borough’s full housing needs are to be addressed. The North Tyneside SHMA 2014 provides information on the type and size of market and affordable homes that are needed in the Borough.
- 7.71** For market housing, whilst 2 or 3 bedrooms houses remain the most popular choice, a diverse range of homes is required to meet the needs of different household types. These range from smaller homes to meet the needs of first time buyers or for older, smaller households, to larger homes for families. To enable a wider choice of housing, the SHMA also explored whether there is a need for other forms of market housing.

Executive Housing

- 7.72** The executive housing market can be broadly defined as accommodation suited to the needs and aspirations of higher income households. The availability of high value and desirable properties can influence perceptions of an area, as a place to choose to live, invest and set up business. This then impacts upon economic growth and overall prosperity. Ensuring a supply of executive homes to meet demand can help attract or retain higher paid managers and executives, thus contributing to the creation of local businesses and to improving the local economy.
- 7.73** Currently only 10% of the Borough's housing stock is made up of detached homes. The North East region as a whole has 14% detached homes compared to 23% nationally. Meanwhile homes in North Tyneside are weighted towards mid-range council tax bands compared to the North East as a whole. Higher council tax bands, typically classed as Bands G and H, are under-represented. In North Tyneside there are just 334 properties in Band G, 0.36% of the total housing stock, compared to 1% across the North East and 38 properties in Band H, 0.04% of the total housing stock compared to 0.11% for the North East.
- 7.74** The North Tyneside SHMA 2014 investigated the requirements for executive housing through a review of existing provision, stakeholder discussions and analysis of the housing options being considered by higher income groups. This found there is demand for 'higher specification' executive homes from households currently living in North Tyneside and who have stated a preference to remain in the area. There is therefore a need to ensure that executive housing is delivered in suitable locations to meet demand.

Custom and Self-Build

- 7.75** Custom and self-build development is defined as an individual obtaining a building plot and then building their own home on that plot. The self-builder's input into this process varies from undertaking the actual building work to contracting out all of the work to an architect or building company. Self-build housing schemes have the potential to increase the delivery of innovative and highly sustainable development that can be more affordable for the owner than other forms of housing delivery. It can contribute positively to the local economy, as generally both materials and labour are drawn from the local area.
- 7.76** The 2013 household survey identified that there is an interest in self-build from households planning to move in the next five years. This found that 5.6% were interested in this form of housing delivery. Some households were also interested in community self-build, defined as a 'group of people in housing need who join forces and become involved in the planning, design and building of their own homes'. From 1 April 2016 the Self-Build and Custom Housebuilding Act 2015 obliges local authorities to maintain a list of people and groups interested in building their own homes. North Tyneside Council has set up its own 'Self and Custom Build Register', enabling people who are interested in finding suitable building plots in North Tyneside to register their interest.
- 7.77** The Housing and Planning Act 2016 supports existing legislation on self-build and custom housebuilding by requiring LPAs to ensure sufficient serviced plots, with permission, are available to meet demand in their area, as identified by the register of persons requiring self-build plots.

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DM4.6 Range of Housing Types and Sizes

To ensure that new residential development provides a mix of homes, to meet current and future demand, and to create sustainable communities, applications for new housing development will be considered with regard to the Council's most up-to-date evidence, including housing need and local housing market conditions.

To widen the overall housing offer in North Tyneside and meet identified demand, the provision of executive housing will be encouraged in suitable locations, as long as this does not compromise the Council's overriding objective to secure the delivery of affordable housing. For the purpose of this Policy, executive housing is defined as:

- a. Detached properties;
- b. At densities of up to 22 dwellings per hectare of net development area; and,
- c. Of four or more bedrooms.

These homes will be either:

- d. Valued at council tax Band G and above; or,
- e. Valued, at first sale, in the upper 10% of current house prices within Tyne and Wear.

To widen the overall housing offer in North Tyneside and meet identified demand for self-build development (including community self-build), applications for self-build housing will be supported in appropriate locations. Such schemes should:

- f. Demonstrate high quality design, employing innovative approaches throughout;
- g. Provide for suitable linkages to infrastructure and facilities;
- h. Include a design framework to inform the detailed design of the individual units, where more than one self-build unit is proposed in a single site location.

For housing developments over 200 homes, the Council will encourage applicants to consider (where economically viable) opportunities to set aside a proportion of the net developable area of the site for custom and self-build housing.

- 7.78** For custom and self-build housing, on sites where more than one dwelling is proposed, a design framework should be agreed with the Council prior to the submission of individual planning applications. This is to ensure that the cumulative impact on the variety of design and construction materials does not harm the character and appearance of the local area. A design framework should facilitate a cohesively designed development without stifling innovation and individuality.
- 7.79** For executive housing applications, the Council would seek clarity from applicants to demonstrate that the nature of homes provided and density of development proposed is notably different to general market housing provision within the Borough. The net density of general market housing has been assessed as ranging generally between 20 and 30 dwellings per hectare. Evidence of target

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sales prices should also be provided to support applications for executive homes. Policy DM4.6 identifies that such housing would be valued at Council Tax Band G or in the top 10% of house prices within Tyne and Wear. This assessment should be made based upon the available sales data of all homes within the Tyne and Wear authorities over the previous 12 months.

Affordable Housing

- 7.80** The NPPF defines affordable housing as "social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market". Intermediate housing is provided at a cost below market levels and can take the form of rented properties or other products such as shared ownership/shared equity. Affordable housing should also include provision to remain at an affordable price for future eligible households.
- 7.81** 'Our North Tyneside', the Council Plan 2014 to 2018, identifies affordable housing as important in meeting the Council's commitment to providing for the housing needs and aspirations of the whole community.
- 7.82** The provision of affordable housing has significant benefits and meets a range of needs. For many residents in North Tyneside, home ownership is not possible due to the cost of housing compared to earnings, the availability of mortgages, and, for first time buyers, the level of deposit required to secure a mortgage.
- 7.83** Affordable housing for rent provides homes for those who cannot afford to buy or rent a home on the open market. This helps reduce the levels of homelessness and overcrowding in the Borough. Affordable housing can also provide homes for those with special needs, for example wheelchair users, people with support needs and sheltered or extra care housing for the elderly. Intermediate housing provides a mechanism for newly forming households, who cannot afford to pay the full price of a market home, to get a foot on the property ladder.
- 7.84** To ensure that sufficient quality accommodation is available to meet current and future needs, a supply of good quality affordable housing is required. In North Tyneside affordable housing is delivered by the Council, Registered Housing Providers or private developers. A degree of subsidy is required to deliver affordable housing. For social housing landlords such as the Council and Registered Providers this can include a grant from the Homes and Communities Agency.
- 7.85** For private developers, affordable housing is delivered through contributions required as part of planning obligations, the terms of which are set out in S106 Agreements. National planning policy requires the Council to set a Borough-wide target for the proportion of affordable housing to be sought over the plan period. Based on evidence of viability the Borough-wide target is 25%. Whilst some sites may achieve less than this due to viability there may be other sites that can achieve more than the 25% target. The aim is to achieve 25% overall across the Borough over the life of the Local Plan.
- 7.86** The affordable housing requirement is informed by the need identified in the North Tyneside SHMA and an assessment of long term viability. The SHMA 2014 found that there is a significant shortfall of affordable homes in the Borough: currently 490 per annum. This supports the requirement to ensure new developments provide affordable homes that meet need. Based on the housing needs

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assessment and preferences of newly forming households, the SHMA suggests a split of 75% affordable housing for rent and 25% intermediate tenure (such as shared ownership or shared equity). Information on the type and size of affordable housing needed is also provided. The greatest need is for one and two-bedroom homes, although there is still some need for larger homes.

- 7.87** In order to secure the volume of affordable housing necessary, a considerable proportion of total housing delivery to 2032 would need to be affordable. This would impact on the financial viability of schemes and would lead to significant market implications and challenges in both delivering and maintaining a viable overall supply of new housing. Imposing such a requirement could undermine wider objectives associated with housing growth and, in turn, exacerbate overall affordability issues, ultimately harming affordable housing delivery.
- 7.88** In setting a target for affordable housing provision it must be recognised that viability and the level of need itself changes over time. The North Tyneside Area Wide Viability Assessment (AWVA), updated 2016, recognises that the housing market fluctuates and the proportion of affordable housing that could be delivered similarly rises and falls. The AWVA, in identifying a range of housing typologies and sites, also explores the potential implication of changes in building costs and house prices.
- 7.89** In 2010 the last assessment of viability, the Affordable Housing Viability Assessment (AHVA) identified the broad level of viability (i.e. the proportion of units on site that could be affordable) was 20%, up from 15% at the nadir of the housing market in 2009. The AHVA 2010 also explored the level of viability at the previous housing market peak in 2007, at which point, viability for most sites assessed stood at 30%. Work undertaken to date through the AWVA (updated 2016) has found that a 25% target for affordable housing overall remains a reasonable and viable target for housing delivery in North Tyneside, whilst also allowing for appropriate funding to support improvements to infrastructure, facilities and amenities impacted by development. Meanwhile over the period between 2010/11 and 2014/15 the North Tyneside Monitoring Report identifies that approximately 28% of all housing delivery was affordable, secured from a range of providers and development types. A Borough-wide target of 25% is therefore considered to be the minimum that housing delivery from all forms of delivery can achieve in the current economic circumstances. This evidence will be monitored on a regular basis and the implementation and effectiveness of the Council's affordable homes policy reviewed accordingly.
- 7.90** Policy DM4.7 makes further provision for some schemes, in exceptional circumstances to make a contribution to affordable housing at another location or provide a commuted sum to the Council. In some circumstances such an approach could provide an opportunity to make the best use of funding that might be available for affordable housing provision. For example such funding may have the potential to support wider Council programmes for affordable housing (and Council housing) provision that could secure more homes with the funds that would be viable from a scheme than might otherwise be achieved. However, in most instances the availability of land for affordable housing development is a significant constraint and securing adequate on-site delivery will be the priority for the Council.
- 7.91** As previously stated, current evidence indicates that North Tyneside has a significant level of affordable need, which would exceed what is viable for private developers and Registered Providers to meet alone. As a direct provider of affordable housing, the Council has embarked on an Affordable Homes Project that supports the challenging delivery of 3,000 affordable homes from 2014 to 2024. The

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project will play an important part in the delivery of the Borough's affordable housing requirement through a variety of different measures such as implementing the Council's own building programme, the delivery of homes built by Registered Providers and the private sector, and bringing long-term empty homes back into use.

Starter Homes

- 7.92** The Housing and Planning Act 2016 sets out the statutory framework for the delivery of discounted Starter Homes for first-time buyers, including the general duty of all local planning authorities to promote the supply of such homes.
- 7.93** On 24 March 2016 the Government published a technical consultation on Starter Home Regulations. The document defines Starter Homes as: "exclusively available for first-time buyers under the age of 40 and sold at a discount of at least 20 per cent of the market price." The requirement would apply to sites of ten or more units, or covering more than 0.5 hectares. The document proposes a "single national minimum requirement" for 20 per cent of homes on these sites to be Starter Homes. There are also proposals for a "general exemption" to the Starter Homes requirement but this exemption would "apply only in tightly defined circumstances." The consultation document also provided a further opportunity for respondents to comment on the proposed changes to the definition of affordable homes for the purpose of national planning policy.
- 7.94** The proposed Starter Homes requirement will have implications for Policy DM4.7 – 'Affordable Housing'. The Council has published an addendum to the SHMA assessing the need for Starter Homes in North Tyneside, which found there is a demand in the Borough. The Local Plan has sought to provide an outline policy for affordable housing provision that will be sufficiently flexible to enable future delivery of affordable homes as defined by current government policy and advice, including the provision of Starter Homes.

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DM4.7 Affordable Housing

To meet the Borough-wide target the Council will seek 25% of new homes to be affordable, on new housing developments of 11 or more dwellings and gross internal area of more than 1000m², taking into consideration specific site circumstances and economic viability. Developments will be required to provide a mix of affordable housing for rent and intermediate housing, based on the most up-to-date evidence of local need. Where necessary, to assist the viability of proposals, a flexible approach to the tenure mix of affordable housing provision will be considered by the Council.

In all but the most exceptional cases the Council will require affordable housing provision to be made on-site. Where alternative off-site affordable housing provision or a commuted sum is proposed it must be demonstrated that:

- a. All options for securing on-site provision of affordable housing have been explored and exhausted; and,
- b. Where off-site affordable housing is to be provided the amount of affordable housing would be broadly equivalent in value to the amount that would be viable if the provision was made on-site; or,
- c. Where a Commuted Sum is to be provided it will be broadly equivalent to the amount that would be viable if the provision was made on-site.

Proposals for the delivery of affordable housing schemes (such as those submitted by the Council and Registered Providers) that make a contribution towards North Tyneside's overall assessed needs for affordable housing will be supported.

- 7.95** In addition to formal requirements for the delivery of affordable housing it is recognised that the private rented sector has the potential to support an important segment of the housing market in North Tyneside.

Specialist Housing - including Extra Care and Supported Housing

- 7.96** There is increasing demand for specialist housing that helps to support people in the community with very specific housing needs, for example the elderly, people with a physical or learning disability and other vulnerable people with support needs such as substance mis-users. Providing the right type of housing will help people to maintain independent living.
- 7.97** The North Tyneside SHMA 2014 provides guidance on the needs of household groups that have specialist housing requirements. In particular there is growing need arising from an increasingly ageing population, who often wish to remain in their own homes for as long as possible. This needs to be taken into account when planning for new housing. For example, the provision of extra care homes that can facilitate on-site support will help people remain independent for longer.

DM4.8 Specialist Housing

The Council will support proposals for specialist housing, including extra care and supported housing, where the development:

- a. Is integrated into the local residential community;
- b. Is located where local traffic and connectivity are not detrimental to the local community; and,
- c. Is considered acceptable against other policies in this Local Plan.

Accommodation should seek to deliver and promote independent living and will include extensions and adaptations to existing homes as well as new build properties

Technical Design Standards for New Homes

- 7.98** To achieve sustainable development, paragraph 17 of the NPPF sets out a set of core land-use planning principles that should underpin both plan-making and decision-taking, including: “Planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”.
- 7.99** On 25 March 2015 the Government introduced, in a Written Ministerial Statement, new technical housing standards in England and set out how these would be applied through planning policy. The aim of the national set of standards is to enhance residential quality and reduce the administrative burden on new housing developments by simplifying and rationalising the wide variety of standards that local authorities across England apply to new homes.
- 7.100** Local planning authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access and water efficiency, and a Nationally Described Space Standard (NDSS). In this context, access relates to how people access and use a dwelling and its facilities and for space, this relates to the internal space of a dwelling. The intention is that no other standards relating to housing should be set locally.
- 7.101** National Planning Practice Guidance sets out information on the application of the Optional Housing Technical Standards, stating that: “Local planning authorities will need to gather evidence to determine whether there is a need for additional standards in their area, and justify setting appropriate policies in their Local Plans” and that “Local planning authorities should consider the impact of using these standards as part of their Local Plan viability assessment”.
- 7.102** Within this context, work has been undertaken to establish whether there is a need to implement these higher standards in North Tyneside. This is set out in the ‘Optional Housing Technical Standards’ document, part of the suite of documents that provide the evidence base supporting the Local Plan. The evidence found that, whilst greater water efficiency has significant benefits and should be encouraged on housing developments there is no justification for introducing a higher standard to that required by Building Regulations. However, in terms of the optional standards relating to access and internal space there is evidence to support a policy for these higher standards. The evidence relating to access and space is summarised below and policies are set out reflecting the Council’s requirements.

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Access

- 7.103** North Tyneside's older population is increasing and as people age so does the prevalence of illness and disability. In 2011, there were around 35,587 residents aged 65 or older. This number is projected to increase by 20,155 (56.6%) by 2032. For the 80 and over age group this is projected to increase over the same period by 7,605 (74.7%). The majority of older people (over 70%) want to remain in their home for as long as possible.
- 7.104** Over 10% of the Borough's population aged 18-64 (13,000 people) are living with a disability, and of these, 2% (3,000) have a serious disability.
- 7.105** Meeting the needs of our ageing population and those living with a disability presents challenges for housing provision, which is already evidenced by the funding being spent on adapting homes to meet need and the impact on public services of treating people who fall in the home. Providing more accessible homes will ensure that the Borough's housing stock is more easily adaptable and will help people to maintain their independence for longer.
- 7.106** The optional standards that Policy DM4.9 bring into effect are governed by Building Regulations and set out within the Building Regulations 2010, 2015 edition incorporating 2016 amendments: 'Access to and use of buildings: Approved Document M'.
- 7.107** All new dwellings are required to meet the regulations of Category 1, M4(1), where homes make reasonable provision to be visitable by a range of people including older people and those with reduced mobility. The further optional requirements include Category 2 accessible and adaptable dwellings, M4 (2). This standard is viewed as being met where a new dwelling makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. The overall proportion of new homes that Policy DM4.9 seeks to include as affordable homes is informed by an assessment of the impact of the additional standard upon the viability of development.
- 7.108** M4(3) sets out further provisions whereby a dwelling makes reasonable provision either at completion (M4(3)(2)(b)), or at a point following completion be adaptable (M4(3)(2)(a)), for a wheelchair user to live in the dwelling and use any associated outdoor space.
- 7.109** *In order to allow for an appropriate transitional period the standards will only be applied to outline or full applications approved after 1 October 2018. It will not be applied retrospectively to those applications for reserved matters where the outline permission was determined or is subject to a resolution to grant permission (including subject to planning obligations) before 1 October 2018.*

Internal Space

- 7.110** The amount of space in a home influences how people live, impacting on their health and wellbeing. Providing homes of sufficient size to allow residents 'room to grow' is a critical part of delivering sustainable communities. A survey of new homes built in North Tyneside found that 2 and 3 bedroom houses are generally being built below the optional Nationally Described Space Standard (NDSS)

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set by the Government. The NDSS reflects the need for rooms to be able to accommodate a basic set of furniture, fittings, activity and circulation space appropriate to the function of each room. The overall objective is to ensure that all homes are highly functional in terms of meeting typical day to day needs at a given level of occupation.

- 7.111** The standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
- 7.112** Policy DM4.9 does not apply to an extension to a dwelling or material change of use. It applies only to new dwellings. Policy DM4.9 a-c will also apply where there is a material alteration to the dwelling as set out in Approved Document M of the Building Regulations. Where step-free access is not achievable or viable, neither of the optional requirements M4(2) and M4(3) will apply. Viability testing through the Area Wide Viability Assessment has determined that the space and accessibility standards can be implemented without significant detriment to the economic viability of development.

DM4.9 Housing Standards

To ensure that new homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, from the 1 October 2018 the following standards will apply, subject to site viability:

Accessibility of homes

Market Housing

- a. For new housing developments, excluding low-rise non-lift serviced flats, 50% of homes are to meet building regulation M4(2) – ‘Category 2 -accessible and adaptable dwellings’.

Affordable Housing

- b. For all new housing developments, excluding low-rise non-lift serviced flats, 90% of homes should meet building regulation M4(2) – ‘accessible and adaptable dwellings’.
- c. 10% of new homes where the local authority is responsible for allocating or nominating a person to live in that dwelling should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area. Where there is no specific need identified, then M4 (3) (2) (a) will apply, to allow simple adaptation of the dwelling to meet the future needs of wheelchair users.

Internal Space in a Home

- d. All new homes, both market and affordable, will meet the Government’s Nationally Described Space Standard (NDSS).

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Housing in Multiple Occupation

- 7.113** Welfare reform changes mean that people under 35 years of age do not get the Local Housing Allowance rate applicable for a one-bedroom private rented home and, instead, receive a lower amount of allowance (known as the shared accommodation rate). However if they share a home they will be given the appropriate rate. This measure, together with the overall increased need for affordable housing, is resulting in single people accessing shared accommodation options. This is reflected in the subdivision of large family homes into smaller units and the increase in Houses in Multiple Occupation (HMO).
- 7.114** Whilst such housing helps to meet housing need and makes an important contribution towards a diverse and sustainable mixed community, the quality is often poor, both internally and externally, and can have a negative impact upon the overall character of a community.
- 7.115** It is possible for single dwelling units to be converted into an HMO of between 3 and 6 household units without planning permission. This means, typically, the change from a relatively large house to a HMO would not require planning permission; however other aspects of the development may still require permission. Planning permission remains a requirement for Large Houses in Multiple Occupation over 6 household units.
- 7.116** Just as planning permission is required to develop a hotel or residential institution, the Council could introduce an Article 4 Direction to remove permitted development rights for the conversion of a family house (Use Class C3) into a House of Multiple Occupation (HMO) (Use Class C4). Applicants would then have to gain planning permission for the conversion of a house into a house of multiple occupants.
- 7.117** As an example, removal of permitted development rights could be used in communities such as Whitley Bay to help retain residential properties for occupants who are less likely to be transient, helping to improve social cohesion and sustainability. It is important to note that requiring an application to be submitted does not mean that all will be refused. It does however allow the Council to assess each case against policy and, to assess the benefits and any harm, before making a decision. It also allows local residents to be informed as to what is proposed in their area.

DM4.10 Houses in Multiple Occupation

The Council will make full use of its powers, including removal of permitted development rights through Article 4 Directions where appropriate, to ensure that particular concentrations of small scale houses in multiple occupation, between three and six household units, do not harm the character and amenity of neighbourhoods and communities in North Tyneside.

The conversion or change of use of a property to a small or large Housing in Multiple Occupation, where planning permission is required for such development, will be permitted where:

- a. They would provide good quality accommodation that would support the creation of a diverse mixed community;
- b. They would maintain the amenity of adjacent and nearby dwellings;
- c. The cumulative impact of the proposal, taking into account other such houses in the street or immediate locality, would not lead to Houses in Multiple Occupation becoming the dominant dwelling type; and,
- d. Adequate provision for parking, servicing, refuse and recycling and the management and maintenance of the property can be demonstrated through the submission of a management plan.

- 7.118** HMOs can be defined as a building or part of a building that includes one or more units of living accommodation, or a self-contained flat, occupied by persons who do not form a single household but where there is some sharing of the basic amenities such as washing facilities, toilets and kitchens.
- 7.119** Typically in the private rented tenure, HMOs offer a short term form of accommodation that add significant flexibility to the housing market and play a vital role in ensuring some form of housing can be made available to all. However, it is also recognised that HMOs can suffer from poor landlord management and sometimes are occupied by residents with no vested interest or personal connection with the local area. This can begin to harm the character of local communities where over concentrations of such housing occur.
- 7.120** Within North Tyneside certain areas are recognised as more likely to see clusters and over-concentration of HMOs, including the Coast, particularly Tynemouth and Whitley Bay, and the town centres. These areas often have high volumes of large, and typically older, housing that can be readily subdivided to provide multiple household units.
- 7.121** This policy consequently looks to provide a set of criteria that ensure proposals for HMOs provide good quality, affordable accommodation. It also safeguards the character and amenity of communities that may have particularly high concentrations of this house type.

Existing Housing Condition

- 7.122** Much attention is focused on new housing but, for the foreseeable future, most people will live in existing homes. Despite the new housing development set out within the Local Plan, by 2032 the vast majority of the Borough's housing stock will already have been built prior to 2011. Ensuring this existing housing stock is decent, sustainable and healthy will have the greatest impact on the provision of a range and choice of quality housing for residents in North Tyneside.

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Protecting the Quality of Existing Housing Stock

S4.11 Improving the Quality of Existing Housing Stock

The Council will work to ensure the Borough's existing houses and residential areas remain healthy, safe, attractive and sustainable places in which to live and will support and deliver schemes that:

- a. Improve the condition of existing homes, in particular enhancing energy efficiency;
- b. Address issues of poor management and under-investment that may arise in the private sector, including the use of selective demolition where appropriate;
- c. Bring long term empty homes back in to use; and
- d. Through wider regeneration schemes and improvements:
 - i. bring public realm improvements that enhance the attractiveness of existing residential areas;
 - ii. enhance the provision and responsiveness of service providers to the needs of the local area; and,
 - iii. address issues of crime and anti-social behaviour.

Housing Condition

- 7.123** Significant investment in the social housing sector, by North Tyneside Council and Registered Providers, has helped to meet challenging Government targets focused on improving the condition of existing stock as part of the Decent Homes Standard. However, significant issues remain within the private housing sector.
- 7.124** The private housing stock, both owner-occupied and private rented, provides 77% of all homes in North Tyneside. Ensuring private housing is in a decent condition is vital to ensuring the population of the Borough has access to attractive, high-quality housing and preventing the decline of neighbourhoods. A study commissioned by North Tyneside Council in 2009, 'Building Research Establishment (BRE) Private Sector Stock Modelling', estimated that one third of private sector housing is non-decent. These tend to be older properties, commonly 'Tyneside flats' in town centre locations that can be hard to heat and costly to insulate, with nearly one third built before 1919.
- 7.125** The BRE study estimates 20% of all homes in the private sector have a hazard identified through the Housing, Health and Safety Rating System that is likely to be a risk to occupants. One of the primary reasons for homes being estimated as non-decent is poor thermal efficiency, posing additional implications for the impact of the housing stock on climate change. In 2008 the housing sector in North Tyneside overtook industry as the highest emitter of CO₂ emissions.
- 7.126** The North Tyneside Climate Change Strategy sets out the Council's priorities and strategy for addressing climate change and the Council has been active in looking to reduce the energy requirement of its own housing stock, and assist with tenants energy bills, with a project undertaken to install solar panels in over 3,000 Council homes.

Private rented management and maintenance

7 Housing

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- 7.127** Whilst it is difficult to quantify the effect that the purchase of homes for rent has on the housing market, the private rented sector has an important role in filling the gap in the supply of affordable housing. However, in areas of deprivation where evidence indicates that areas of poorly managed private rented housing have clustered, the private rented sector can present a challenge. Issues of poor maintenance and high turnover of tenants can create a sense of neglect that, in turn, harms the wider attractiveness of residential communities, with subsequent impacts upon perceptions of crime and anti-social behaviour.
- 7.128** Over recent years, the Council has been working effectively with over 500 landlords through the North Tyneside Private Landlord Service (NTPLS). In 2016, the Council will be entering into a new partnership with the National Landlord Association to provide advice and assistance to landlords, an arrangement that will replace the current set up under the NTPLS. Efforts to extend this initiative and take proactive approaches to information sharing and landlord training will continue. The aims of Policy DM4.10: 'Houses in Multiple Occupation' also indicates the Council's approach to safeguarding the quality and amenity of private rented, shared housing.

Empty Homes

- 7.129** At April 2010 approximately 3.3% of the total housing stock was classed as vacant. This is slightly worse than the average for England but better than that for the North East. A certain proportion of empty homes, typically estimated as up to 3% of total housing stock, is usually accepted as necessary turnover for the proper function of the housing market as people move house or as the needs of their household change.
- 7.130** However, at September 2011, 993 homes were classed as long term vacant (i.e. being empty for more than six months). Such empty properties can fall into a poor state of repair, and attract crime, vandalism and other forms of anti-social behaviour and can lead to neighbourhood decline. The Borough has no major concentrations of empty homes but the Council is committed to a consistent and pro-active approach to tackling and addressing long term empty properties.

Neighbourhood management and regeneration programmes

- 7.131** Within the urban area, individual houses and their occupants cannot be separated from the wider area and context. The condition of houses, the quality and maintenance of surrounding streets and open spaces, provision of local services and facilities and perceptions of crime and anti-social behaviour all have a role in the overall enjoyment of a particular home, street and town as a place to live.
- 7.132** Whilst aspects of this policy seek to address all of these issues, area-based approaches targeting locations where a range of difficulties are known to exist are also a priority for the Council. Policies for the three town centres of Wallsend, North Shields and Whitley Bay would, for example, combine management approaches with more fundamental change and investment.
- 7.133** For example in Wallsend town centre, whilst most streets are attractive and pleasant areas, terraces particularly to the south of High Street East feature a high concentration of poorly managed private rented property, in poor condition, with a generally poorly maintained and uninviting public realm.
- 7.134** East Howdon has the potential to benefit from a strong sense of community but is currently undermined by its relative isolation, limited services, high proportion of poorly managed private rented properties and a high concentration of housing in a poor condition.

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Provision for Gypsies, Travellers and Travelling Showpeople

- 7.135** Planning for the accommodation needs of Gypsies, Travellers and Travelling Showpeople is an integral element in meeting the housing needs of all residents of North Tyneside. However, the nature of this accommodation differs from a standard housing development and thus a separate policy is set out here that highlights some of the points to consider if, and when, a proposal is made to provide a site for the travelling community.
- 7.136** For the purposes of this planning policy, 'travelling community' means 'Gypsies and Travellers' and 'Travelling Showpeople' as defined in 'Planning Policy for Traveller Sites' (PPTS, August 2015). This sets out the government's policies and requirements in provision of sites for the travelling community and must be taken into consideration in preparing local plans and taking planning decisions⁽¹⁾.
- 7.137** There are currently no authorised sites within North Tyneside for use by the travelling community. In defining accommodation terms, a 'pitch' is an area which is large enough for one household to occupy, typically one or two caravans, and a 'site' is a collection of pitches which form a development exclusively for Gypsies and Travellers. For Travelling Showpeople, the common terms are 'plot' and 'yard'. For the purposes of this policy 'sites' and 'plots' encompasses all types of accommodation. Again, for the purposes of this Policy, the terms 'site' and 'pitch' are used to encompass all need for the travelling community.

DM4.12 Provision for Gypsies, Travellers and Travelling Showpeople

Proposals for additional sites for the travelling community, or for the expansion of existing sites, will be permitted where all of the following criteria can be met:

- a. The necessary infrastructure services could be made available;
- b. The proposed site is accessible to education, health and other community facilities;
- c. The proposal is adequately justified through robust evidence of need for additional Gypsy and Traveller pitches; and,
- d. The proposal has demonstrated that it accords with all other relevant the policies within this Local Plan.

¹ At the time of writing, it is understood that there are three definitions for a Gypsy, Traveller or Travelling Showperson: the PPTS 'planning' definition; the Housing Act (2004) 'housing' definition; and, the Equality Act (2010) 'equalities' definition (only applying to Romany, Irish and Scottish Travellers as an ethnic group). However, DCLG have stated that the government, through the current Housing and Planning Bill, will seek to amend primary legislation to clarify the duties on local authorities and bring the Housing Act definition in line with PPTS.

7 Housing

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- 7.138** All local authorities are required to formulate their own evidence base for the accommodation needs of the travelling community and, if necessary, to provide their own targets relating to pitches required. Current evidence, in the North Tyneside Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2014 (GTAA), concludes that there is no need for a permanent or transit site for the travelling community in the Borough. National guidance in PPTS sets out that, where there is no identified need, LPAs should adopt criteria-based policies to provide a basis for planning decisions.
- 7.139** The above policy sets out a criteria-based approach to ensure that any proposals for sites for the travelling community are assessed on the basis of the most recent evidence and are appropriately located to meet the needs of potential residents of the site, and also to respect the interests of the settled community and sustain the local environment.
- 7.140** Settlement of a new community may require associated infrastructure including schools, utilities and improvements to the highway network to enable suitable access. Proposals will not be permitted unless the existing infrastructure can accommodate the needs, or the proposed site intends to deliver the necessary improvements as part of its development.
- 7.141** The nomadic nature of the travelling community means that this is a cross-boundary issue. The Council has been engaging with other LPAs in the North East in gathering evidence to understand the needs for Gypsies and Travellers in the wider area, and will continue to do so as part of work through the duty-to-cooperate. As a result, whilst there is no evidence of need for any additional accommodation in North Tyneside, the wider housing needs of the travelling community are being met at a sub-regional level by neighbouring local authorities. As an example, Northumberland County Council, through their own GTAA, has identified a requirement to provide additional accommodation for the travelling community and are planning to meet this over the plan period.

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Green Infrastructure

- 8.1** Green Infrastructure is a strategically planned and delivered network comprising the broadest range of green spaces and other environmental features. As outlined in the Planning Practice Guidance, green infrastructure includes wildlife sites, parks and formal gardens, woodland and trees, allotments, outdoor sports provision, cemeteries, green roofs, footpaths, cycle and bridleways, wetlands, ponds, lakes, rivers and streams.

S5.1 Strategic Green Infrastructure

The Council will seek the protection, enhancement, extension and creation of green infrastructure in appropriate locations within, and adjoining the Borough which supports the delivery of North Tyneside's Green Infrastructure Strategy. Where deficiencies in the quality of green infrastructure and in particular types of green infrastructure are identified in relevant up-to-date evidence, improvements will be targeted to those areas accordingly.

- 8.2** North Tyneside's Green Infrastructure Strategy 2015 provides a framework for the Council, its partners and developers across a diverse range of specialisms concerned with social, economic and environmental planning, and land use management.
- 8.3** Green infrastructure is essential in meeting the environmental, social and economic needs of the Borough. As a joined-up resource, green infrastructure adds value to individual areas but also to the Borough as a whole by providing benefits for education, health and wellbeing, sustainable transport routes, play, exercise and relaxation, wildlife habitats, improvements to water quality, flood management areas, local food production and adaptation or mitigation for climate change. Many components of the green infrastructure network provide a setting to heritage assets or are heritage assets in their own right, such as the area's waggonways. Much of the green infrastructure in the Borough is multifunctional providing more than one of the above benefits. It is important to protect this multi functionality.
- 8.4** A network of allotments and private gardens, in addition to providing green space in an area, also provides opportunities for outdoor recreation, contributing to physical and mental well-being. Allotments provide a place for people to interact and to produce healthy locally grown food, which can help to improve the diet of residents. North Tyneside's Allotment Strategy (2009-2015) sets out the Council's action plan and requirements for allotments within North Tyneside. The areas of greatest need for new allotment sites are Killingworth, North Shields/Tynemouth and Whitley Bay. Developing new allotment provision in these areas will not only provide for the local demand but also reduce the pressure of sites in adjacent neighbourhoods.
- 8.5** Green infrastructure does not stop at local authority boundaries, for example, the Northumberland Coalfield Nature Improvement Area (NIA) extends into North Tyneside. Work is ongoing with neighbouring authorities, including the Northumberland Coalfield Local Nature Partnership to align strategic green infrastructure networks, assets and links.

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- 8.6** This policy is consistent with the guidance set out in the NPPF that advises that LPAs should set out a positive, strategic approach with regards to the management of green infrastructure networks.

DM5.2 Protection of Green Infrastructure

The loss of any part of the green infrastructure network will only be considered in the following exceptional circumstances:

- a. Where it has been demonstrated that the site no longer has any value to the community in terms of access and function; or,
- b. If it is not a designated wildlife site or providing important biodiversity value; or,
- c. If it is not required to meet a shortfall in the provision of that green space type or another green space type; or,
- d. The proposed development would be ancillary to use of the green infrastructure and the benefits to green infrastructure would outweigh any loss of open space.

Where development proposals are considered to meet the exceptional circumstances above, permission will only be granted where alternative provision, equivalent to or better than in terms of its quantity and quality, can be provided in equally accessible locations that maintain or create new green infrastructure connections.

Proposals for new green infrastructure, or improvements to existing, should seek net gains for biodiversity, improve accessibility and multi-functionality of the green infrastructure network and not cause adverse impacts to biodiversity.

- 8.7** The development management process is a major way in which green infrastructure can be both lost and created. New developments, especially those of a larger scale, have the ability to create integrated good quality, new green networks or to damage those that currently exist. It is therefore important to have this policy that will appropriately manage green infrastructure alongside development to ensure that the Borough sustains and enhances its network in terms of quality, quantity and linkages. In line with the NPPF and NPPG, North Tyneside Council will work to ensure that development not only protects green infrastructure but also where necessary, enhances it.
- 8.8** The NPPF advocates an approach where green infrastructure is protected alongside promoting sustainable development. It is considered that the above policy correctly balances the need to protect green infrastructure whilst supporting appropriate growth.

Accessible Green Space

- 8.9** Green infrastructure is recognised as all elements of green and open space, for instance private agricultural land or private sport pitches. However, not all green infrastructure is readily accessible and usable by communities. The Council's Green Space Strategy 2015 has identified a range of accessible green space typologies including parks, natural or semi-natural green spaces, general open space and children's equipped play areas.

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- 8.10** The Green Space Strategy 2015 has assessed the provision of these green spaces throughout the Borough. It has also surveyed all accessible green spaces to ascertain their quality and value ratings.

DM5.3 Green Space Provision and Standards

Within North Tyneside, accessible green space will be protected and enhanced to be of the highest quality and value. New development should sustain the current standards of provision, quality and value as recorded in the most up-to-date Green Space Strategy. Opportunities should be sought to improve provision for new and existing residents.

- 8.11** Accessible, usable and free green space that can be used for sport, recreation and amenity are key elements of the green infrastructure, and appropriate provision of such assets makes a fundamental contribution to the health and wellbeing of communities. Areas of open space that are valued by residents provide an important community function, and can make a significant contribution to the aesthetic quality of an area. Providing a sufficient quantity and quality of these kinds of green space is vital in ensuring the needs of local people are met.
- 8.12** The NPPF recognises the role green spaces play in promoting healthy communities and encourages their provision and presumes against their loss. Setting local provision standards, as in the Green Space Strategy 2015 (and subsequent revisions), ensures that decisions made regarding any loss or new provision are made correctly.
- 8.13** The Council's Green Space Strategy 2015 sets out that the extent of green space varies greatly across the Borough, with both positive results and deficiencies in provision and quality. It is important that the existing good standards are sustained and those that are poor are improved. This policy will help to guide this. The policy is in place to ensure that any new development cannot create a worsening of green space provision. Through providing new accessible green space within new developments, provision can be improved for the wider area.

Biodiversity and Geodiversity

- 8.14** An important component of North Tyneside's green infrastructure network is its biodiversity and geodiversity assets.
- 8.15** The Borough hosts a variety of different habitats and species. Some of these biodiversity interests are found on sites designated for their international, national, regional and local importance, and accorded a level of protection appropriate to their place within this hierarchy.

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- 8.16** The most important sites are internationally designated sites; the Northumbria Coast Ramsar and the Northumbria Coast Special Protection Area (SPA) (the former being wetlands recognised to be of international nature conservation importance and the latter, sites of European nature conservation significance for wild birds) that run from the Scottish Borders to the Durham Coast, including sections of the North Tyneside coastline. These internationally important sites have statutory protection and proposed development is subject to specific legal procedures. ⁽²⁾.
- 8.17** At the national level, two Sites of Special Scientific Interest (SSSI) are designated along the coast: Northumberland Shore, for its winter bird population and Tynemouth to Seaton Sluice geological SSSI, designated for its exposure of coal measures rocks as well as its bird population. At Gosforth Park, within Newcastle City, but adjoining the Borough boundary, is a further SSSI, of importance for its flora and fauna.
- 8.18** Part of the Borough around St. Mary's Island is within the Coquet to St. Mary's Marine Conservation Zone (MCZ). The MCZ protects the rock, sand, mud and sediment of the seabed that are the habitats for a large variety of sea life.
- 8.19** Throughout the Borough, there is a network of locally designated sites: Local Wildlife Sites (LWS) and Sites of Local Conservation Importance (SLCI). There are also a number of habitats and features, not in designated sites, that make a contribution to local biodiversity. Examples may include river banks, ponds, wetlands, woodlands, hedgerows, waggonways and common land. These may be of importance to local people and wildlife, or form corridors or wildlife links between designated sites.
- 8.20** To assist applicants, the Council has identified buffer zones, within the Green Infrastructure Strategy, around all designated and protected areas which will enable the applicant to see whether proposals are likely to impact these areas and would need to meet the requirements outlined within relevant Local Plan policies.

S5.4 Biodiversity and Geodiversity

The Borough's biodiversity and geodiversity resources will be protected, created, enhanced and managed having regard to their relative significance. Priority will be given to:

- a. The protection of both statutory and non-statutory designated sites within the Borough, as shown on the Policies Map;
- b. Achieving the objectives and targets set out in the UK Post-2010 Biodiversity Framework and Local Biodiversity Action Plan;
- c. Conserving, enhancing and managing a Borough-wide network of local sites and wildlife corridors, as shown on the Policies Map; and
- d. Protecting, enhancing and creating new wildlife links.

2 Ramsar sites in England are protected as European sites (as set out in The Conservation of Habitats and Species Regulations 2010 (SI No. 2010/490) which superseded The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended)). Special Protection Areas (SPAs) are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive

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DM5.5 Managing effects on Biodiversity and Geodiversity

All development proposals should:

- a. Protect the biodiversity and geodiversity value of land, protected and priority species and buildings and minimise fragmentation of habitats and wildlife links; and,
- b. Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and,
- c. Incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.

Proposals which are likely to significantly affect nationally or locally designated sites, protected species, or priority species and habitats (as identified in the BAP), identified within the most up to date Green Infrastructure Strategy, would only be permitted where:

- d. The benefits of the development in that location clearly demonstrably outweigh any direct or indirect adverse impacts on the features of the site and the wider wildlife links; and,
- e. Applications are accompanied by the appropriate ecological surveys that are carried out to industry guidelines, where there is evidence to support the presence of protected and priority species or habitats planning to assess their presence and, if present, the proposal must be sensitive to, and make provision for, their needs, in accordance with the relevant protecting legislation; and,
- f. For all adverse impacts of the development appropriate on site mitigation measures, reinstatement of features, or, as a last resort, off site compensation to enhance or create habitats must form part of the proposals. This must be accompanied by a management plan and monitoring schedule, as agreed by the Council.

Proposed development on land within or outside a SSSI likely to have an adverse effect on that site would only be permitted where the benefits of the development clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the SSSI national network.

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DM5.6 Management of International Sites

In accordance with European Legislation, proposals that are likely to have significant effects on features of internationally designated sites, either alone or in-combination with other plans or projects, will require an appropriate assessment. Proposals that adversely affect a site's integrity can only proceed where there are no alternatives, imperative reasons of overriding interest are proven and the effects are compensated.

Expert advice will be sought on such proposals and, if necessary, developer contributions or conditions secured to implement measures to ensure avoidance or mitigation of, or compensation for, adverse effects. Such measures would involve working in partnership with the Council (and potentially other bodies) and could include a combination of two or more of the following mitigation measures:

- a. Appropriate signage to encourage responsible behaviour;
- b. Distribution of information to raise public awareness;
- c. Working with local schools, forums and groups to increase public understanding and ownership;
- d. Use of on-site wardens to inform the public of site sensitivities;
- e. Adoption of a code-of conduct;
- f. Zoning and/or seasonal restrictions to minimise disturbance in particular sensitive areas at particularly sensitive times;
- g. Specially considered design and use of access points and routes;
- h. Undertaking monitoring of the site's condition and species count;
- i. Provision of a Suitable Accessible Natural Green Space (SANGS).

- 8.21** The Council has a statutory obligation to conserve and enhance biodiversity and geodiversity; in particular through the 2010 Conservation of Habitats and Species Regulations and the 2006 Natural Environment and Rural Communities Act.
- 8.22** The above policies are consistent with the guidance set out in the NPPF that advises LPAs to minimise impacts on biodiversity and geodiversity and provide net biodiversity gains where possible. It also supports the aims of the Biodiversity Action Plan (BAP), prepared jointly by Newcastle City and North Tyneside Councils. The BAP sets out a vision for the protection and enhancement of biodiversity in the area, focusing on a series of plans for priority habitats and species that are considered to be under threat locally and nationally.
- 8.23** It is important not to treat biodiversity and geodiversity in isolation; both are a key component of green infrastructure and have an important role to play in developing locally distinctive and sustainable communities and their conservation has a role to play in mitigating the effects of climate change.
- 8.24** Protection and enhancement of designated sites and other features of biodiversity interest is also important to the community for their education and recreation benefits.

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8.25 Several policies within this Plan have been identified through the Habitat Regulations Assessment as having a potential adverse effect on international sites and their qualifying species. Policy DM5.6 is to be used alongside those policies to ensure that any adverse effects are avoided, mitigated or compensated accordingly. The Council have produced guidelines for the creation of Suitable Accessible Natural Green Space (SANGS) that will be useful in applying Policy DM5.6.

Wildlife Corridors

8.26 The Green Infrastructure Strategy (2015) identifies and maps components of North Tyneside's wildlife corridor network that doesn't necessarily stop at the Borough's boundaries.

8.27 Wildlife corridors allow the movement of species between areas of habitat, linking wildlife sites and reducing the risk of small, isolated populations becoming unsustainable and dying out. Wildlife corridors are important features that should be protected, enhanced and created, to protect and promote biodiversity and to prevent fragmentation and isolation of species and habitats.

8.28 North Tyneside's wildlife corridors are made up of three key components of equal standing:

Strategic Wildlife Corridors

8.29 These corridors are important for their linkage value to the wider environment and not necessarily for their intrinsic ecological value but own particular significance on a regional basis. They can be the longest of wildlife corridors and sweep across important ecological assets contained within the Borough. They indicate the major open passageways between and into the urban areas.

Local Wildlife Corridors

8.30 These corridors are of local importance and are generally shorter routes that may link or contain local reservoirs such as SSSIs and Local Wildlife Sites (LWS), link sites to strategic corridors, provide alternative, sub-optimal routes to strategic corridors or form part of a larger, fragmented corridor.

Stepping Stones

8.31 These sites act as stepping stones or habitat mosaics that connect to wildlife corridors and allow species to move, supporting ecosystem functions.

DM5.7 Wildlife Corridors

Development proposals within a wildlife corridor, as shown on the Policies Map, must protect and enhance the quality and connectivity of the wildlife corridor. All new developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement.

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Soil and Agricultural Land Quality

- 8.32** Soil is a finite resource that fulfils many important functions and ecosystem services; for instance as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are appropriately protected and used sustainably.
- 8.33** The Agricultural Land Classification (ALC), used by Defra (the Department for Environment, Food and Rural Affairs), provides a method for assessing the quality of agricultural land to enable informed choices to be made about its future use within the planning system. The ALC system classifies land into five grades, with grade 3 subdivided into subgrades 3a and 3b.
- 8.34** The mapping of North Tyneside occurred before 1976, prior to the subdivision of grade 3. The ALC map for North Tyneside shows the southern, eastern and western parts of the Borough to be urban land and exempt from classification. The central and northern parts of the Borough are classified as grade 3. Some areas of the Borough (Killingworth Moor, Murton Gap and north east of Burradon) have since been reassessed; all mostly as grade 3b, with some small areas of grades 2, 3a and 4.

DM5.8 Soil and Agricultural Land Quality

Development of "best and most versatile" agricultural land will normally only be permitted where it can be demonstrated that:

- a. The need for the development clearly outweighs the need to protect such land in the long term; or,
- b. In the case of temporary/potentially reversible development (for example, minerals), that the land would be reinstated to its pre-working quality; and,
- c. There are no suitable alternative sites on previously developed or lower quality land.

The Council will require all applications for development to include realistic proposals to demonstrate that soil resources were protected and used sustainably, in line with accepted best practice.

- 8.35** The above policy is in line with the NPPF that stresses the need for the planning system to protect and enhance soils (paragraph 109) and sets out that LPAs should take into account the benefits of the best and most versatile agricultural land, seeking the development of poorer quality land in preference to that of a higher quality (paragraph 112).
- 8.36** The NPPF sets out that the "best and most versatile land" is classed as grades 1, 2 and 3a in the ALC. This is the land which is most flexible, productive and efficient in response to inputs and which can best deliver future crops for food and non food uses such as biomass, fibres and pharmaceuticals. Best practice on works affecting soil resources can be found from Defra, most recently in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites August 2013.

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Trees and Woodland

- 8.37** Within the Borough, there are a number of attractive groups of trees, many of which are protected by tree preservation orders and conservation area status, providing a backdrop to our heritage assets and in some cases integral to those heritage assets. Opportunities exist to provide additional planting in order to enhance the character of the rural and urban environment.
- 8.38** However, as many of the Borough's trees are now reaching the end of their natural life, management plans to crop, fell and replant trees need to be put into place to secure future tree coverage.

DM5.9 Trees, Woodland and Hedgerows

Where it would not degrade other important habitats the Council will support strategies and proposals that protect and enhance the overall condition and extent of trees, woodland and hedgerows in the Borough, and:

- a. Protect and manage existing woodland, trees, hedgerows and landscape features.
- b. Secure the implementation of new tree planting and landscaping schemes as a condition of planning permission for new development.
- c. Promote and encourage new woodland, tree and hedgerow planting schemes.
- d. In all cases preference should be towards native species of local provenance.

Planting schemes included with new development must be accompanied by an appropriate Management Plan agreed with the local planning authority.

- 8.39** Trees, woodland, hedgerows and forests provide a diverse range of benefits: providing timber, sport and recreation activities, enhancing the beauty of the environment, revitalising derelict landscapes, improving the image of an area, enhancing the Borough's biodiversity, improving health and well being, contributing towards renewable energy through the production of biomass, reducing urban temperatures, mitigating the effects of climate change and facilitating better urban drainage.
- 8.40** The above policy could have a positive impact on areas designated for their heritage or nature conservation interest where it would not have a negative impact on site integrity or significance.
- 8.41** Effective management through the life of development ensures any planting will mature along with the development and be a fully integrated and designed scheme.

Water Environment

- 8.42** The water environment is vital for its contribution to North Tyneside's biodiversity and is important to the quality of life of residents and visitors. Development must be within environmental limits and carefully consider how the water environment will be affected.

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Water Quality

- 8.43** It is important to consider the protection of water from pollution and to maintain current water quality, as well as seek to improve areas which are not currently meeting required European and national standards. It is important that discharges from new developments do not compromise the quality of river and coastal waters, nor should development be put at risk from water pollution.

S5.10 Water Quality

The Council will seek to improve the water quality in line with the requirements of the European Water Framework Directive and its associated legislation, and the Northumbria River Basin Management Plan.

Water Management

- 8.44** The North East's abundant fresh water supply, including from Kielder Water, is a major industrial, environmental and recreational asset. Unlike many parts of the country there are no current issues relating to water supply in North Tyneside. However, the anticipated growth in population over the plan period will increase overall water demand and water resources should be conserved. Climate change and increased development may also increase surface water and flood risk.

S5.11 Water Management

The Council will work with developers, residents and Northumbrian Water Ltd to ensure that North Tyneside's future water resource needs, wastewater treatment and drainage infrastructure are managed effectively in a coordinated manner to ensure that water supply, sewerage and drainage infrastructure is in place in tandem with development, to accommodate the levels of growth anticipated within the Borough.

Applicants will be required to identify the impact that new development may have on existing water infrastructure. Improvements will need to be identified and implemented alongside growth and prior to the occupation of new development to ensure water infrastructure is sustainable. The priority is to avoid, minimise and control surface water entering the sewerage system to reduce the risk of sewer flooding and to avoid the need for unnecessary sewerage treatment.

- 8.45** Howdon Sewage Treatment Works serves North Tyneside, Newcastle, Gateshead, South Tyneside and parts of south Northumberland. To ensure there is capacity at Howdon Sewerage Treatment Works to support growth, Northumbrian Water Ltd along with its Local Authority partners and the Environment Agency, are working together and investing in solutions to remove existing surface water from the public sewerage system and reduce the amount of water being processed. However, this is not a solution to guarantee long term capacity. Therefore, to ensure that growth can be accommodated sustainably by the water infrastructure, the policy requires that in all locations surface

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water should be controlled and minimised. The priority is to avoid using public sewers wherever possible for the disposal of surface water. If connection to the public sewerage network is the only option, there is a need for on site mitigation to attenuate surface water to minimise and control surface water flows.

Flood Risk and Surface Water

- 8.46** Flooding is an important issue in planning due to its cross-cutting social, environmental and economic impact. As the effects of climate change are being realised, planning for flood risk is integral to sustainable and safe development.
- 8.47** The Strategic Flood Risk Assessment 2010 (SFRA) for North Tyneside, and the Environment Agency's flood zone maps, identify areas of land at risk from all sources of flooding now and in the future as a result of climate change.
- 8.48** The Council as the Lead Local Flood Authority is responsible for developing, maintaining and applying a strategy for local flood risk management and for maintaining a register of flood risk assets. The Council also has lead responsibility for managing the risk of flooding from surface water, groundwater and all watercourses that are not classified as a main river (which are the responsibility of the Environment Agency).

DM5.12 Development and Flood Risk

All major developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk from all sources, taking into account the impact of climate change over its lifetime.

All new development should contribute positively to actively reducing flood risk in line with national policy, through avoidance, reduction, management and mitigation.

In addition to the requirements of national policy, development will avoid and manage flood risk by:

- a. Helping to achieve the flood management goals of the North Tyneside Surface Water Management Plan and Northumbria Catchment Flood Management Plans; and
- b. According with the Council's Strategic Flood Risk Assessment, including meeting the requirement for a Flood Risk Assessment for sites over 0.5ha in identified Critical Drainage Areas.

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DM5.13 Flood Reduction Works

The Council will work with Northumbrian Water Ltd, the Environment Agency and landowners to ensure the risk of flooding in North Tyneside, to existing property and infrastructure, is reduced through a planned programme of work on the existing and future components of the drainage system.

Where development is proposed, and where it is deemed to potentially impact on drainage capacity (either individually or cumulatively), applicants will be expected to contribute to off-setting these impacts and work with the Council and its drainage partners to ensure any works are complementary to wider plans and fairly and reasonably related in scale and kind to the proposed development.

- 8.49** The suitability of any new land for development will be considered in accordance with the sequential approach advocated in national planning policy. This approach has been a key factor in determining the spatial strategy and key development sites.
- 8.50** Certain locations are particularly sensitive to an increase in the rate of surface water runoff and/or volume from new development. There are generally known local flooding problems associated with these areas which have been identified and defined as Critical Drainage Areas (CDAs) in the Council's Surface Water Management Plan. Specific drainage requirements are required in these areas to help reduce local flood risk. The CDAs identified will be refined over time as more detailed information on flood risk and local flood management assets, including detailed sewer records, becomes available.
- 8.51** Whilst increases in flood risk are normally associated with major development proposals, minor developments can cumulatively increase the risks of flooding if left unchecked (whether planning permission is required or not). The Council will, therefore, encourage small scale proposals to incorporate appropriate sustainable drainage alternatives to offset or minimise the risks of flooding.
- 8.52** North Tyneside Council is leading a partnership, involving the Council, Northumbrian Water Ltd, emergency services, the Environment Agency and Capita to work together on engineering schemes to prevent future flooding and support community action so that residents and businesses can help themselves and their local area.
- 8.53** The partnership's quarterly update for May 2015 "Reducing the Risk of Flooding in North Tyneside" sets out what progress has been made in relation to current projects that aim to help protect North Tyneside's significant flood risk sites. Through the planning process North Tyneside Council will support and enable development necessary as part of such schemes and work with all partners in considering new developments in the Borough.

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DM5.14 Surface Water Run off

Applicants will be required to show, with evidence, they comply with the Defra technical standards for sustainable drainage systems (unless otherwise updated and/or superseded).

A reduction in surface water run off rates will be sought for all new development.

On brownfield sites, surface water run off rates post development should be limited to a maximum of 50% of the flows discharged immediately prior to development where appropriate and achievable.

For greenfield sites, surface water run off post development must meet or exceed the infiltration capacity of the greenfield prior to development incorporating an allowance for climate change.

DM5.15 Sustainable Drainage

Applicants will be required to show, with evidence, they comply with the Defra technical standards for sustainable drainage systems (unless otherwise updated and/or superseded).

The following destinations must be considered for surface water management in order of preference:

- a. Discharge into the ground*;
- b. Discharge to a surface water body;
- c. Discharge to a surface water sewer; or,
- d. Discharge to a combined sewer.

Only in exceptional circumstances, where a Flood Risk Assessment, local site conditions, and/or engineering report show that sustainable drainage systems will not be feasible will the discharge of rainwater direct to a watercourse, surface water drain or to a combined sewer be considered.

Where SuDS are provided, arrangements must be put in place for their whole lifetime management and maintenance.

Where appropriate, SuDS should be designed and located to improve biodiversity, the landscape, water quality and local amenity.

* Deep drainage structures are not suitable in the Borough due to actively managed mine water levels and raising groundwater levels.

- 8.54** Sustainable Drainage Systems (SuDS) provide a method of discharging surface water to reduce the risk of flooding and pollution and should be employed. SuDS can offer opportunities for environmental and landscape enhancement, improving biodiversity, increasing water quality and local amenity. Types of SuDS can include green roofs, water butts, retention and detention ponds, rain gardens, soakaways and permeable paving. Where SuDS alone cannot provide total surface water drainage solutions, they can be used in conjunction with conventional piped systems. The Council will promote sustainable drainage systems with support from the Environment Agency and Northumbrian Water Ltd.

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- 8.55** It is important to consider local constraints to SuDS. There are areas of the Borough (for example, Algernon Industrial Estate, Cobalt Business Park) where mine water levels are currently actively managed. In these cases, discharge to the ground may not be suitable due to the impermeability of the bedrock. Surface water would have to be attenuated on-site. The Borough's proximity to Newcastle International Airport also means that care should be taken with open water and other and bird attracting landscaping. Bird strike is a significant issue for aircraft and as such Newcastle International Airport is a statutory consultee for many planning applications including those with such landscaping.

Coastal Erosion

- 8.56** A requirement of national policy is to identify areas that are likely to be affected by physical coastal change, called Coastal Change Management Area (CCMA). The Northumberland and North Tyneside Shoreline Management Plan 2 (SMP2, 2009) is the primary source of evidence to identify policies for future coastal defence.
- 8.57** The SMP2 recommends the policy for the undefended coastline from Brierdene Burn, Whitley Bay, to the start of the car park at St. Mary's Lighthouse as "Managed Realignment", meaning allowing the shoreline to realign, landwards or seawards, sometimes with management to initiate and control change. The boat yard at the north of The Links continues to be operational but only with a small number of craft launching from this facility. Recently the boat yard suffered from coastal erosion and works undertaken in kind by the Council were only temporary repairs. There is no long term plan by the Council to maintain this facility or carry out any future repairs on the site. The area from the north side of St. Mary's headland to the border of Northumberland is recognised as requiring "No Active Intervention", meaning a decision has been made not to invest in providing or maintaining defences. These sections of coastline are classified as CCMA and will be allowed to erode (shown on the Policies Map). The sea defences around St. Mary's car park are not designated a CCMA and will be maintained. There will likely be a need for continued local works at beach access points or at the transition zone between defended and undefended sections.
- 8.58** Existing areas of sea defence are classified as "Hold The Line", which will mean the continued maintenance of these sea defences. Coastal defences are proposed to be maintained around St. Mary's headland, as shown on the Policies Map, with vehicular access to the headland and Island protected with appropriate sea defence. Future funding from the Environment Agency for Grant in Aid will require partnership funding for maintaining sea defences. This partnership approach will include all those potentially benefiting from the project.
- 8.59** At Browns Point, Tynemouth North Point and Sharpness Point, the SMP2 recommends "No Active Intervention" and the plan is to allow natural development of these main headlands.

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S5.16 Coastal Erosion

In the Coastal Change Management Area (CCMA), as shown on the Policies Map, development will only be permitted, where it can be demonstrated that:

- a. There would be no adverse impact to biodiversity arising from the proposal; and,
- b. It is coastal specific, benefiting the tourism and leisure offer at the coast; and;
- c. It is a temporary structure within 30m of a CCMA and not considered to be at future risk of coastal erosion; and;
- d. It will not increase coastal erosion as a result of changes in surface water run-off.

Proposals for significant development within 30m of a CCMA will also be required to conduct an erosion vulnerability assessment.

A long term aspiration for Tynemouth Longsands beach is to maintain the beach and dunes; developments on the beach or surrounding the dunes will be acceptable if they do not hinder this aspiration, meet the above criteria and accord with all other policies in this Local Plan.

Minerals

- 8.60** North Tyneside has a strong history of mineral extraction, notably the coal industry, and much of its contemporary character reflects this through, for example, reclamation sites such as the Rising Sun, the Waggonway network and our mining villages.
- 8.61** The Borough's current mineral operations are focused on the Howdon Wharf, where sea-dredged sand and gravel is landed. Despite there being no current workings, evidence does show that the Borough is, in the main, located on an area of shallow coal.
- 8.62** Through the following policy the Council aims to ensure the future sustainable supply and management of our mineral resources alongside supporting the appropriate development of the Borough, reducing waste, and protecting the environment and amenity.

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DM5.17 Minerals

Mineral resources and related infrastructure will be managed and safeguarded to meet current and future needs. A contribution to the region's supply needs will be made to ensure an adequate and steady supply of minerals in a way that supports the Borough's social, environmental and economic objectives. This will be achieved by:

- a. Proposals for mineral extraction being assessed individually and cumulatively, and permitted where no unacceptable adverse social, environmental and economic impacts would arise. Planning and environmental criteria to be taken into account when considering planning applications for minerals development are as follows:
 - i. Amenity (e.g. dust, noise and vibration);
 - i. Air quality;
 - ii. Lighting;
 - iii. Visual impact;
 - iv. Landscape character;
 - v. Traffic, including air and rail, and access;
 - vi. Risk of contamination to land;
 - vii. Soil resources and the impact on best and most versatile agricultural land;
 - viii. Flood risk;
 - ix. Ground and surface water impacts;
 - x. Land stability;
 - xi. Ecology, including habitats, species and designated sites; and,
 - xii. Heritage assets and their setting.
- b. If possible, an appropriate contribution will be made towards the Tyne and Wear sub regional aggregates apportionment of 5.7 million tonnes of sand and gravel to 2032. This will require provision throughout the plan period of a minimum sub regional sand and gravel landbank equivalent to seven years' production at a rate of 0.334 million tonnes per annum.
- c. Worked land being subject to high standards of restoration and aftercare to ensure the most appropriate and beneficial use, within an agreed timescale; this could include the delivery of net-gains for biodiversity, improvements for agriculture and enhanced access for recreation.
- d. Encouraging temporary material-recycling facilities on the sites of major demolition or construction projects and provision of permanent recycling plants for construction and demolition waste in appropriate locations, as defined in Policy S7.7.
- e. Safeguarding the existing transport and processing infrastructure at Howdon Wharf, as shown on the Policies Map, to allow for the continued transfer and movement of marine aggregates and safeguarding existing, planned and potential sites for concrete batching, the manufacture of coated materials, and other concrete products. Proposals for non-mineral development that may threaten, lead to the loss of, or damage to, the functioning of safeguarded mineral infrastructure or locations will not be permitted unless it can be demonstrated that:

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- i. An alternative site within an acceptable distance can be provided, which is at least as appropriate for the use as the safeguarded site; and,
 - ii. It can be demonstrated that the infrastructure no longer meets the current or anticipated future needs of the minerals, building and construction industry or the waste management industry.
- f. Mineral resources will be safeguarded from other forms of development that would prejudice future mineral extraction. Mineral Safeguarding Areas have been defined for shallow coal, marine and estuarine sand and gravel, basal sand, lower magnesian limestone, and glacial sand and gravel resources in the plan area and their extent is shown on the Policies Map. These resources will be safeguarded from non-mineral development that would needlessly sterilise the resource and prejudice future mineral extraction. Planning permission will not be granted for any form of development within a Mineral Safeguarding Area that is incompatible with safeguarding the mineral unless an assessment is submitted in which the applicant can demonstrate to the satisfaction of the Local Planning Authority:
- i. that the mineral concerned is no longer of any value or potential value; or
 - ii. the mineral can be extracted satisfactorily prior to the incompatible development taking place; or
 - iii. the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or
 - iv. there is an overriding need for the incompatible development; or
 - v. it constitutes exempt development, namely householder applications; changes of use; infilling in existing built up areas.

8.63 The NPPF sets out that LPAs should define Mineral Safeguarding Areas (MSAs), with further detail included in National Planning Practice Guidance (2014). The whole of the plan area has been identified as a MSA for coal, based on the advice of the Coal Authority and evidence set out in the British Geological Survey's Mineral Resource Map for the Tyne and Wear area, which illustrates that the majority of North Tyneside lies upon areas of shallow coal. Further MSAs have been identified for non-energy minerals in the Borough, namely sand, gravel and limestone. Again, this has been based on the British Geological Survey's Mineral Resource Map that displays outcrops of basal sands at Forest Hall and Cullercoats, limestone at Whitley Bay and Tynemouth, glacial sand and gravel at Longbenton, and marine and estuarine sand and gravel resources at various locations along the coast. All MSAs cover urban areas of the Borough and a range of environmental designations, from those of local to international importance.

8.64 A useful tool to demonstrate points f.i to f.iv of Policy DM5.17 would be through a Mineral Assessment. British Geological Survey's Good Practice Advice (2011) provides advice on the completion of a Mineral Assessment.

8.65 MSAs should also consider the potential for proximal development to sterilise mineral resources. A case study recognised as best practice by the British Geological Survey within their Good Practice Advice (2011) recommends the extension of MSAs beyond the boundary of the mineral resource by 500 metres around hard rock sites which generally requires blasting, for example, limestone, and 250 metres around soft rock sites such as sand and gravel. The Council has followed this example in the designation of the MSAs.

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- 8.66** The aim of the MSAs are to ensure that through the planning process, due consideration is given to avoiding the sterilisation of resources. There is no presumption that resources within MSAs will be worked at any time.
- 8.67** The important contribution of the wharfs in Tyne and Wear to the supply of sand and gravel is recognised in the Joint Local Aggregates Assessment for County Durham, Northumberland and Tyne and Wear (April 2015). Howdon Wharf is of strategic importance for the supply of aggregate minerals to both North Tyneside and the wider region. Essential transport and processing infrastructure at Howdon Wharf will be safeguarded for the continued landing and movement of aggregates.
- 8.68** The NPPF recommends making provision for stocks of reserves for relevant mineral resources in an area. The April 2015 Joint Local Aggregate Assessment has been prepared collaboratively by the authorities of County Durham, Northumberland and Tyne and Wear in order to address cross boundary mineral planning issues. The report identifies that the requirement from Tyne and Wear to meet sand and gravel need for the period 2014-2032 is approximately 5.7 million tonnes, which equates to an annual provision of 334,000 tonnes. It is acknowledged that due to the limited occurrence of aggregate minerals in the Borough there is no need to make provision for a site allocation to contribute to this apportionment but to rely on a criteria-based policy, as set out above. North Tyneside Council also encourages the recycling of materials and the use of recycled materials.
- 8.69** An agreed prompt programme of restoration and aftercare to ensure that landscapes are restored and possibly improved, will be a prerequisite for any approvals for mineral extraction, in line with the guidelines set out in the NPPF. This process can also bring about opportunities to deliver improvements for biodiversity and recreation.
- 8.70** Should any proposals come forward for conventional and unconventional hydrocarbons these will be considered in accordance with the policies and guidance set out in the NPPF and NPPG and the above policy as relevant to the stage of exploration, appraisal or production.

Contaminated Land, Unstable Land and Pollution

Contaminated and Unstable Land

- 8.71** The presence of contamination can affect or restrict the use of land but development can address the problem for the benefit of the wider community and bring the land back into beneficial use. The presence of instability in land can also be a concern and when new development is proposed it is necessary to ensure that new buildings and their surroundings are safe for future users.
- 8.72** Land contamination and instability may be associated with sites previously used for industry but can also arise from natural sources as well as from human activities. In assessing whether land contamination or instability is an issue to be taken into account when a planning application is submitted, the Council will have regard to a range of information sources including its database of potentially contaminated sites, information provided by developers and third parties, and the advice of Coal Authority and the Council's Environmental Health department.

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DM5.18 Contaminated and Unstable Land

Where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report which:

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

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

8.73 The Borough has several derelict sites due to its industrial heritage. Depending on the level of damage from previous use, these sites are often incapable of beneficial use without treatment. Although much derelict land has been reclaimed since the 1960s, there are substantial residual areas which require treatment, for example along the riverside.

8.74 An assessment of contamination or suspected land instability should demonstrate an adequate appreciation of ground and groundwater conditions and any other relevant factors, based on desk studies, site survey and subsurface investigation, laboratory testing and monitoring as necessary or appropriate.

Pollution

8.75 Pollution is the release of substances into the environment that can cause harm to human health, property or any other living organism supported by the wider environment. Pollution can affect our health and wellbeing and is important in how people perceive their environment and the desirability of living in an area. Pollution may arise from industry but pollution from traffic is also a growing concern. Principal sources of air pollution within the Borough are particulates and nitrogen dioxide from road transport emissions.

8.76 Newcastle International Airport is a potential source of noise pollution to the north-west corner of the Borough, an area which is crossed by the flight path. Newcastle International Airport has produced a set of noise contours, covering the period up to 2030, in line with the anticipated growth outlined within the Airport's 'masterplan 2030'.

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- 8.77** Sustainable development must ensure compatibility of proposals with existing uses to ensure no significant adverse impacts on health and quality of life from pollution and to improve community wellbeing.

DM5.19 Pollution

Development proposals that may cause pollution either individually or cumulatively of water, air or soil through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, and other pollutants will be required to incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment, to people and to biodiversity.

Development proposed where pollution levels are unacceptable will not be permitted unless it is possible for mitigation measures to be introduced to secure a satisfactory living or working environment.

Development that may be sensitive (such as housing, schools and hospitals) to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

Proposals for development should have regard to the noise impacts arising from the Newcastle International Airport flight path as shown on the Policies Map.

- 8.78** Pollution can effect health, undermine quality of life and affect natural habitats. This policy is designed to protect both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of pollution. The Council requires development to comply with national standards and adopt techniques to prevent, minimise or render harmless polluting substances.
- 8.79** The importance of good air quality is recognised by the World Health Organisation which produced a series of standards that have been adopted by the European Commission and subsequently the UK by the Expert Panel on Air Quality Standards, which has set air quality objectives for the UK. Development proposals that may result in a detrimental effect upon air quality in the Borough will need to provide an air quality assessment as part of the application and provide mitigation or promote sustainable options such as electric charging points. Development within the Borough must consider air quality collectively in context with other permitted but not implemented developments.
- 8.80** Noise considerations are especially important when planning housing, day centres, schools and libraries and in areas of high population density. The separation of noise sensitive development such as residential, health and educational uses from noise generating sources can reduce the effects of noise on those uses. Noise assessments will be required for any potential development that will introduce a noise source or create sensitive receptor to existing noise source. This should be mindful of the national noise strategy. Mitigation measures to minimise adverse impacts must be submitted. Consideration must be given to the World Health Organisation levels for community noise, to the relevant legislation and guidance on traffic and railway noise and the relevant British Standards, in particular that relate to industrial noise and noise within habitable accommodation.

9 The Built and Historic Environment

9 The Built and Historic Environment

High Quality Design

- 9.1** The character, distinctiveness and viability of successful areas often lies in the quality of the built and historic environment and public realm. Well designed buildings, places and spaces help to create attractive environments that set a positive context for the development of successful places and sustainable communities. Design is not just about how development looks, but how it works and how well it meets the needs of users. The Council is committed to achieving high quality buildings and places across the Borough. A key component of this is to ensure that all new development adopts high standards of design.

DM6.1 Design of Development

Applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area. Proposals are expected to demonstrate:

- a. A design responsive to landscape features, topography, wildlife habitats, site orientation and existing buildings, incorporating where appropriate the provision of public art;
- b. A positive relationship to neighbouring buildings and spaces;
- c. A safe environment that reduces opportunities for crime and antisocial behaviour;
- d. A coherent, legible and appropriately managed public realm that encourages accessibility by walking, cycling and public transport;
- e. Sufficient car parking that is well integrated into the layout; and,
- f. A good standard of amenity for existing and future residents and users of buildings and spaces.

- 9.2** All residential developments are encouraged to demonstrate that they have successfully addressed Building for Life 12 criteria.
- 9.3** For residential extensions the Council will consider the effect upon the amenity of neighbouring occupiers, for example, loss of sunlight, daylight, outlook or privacy.
- 9.4** The Council attaches great importance to the design of the built environment in order to deliver safe and attractive places in which to enjoy living, working, playing and spending time in. To achieve a high quality outcome for new developments, the design should be based on an understanding of the local area and responds to its context. The policy sets out a clear framework for design principles to achieve this. The Design Quality SPD contains further information in relation to implementing the requirements of this policy. Building for Life 12 is a nationally recognised methodology for assessing the design quality of residential development. The Building for Life methodology offers a systematic way of demonstrating that residential schemes have been well designed.

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DM6.2 Extending Existing Buildings

Extensions should complement the form and character of the original building. This should be achieved either by continuation of the established design form, or through appropriate contrasting, high quality design. The scale, height and mass of an extension and its position should emphasise a subservience to the main building. This will involve a lower roof and eaves height, significantly smaller footprint, span and length of elevations.

When assessing applications for extending buildings the Council will consider:

- a. Whether or not the property is affected by any designations or considered to be a heritage asset or within the setting of a heritage asset;
- b. The location of the extension in relation to the street scene;
- c. Implications for amenity on adjacent properties and land such as outlook, loss of light or privacy;
- d. The cumulative impact if the building has been previously extended;
- e. The effect that the extension will have on the existing property and whether it enhances the overall design; and
- f. The form, scale and layout of existing built structures near the site.

9.5 The continual adaptation of the existing building stock is an essential part of helping to meet changing demands for buildings in an evolving society and a changing community. Existing buildings are a resource that has provided for the needs of past generations and if managed appropriately, can provide for the needs of the present generation without prejudicing their use in the future.

9.6 Extensions can have a significant effect on a building or street scene and need to be carefully considered on each site. It is therefore essential that extensions enhance and protect the positive qualities and characteristics of both individual buildings as well as the wider townscape of which they form a part. This policy will ensure that the identity of a place is not harmed and that adverse impacts on neighbouring buildings and landscapes are avoided.

Adverts and Signage

9.7 Advertisements and signage, including shopfronts, are important to commercial areas, being both an informative and valuable instrument to attract customers. However, if poorly placed and designed they can have a negative impact on the appearance of the built and natural environment.

9 The Built and Historic Environment

DM6.3 Advertisements and Signage

Advertisements and signage must be appropriate to their local settings in terms of location, scale, design, colour, materials and illumination.

Proposals will be permitted where they do not have a detrimental impact, either individually or cumulatively, on visual amenity, character, public safety or the natural environment.

Careful consideration will be given to advertisements and signage affecting heritage assets or their settings, especially if illuminated, so they do not have an adverse impact.

- 9.8** This policy will support others in this Plan relating to good quality public realm, namely those connected to North Shields, Wallsend and Whitley Bay town centres, the North West Villages and those areas mentioned in Policy S6.4.
- 9.9** Under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended) consideration is given to the impact of advertisements on public safety and the amenity of the immediate neighbourhood. This is further supported by Chapter 7 “Requiring good design” of the NPPF and the Planning Practice Guidance.
- 9.10** Heritage assets can be sensitive to advertisements and signage, particularly if illuminated, as it can have a negative impact if incorrectly designed or insensitively placed. This policy seeks to ensure that this type of signage is effective and takes into account the special features of the asset.

S6.4 Improving Image

To support the Council’s objectives for enhancing North Tyneside’s image and attractiveness, exemplar design solutions and architectural excellence will be actively supported and encouraged at the following key areas and sites of major change:

- a. Key gateways into the Borough such as the Coast Road, A19 junctions and the River Tyne
- b. Town centres.
- c. Strategic development allocations identified in the Local Plan.
- d. Key visitor attractions.
- e. The Coast, North Bank and other regeneration areas.

Any subsequent development proposal will be required to accord with any development briefs which are produced for these sites.

- 9.11** Improving the image and quality of an area brings social and economic benefits for local communities. This is a priority if the Borough is to be a place where people choose to live and feel good about where they live. It is also an important step towards the regeneration of our town centres through attracting investment and improving prosperity.

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- 9.12** The NPPF encourages the preparation of local policy that seeks to create safe and accessible environments, clear and legible routes and high quality public space in order to produce healthy, inclusive, crime-free communities. National Planning Practice Guidance sets out that good design in town centres, including the treatments of walking environments and shop frontages, can support longer visits and the vitality of the centre.

The Historic Environment and Heritage Assets

Protection, Preservation and Enhancement of Heritage Assets

- 9.13** North Tyneside is rich and diverse in architectural and historic interest. This is reflected in the number of heritage assets within the Borough, both designated and non-designated. The Borough contains a great deal of reminders of its unique past, including Roman, medieval, Victorian and late 20th Century heritage assets.
- 9.14** Coal mining is a major part of North Tyneside's heritage and this is evident through the waggonways throughout the Borough and the former mining communities in the North West. The more recent industrial past, based on the riverside and Port of Tyne, is reflected in the buildings and quays fronting the river between Tynemouth and Wallsend. Further inland, a variety of smaller settlements, such as Earsdon, Killingworth and Backworth Villages, each with their own individual character, contain buildings, landscapes and sites of architectural value or historic significance. It is recognised that the Borough's heritage is not solely connected to ancient sites. North Tyneside offers an excellent range of buildings, parks and sites from the 19th to late 20th Century that reflect on the area's recent past and provide as much interest as those from earlier periods.
- 9.15** The importance of this heritage has been acknowledged through the statutory protection afforded by the designation of 17 conservation areas and the placing of 223 buildings (two grade I, ten grade II* and 210 grade II) on the statutory list of buildings of architectural or historic interest. Other statutory designations include eight scheduled ancient monuments, including part of Hadrian's Wall, which forms part of the trans-national Frontiers of the Roman Empire World Heritage Site (WHS). A specific policy on the protection and enhancement of the WHS can be found at AS8.9 within the Wallsend and Willington Quay Area Specific Strategy. In addition, 146 non-designated heritage assets are included on a register of local architectural or historic interest, and several thousand heritage assets, including archaeological remains, are recognised in the Tyne and Wear Historic Environment Record.

Heritage Assets

- 9.16** North Tyneside's historic environment defines the character of the area, and contributes significantly to residents' quality of life and visitor experience. It is important to maintain and celebrate heritage assets against the background of a successful, vibrant Borough.
- 9.17** The Council has a good record of a proactive approach to the conservation of its heritage assets. Its strategy is to continue this: protecting, enhancing and promoting heritage assets so they can be understood and enjoyed by residents and visitors now and in the future.

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- 9.18** It is a strategy that recognises that heritage assets can, over time, lose their original functions or their significance can be compromised. North Tyneside Council is keen to ensure that these assets are not harmed or lost, and encourage their regeneration as part of wider area improvement schemes. North Tyneside has seen some excellent regeneration schemes involving heritage assets, notably at North Shields Fish Quay where several heritage assets at risk have been rescued through working with public, private and community partners.
- 9.19** North Tyneside Council holds a large amount of evidence and guidance relating to its heritage assets. However, buildings and areas constantly evolve, their conditions can change and new heritage assets can be discovered. Additionally, regulations, policy, guidance and best practice can change. The Council will be responsive to this to ensure heritage assets are managed as well as possible.

S6.5 Heritage Assets

North Tyneside Council aims to pro-actively preserve, promote and enhance its heritage assets, and will do so by:

- a. Respecting the significance of assets.
- b. Maximising opportunities to sustain and enhance the significance of heritage assets and their settings.
- c. Targeting for improvements those heritage assets identified as at risk or vulnerable to risk.
- d. Seeking and encouraging opportunities for heritage-led regeneration, including public realm schemes.
- e. Supporting appropriate interpretation and promotion of the heritage assets.
- f. Adding to and keeping up-to-date the Borough's heritage asset evidence base and guidance. Examples include conservation area character appraisals, conservation area boundary reviews, conservation area management strategies, conservation statements/plans, registers of listed and locally registered buildings, the historic environment record and buildings at risk registers.
- g. Using the evidence it has gathered, implement the available tools to conserve heritage assets, such as Article 4 Directions and Building Preservation Notices.

- 9.20** The above policy is consistent with the advice in the NPPF, which states "Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment". It also supports the aims of North Tyneside Council's Heritage Strategy 2014-2021, notably the protection and promotion of heritage.
- 9.21** Integrating heritage assets into urban regeneration is proven to create successful, popular areas with character, where people enjoy living, working and visiting. The appeal of the character and appearance of heritage assets mean that they can contribute significantly to the economy of an area as part of a regeneration scheme. Heritage-led regeneration advocates the environmentally sustainable reuse of buildings and spaces.
- 9.22** Heritage assets are at risk of harm or loss if they are not identified, recorded, understood and protected accordingly. This is recognised in the NPPF, which recommends that LPAs have up-to-date evidence about their heritage assets, using it to assess their significance of heritage assets and the contribution they make to the environment.

9 The Built and Historic Environment

Conservation of heritage assets

- 9.23** The built environment rarely stays static and as part of that, heritage assets or their settings can be subject to change. Heritage assets should not be viewed as an obstacle to change; indeed their presence, ongoing maintenance or development can positively contribute to a vibrant Borough. However, constructive guidance needs to be in place to ensure they are appropriately conserved.
- 9.24** This policy is primarily concerned with above-ground heritage assets; a further policy on archaeological heritage assets is included below.

DM6.6 Protection, Preservation and Enhancement of Heritage Assets

Proposals that affect heritage assets or their settings, will be permitted where they sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of heritage assets in an appropriate manner. As appropriate, development will:

- a. Conserve built fabric and architectural detailing that contributes to the heritage asset's significance and character;
- b. Repair damaged features or reinstate missing features and architectural detailing that contribute to the heritage asset's significance;
- c. Conserve and enhance the spaces between and around buildings including gardens, boundaries, driveways and footpaths;
- d. Remove additions or modifications that are considered harmful to the significance of the heritage asset;
- e. Ensure that additions to heritage assets and within its setting do not harm the significance of the heritage asset;
- f. Demonstrate how heritage assets at risk (national or local) will be brought into repair and, where vacant, re-use, and include phasing information to ensure that works are commenced in a timely manner to ensure there is a halt to the decline;
- g. Be prepared in line with the information set out in the relevant piece(s) of evidence and guidance prepared by North Tyneside Council;
- h. Be accompanied by a heritage statement that informs proposals through understanding the asset, fully assessing the proposed affects of the development and influencing proposals accordingly.

Any development proposal that would detrimentally impact upon a heritage asset will be refused permission, unless it is necessary for it to achieve wider public benefits that outweigh the harm or loss to the historic environment, and cannot be met in any other way.

Heritage assets that are to be affected by development will require recording (including archaeological recording where relevant) before development commences.

Any heritage reports prepared as part of a development scheme will be submitted for inclusion on the Tyne and Wear Historic Environment Record (HER) and published where considered appropriate.

9 The Built and Historic Environment

- 9.25** Heritage assets, both designated and non-designated (as defined in the NPPF), are an irreplaceable resource and should be conserved in a manner appropriate to their significance. The settings of heritage assets can contribute significantly to their enjoyment through, for example, views, experiences and approaches, and should be given appropriate protection too. When assessing the potential impact of development on heritage assets and their settings, considerations could include scale, height, mass, footprint, materials and architectural detailing.
- 9.26** The policy provides a sustainable, positive strategy for the conservation and enhancement of heritage assets by supporting appropriate change and reuse.
- 9.27** The above policy reflects the guidance set out in Chapter 12 "Conserving and enhancing the historic environment" of the NPPF and its accompanying National Planning Practice Guidance.
- 9.28** Heritage assets are important to North Tyneside's future as they contribute to the Borough's image and identity. Conservation practice is consistent with the aims of environmental sustainability as it advocates the re-use of buildings along with the use of locally sourced and traditional materials.
- 9.29** Enabling development is new development that is contrary to planning policy but may be supported where the scheme demonstrates that this is the only viable means of resolving significant problems of heritage at risk. Schemes must have regard to the Historic England guidance for Enabling Development.

Archaeological Heritage

- 9.30** Within the Borough there are a number of sites of archaeological importance that are designated heritage assets and are subject to statutory control and protection. This includes eight scheduled ancient monuments, two of which are part of the Hadrian's Wall WHS. There are also many other sites of archaeological interest that are non-designated heritage assets, including sites where Anglo-Saxon, Roman and earlier finds have been made, the sites of villages, medieval field systems and early industrial sites including many associated with the coal industry. The archaeological remains of North Tyneside are recorded on the Tyne and Wear Historic Environment Record.

9 The Built and Historic Environment

DM6.7 Archaeological Heritage

The Council will seek to protect, enhance and promote the Borough's archaeological heritage and where appropriate, encourage its interpretation and presentation to the public.

Developments that may harm archaeological features will require an archaeological desk based assessment and evaluation report with their planning application. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this.

The results of the preliminary evaluation will determine whether the remains warrant preservation in-situ, protection and enhancement or whether they require full archaeological excavation in advance of development.

Should the loss of significance of the archaeological remains be outweighed by substantial public benefits so that preservation in-situ would not be justified, preservation by record will be required to be submitted to and agreed with the Local Planning Authority, and completed and the findings published within an agreed timescale.

- 9.31** 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, and require suitable protection, enhancement and promotion, as advocated in this policy. This is in line with the NPPF and National Planning Practice Guidance where archaeological remains are considered as heritage assets.
- 9.32** Archaeological research should be undertaken at the outset of the development process to enable the identification and understanding of any archaeological remains and inform the level of protection to be assigned and the level of archaeological work that is required. The need to undertake archaeological assessment and evaluation or to carry out further archaeological work is determined by the information in the HER and by North Tyneside Council on the advice of its archaeological specialists.
- 9.33** Archaeological recording and publication, through the Historic Environment Record or other means, ensures that the historic legacy of the Borough is documented for research, educational purposes and understanding.

10 Infrastructure

10 Infrastructure

Infrastructure Delivery and Viability

- 10.1** Infrastructure includes all the services and functions required to support housing, the economy, shopping and leisure activities as well as other town centre uses.
- 10.2** Without proper provision of supporting infrastructure, new growth may not be able to take place or could have adverse impacts on the community or the environment.
- 10.3** If infrastructure provision and capacity would be affected or could constrain new development, it may be appropriate for developers to contribute towards it. Such arrangements can be set out in legally binding planning obligations linked with the grant of planning permission. National legislation and policy only allows obligations to be sought where the impacts cannot be addressed through planning conditions and they meet set tests.
- 10.4** Once introduced, developers could also be expected to make contributions through a Community Infrastructure Levy (CIL). Introduction of a CIL charge would take appropriate account of the implications of any charge upon the economic viability of different types of development over the whole Borough. Planning obligations can be sought once a CIL has been adopted, but a developer will not contribute to the same infrastructure through both mechanisms.
- 10.5** Funding grants or subsidy for some forms of infrastructure could also be sought entirely or in part from other sources.

S7.1 General Infrastructure and Funding

The Council will ensure appropriate infrastructure is delivered so it can support new development and continue to meet existing needs. Where appropriate and through a range of means, the Council will seek to improve any deficiencies in the current level of provision.

The Council will also work together with other public sector organisations, within and beyond the Borough, to achieve funding for other necessary items of infrastructure. This will include the use of combined and innovative funding schemes to maximise the amount and impact of funding.

New development may be required to contribute to infrastructure provision to meet the impact of that growth, through the use of planning obligations and other means including the Community Infrastructure Levy (CIL).

Planning obligations will be sought where:

- a. It is not possible to address unacceptable impacts through the use of a condition; and,
- b. The contributions are fair, reasonable, directly related to the development and necessary to make the application acceptable.

In determining the level of contributions required from a development, regard will be given to the impact on the economic viability of the scheme.

10 Infrastructure

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DM7.2 Development Viability

The Council is committed to enabling viable and deliverable sustainable development.

If the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this.

In these circumstances the Council may:

- a. Enter negotiations with the applicant over a suitable contribution towards the infrastructure costs of the proposed development, whilst continuing to enable viable and sustainable development;
- b. Consider alternative phasing, through the development period, of any contributions where to do so would sufficiently improve the economic viability of the scheme to enable payment.

When determining the contributions required, consideration will be given to the application's overall conformity with the presumption in favour of sustainable development.

Infrastructure and Plan Objectives

10.6 The provision of infrastructure is of importance to the delivery of most objectives of the Plan. Additional or improved infrastructure will be required to:

- Address climate change issues e.g. through flood prevention and exploitation of renewable energy;
- Support housing and economic development including town centre uses;
- Directly improve the quality of life of residents;
- Secure the regeneration of the coast and riverside;
- Deliver the sustainable management of waste;
- Deliver the provision of sustainable access; and
- Secure protection and, in particular, enhancement of the natural, built and historic environment, and the improvement of the image of the Borough.

Infrastructure Delivery Plan

10.7 The Local Plan is supported by a separate Infrastructure Delivery Plan (IDP). This sets out the main infrastructure proposed over the Plan period and required to support the development proposed in the Plan. It indicates broad costs and potential areas of funding. Policies and proposals for particular types of infrastructure are set out in other parts of this Plan, particularly in the remainder of this section.

Funding of infrastructure

10.8 In the main, infrastructure is funded by:

- Users (for example, through water bills, council tax);

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- Those carrying out development requiring supporting infrastructure;
- Infrastructure providers, many of which are public bodies;
- National or local government or another public body.

10.9 In line with national policy, the aim of this Plan is to maximise the contribution made by those carrying out development requiring infrastructure, and minimise the cost to the public purse. Opportunities for other potential funding streams to support new infrastructure, such as LEP funding and Tax Increment Funding (TIF), will also be explored. Further detail on funding is available in the IDP.

Developer contributions and development viability

10.10 Developers can only be required to pay the costs of infrastructure for the development they propose to the extent that those costs do not render the development financially unviable, taking into account the costs of the development itself, the return that it could generate, and the alternative returns available to an investor. The contribution towards the cost of infrastructure required from a developer will therefore need to take the viability of the development into account.

10.11 Further, should the justified contribution to all the infrastructure required to support a development mean that the development would not be financially viable, then the Council will need to consider, in the light of all the material considerations, whether the development should be refused planning permission, or whether the development could be granted planning permission without some of that justified contribution, or whether the viability of the scheme should be reassessed during the construction phase of development. In the latter case the Council will need to consider its priorities in selecting the infrastructure for which contributions will be sought.

Mechanism for requiring developer contributions

10.12 Recent legislation allows developer contributions for infrastructure to be obtained through both planning obligations and the CIL. The CIL is a levy that councils can impose on new developments in order to raise money for infrastructure to support development in their area. The amount developers would be charged has to take into account the cost of the infrastructure required, and the economic viability of the development proposed.

10.13 Planning obligations are legal agreements (often known as Section 106 agreements) between a council and a developer. They can include steps the developer has to take to deal with the site specific impacts of a development such as payments towards infrastructure. Recent legislation has introduced limits on the scale of these payments to ensure that, with the introduction of the CIL, developers do not end up paying twice towards the same item of infrastructure.

Connectivity and Transport

10.14 The effective movement of goods and people is crucial in ensuring sustainable communities where people have access to a full range of employment, retail and leisure opportunities and education and health facilities. The focus of transport policy is on delivering improved accessibility whilst also reducing carbon emissions, primarily by encouraging active travel - walking and cycling - and public transport use but also through the use of less polluting technologies such as electric vehicles. Such changes can play an important role in encouraging healthier lifestyles.

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National, Regional and Local Transport Policy

- 10.15** Strategic transport matters are influenced by issues at a variety of spatial levels, from nationally-significant projects and initiatives to those formulated at a regional and more localised scale. Across the North of England, transport policy must now be considered in light of the 'Northern Powerhouse'. First introduced by Government in June 2014, this is a broad concept with the objective of addressing the economic imbalance of the North-South divide by attracting substantial levels of new investment into northern towns and cities. This emerging initiative has arisen from the conclusion that the poor economic and physical connections between northern cities are holding back growth. Following the initial launch, a range of interventions have been announced; importantly, in relation to transport and infrastructure this includes the establishment of Transport for the North (TfN), which is soon to be a statutory body, and its Northern Transport Strategy and associated strategies. TfN brings together representatives from organisations such as the local transport authorities, combined authorities, Local Enterprise Partnerships and stakeholders such as Highways England, Network Rail and HS2 Ltd, with the aim of speaking with one coherent voice on important issues. The Northern Transport Strategy, which is developed through the TfN Partnership Board, was launched in March 2015, with an update published in March 2016, and will provide a strategic investment framework including details of future work programmes and funding mechanisms.
- 10.16** The Strategic Economic Plan (SEP) for the North East, established in 2014, sets out economic objectives for the region, including the strategic ambitions for the transport network that are considered desirable in order to support future economic development and growth.
- 10.17** The North East Combined Authority (NECA), which was formed in April 2014, has a leading role to play in creating the conditions for economic growth and new investment, and exercises a range of responsibilities in relation to economic growth, job creation, skills development and transport. The Combined Authority, which assumed the responsibilities of the former Tyne and Wear Integrated Transport Authority, manages significant transport assets, including the Tyne and Wear Metro system and the Tyne Tunnels, as well as overseeing major development projects. Nexus is the name given to the Tyne and Wear Passenger Transport Executive (PTE), which acts as the Combined Authority's delivery body for public transport in Tyne and Wear.
- 10.18** At the current time, the Tyne and Wear Local Transport Plan (LTP3, adopted in 2011) sets out the priorities for transport in Tyne and Wear. The Local Plan must support and complement the overall vision and objectives set out in the Local Transport Plan, including the key challenges of supporting economic development and regeneration, addressing climate change and supporting safe and sustainable communities. However, mirroring the national picture, the methods for the delivery of strategic transport policy at a local and regional level are also subject to significant change. The NECA is to produce a joint strategic transport plan covering Northumberland, County Durham and Tyne and Wear. As a first step, a 'Transport Manifesto' was issued for public consultation in early 2016. This will inform the development of the full Transport Plan for the North East, expected to be issued for public consultation in early 2017, which will set policies and initiatives for all modes of transport throughout the North East. The identity 'Transport North East' has been established for transport delivery at a NECA level.
- 10.19** Arising from this strategic context, a wide range of key transport challenges must be addressed through planning policy. In North Tyneside, over the plan period, priorities include:

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- Improving accessibility within the Borough, particularly between residential areas and those with a focus on employment, commercial and community uses;
- Strengthening transport links, for both passengers and freight, to key locations elsewhere in the North East and beyond, including the regional transport hubs of Newcastle Central Station, Newcastle International Airport and the Port of Tyne; and,
- Encouraging greater use of more sustainable forms of transport and new technologies in order to help to reduce contributing factors to climate change.

10.20 North Tyneside has a number of strategic transport links that perform an important role at a regional level. The A19(T), part of the strategic road network, provides a vital south to north route, linking to South Tyneside and Sunderland and to Northumberland, and connecting with the A1(M) at Seaton Burn. The A188/A189 corridor is a regionally important link, connecting Northumberland, the west of North Tyneside and Newcastle. There are also a number of key west to east links that provide access from the regional road network, including Newcastle city centre, through the Borough and towards the coast; these include: A1056 Sandy Lane and Killingworth Way corridor; the A191 Benton Road and Whitley Road corridor; the A1058 Coast Road and A187 Hadrian Road. The Metro system serves a large catchment of the population, linking key services and facilities throughout North Tyneside with other areas of Tyne and Wear. In addition to this, the East Coast Main Line also passes through the western edge of the Borough; the Shields Ferry and Tyne Pedestrian and Cyclist Tunnels provide cross-Tyne links on foot and by cycle; and there is a comprehensive network of local bus services providing efficient links to the rest of Tyne and Wear and beyond. A comprehensive network of links for pedestrians, cyclists and horse-riders is provided, including the strategic routes on the National Cycle Network (1, 10 and 72) as well as a range of other routes of regional and more local significance. An updated Cycling Strategy for North Tyneside, which will set a network of strategic cycle routes, was subject to consultation during 2016. The Tyne Pedestrian and Cyclist Tunnels, opened in 1951, provide a link between Howdon and Jarrow. This grade II listed structure is currently closed for refurbishment, a project which, on completion, will amount to a total investment of £6.9m, and is anticipated to reopen in summer 2017.

S7.3 Transport

Future transport provision should reflect existing demand and also take account of planned economic and housing growth to ensure an integrated approach to sustainable development and travel patterns. Through the objective to deliver a modal shift to more sustainable modes of transport, there is an emphasis on increasing the modal share of public transport, walking, cycling and other non-motorised modes for journeys both within the Borough and beyond. This recognises the requirement to reduce impacts that contribute to climate change and encourage active and healthier lifestyles.

1) Public Transport

The Council, will support its partners, who seek to provide a comprehensive, integrated, safe, accessible and efficient public transport network, capable of supporting development proposals and future levels of growth. These measures will provide attractive travel options for all groups within society and will be delivered by:

- a. Supporting proposals for improvements to the Metro system, including through investment in new rolling stock and by upgrading of existing stations and infrastructure.
- b. Improving access to, and safety of, Metro stations to make them more attractive and welcoming.
- c. Improving public transport interchanges to facilitate better integration between differing modes, principally bus and Metro but also including provision for taxis, cycle parking and storage facilities and car parking.
- d. Working with Nexus, service operators and major employers to maintain and enhance bus provision wherever possible. This will include improvement to services, information and ticketing and supporting proposals to address issues of accessibility and safety.
- e. Working with partners such as Nexus, transport operators and the voluntary sector where appropriate to promote the provision of flexible accessible transport options for persons with reduced mobility or other factors that limit travel options.
- f. Ensuring the retention and protection of essential infrastructure that will facilitate sustainable passenger and freight movements, including safeguarding of strategic transport routes for the future. In particular, development which would obstruct or constrain the use of existing or former railway lines for a variety of transport uses will not be permitted - this includes routes currently used for heavy rail, light rail, and/or cycleways. Specific examples with potential for future investment are marked on the Policies Map and include:
 - i. Ashington, Blyth and Tyne Railway (Seghill - Northumberland Park - Benton); and,
 - ii. Northumberland Park - to Percy Main/Howdon (Cobalt Corridor Link) including protection of key site at Earsdon Road, Shiremoor, land in the Percy Main area and sites for potential stations and access points along the route; and,
 - iii. Benton Curve (South-West) – to allow access from the East Coast Main Line towards Benton, South Gosforth and Newcastle International Airport; and,
 - iv. Additionally, potential sites for new stations, whether on the existing rail network, on routes re-opened for passenger traffic and/or extensions to the network, will also be supported where appropriate. This includes proposals relating to both the Metro and heavy rail and will be linked to new development wherever possible. Specifically this includes potential sites for new Metro stations at Killingworth Moor and Murton Gap, linked to the strategic allocations.

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2) The Road Network

The Council, working with partners, will seek to deliver targeted improvements to the road network to contribute to the economic development and regeneration of North Tyneside in order to support businesses, improve pedestrian and other road users' safety, contribute positively to environmental quality and ensure progress with regard to both the timing and reliability of journeys.

In conjunction with Highways England, the priorities for improvement to the national strategic road network will be focused on the A19(T) including at the following key locations, as shown on the Policies Map:

- a. A19(T)/A193 Howdon Interchange;
- b. A19(T)/A1058 Silverlink Interchange;
- c. A19(T)/A1056 Killingworth Interchange; and,
- d. A19(T)/A1 Seaton Burn Interchange.

In addition, at the following locations, which are outside the Borough but have significant links to the North Tyneside highway network:

- e. A19(T)/A189 Moor Farm Interchange;
- f. A1(T)/A1056 North Brunton Interchange; and,
- g. A19(T)/A184 Testos Roundabout.

The Council will also prioritise targeted improvements at other key points on the network including along the A188, A189 and A191 corridors, A1058 Coast Road, A1056 Sandy Lane, and on the A193 Wallsend Road/Tynemouth Road-A187 Hadrian Road corridor.

Other priorities for improvements to the local road network will be examined as and when required with further detail on the above schemes, and others, available in the Infrastructure Delivery Plan (IDP).

3) Pedestrians, Cyclists and Horse-Riders

The Council, working with partners, will seek to protect and enhance its existing network of routes and provide a network of safe, convenient, direct and accessible routes for pedestrians, cyclists, horse-riders and other non-motorised modes of transport. The commitment to deliver a functioning network will be achieved through a variety of measures including, where appropriated, by:

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- a. Developing and implementing improvements to strategic and local routes in the Borough for the benefit of all users.
- b. Specifically with regard to cycling, supporting proposals for new and improved infrastructure and associated facilities that would increase the opportunities for, and attractiveness of, cycling as a sustainable mode of travel. This includes established cycling routes which run on, and alongside, roads as well as the network of off-road routes, local waggonways and other green infrastructure connections – this incorporates the strategic routes that form part of the National Cycle Network. Proposals will be supported unless there would be significant adverse impacts on other recreational activities.
- c. Improving the quality and safety of the public realm, implementing streetscape improvements, giving greater priority to pedestrians, cyclists and horse-riders and fostering road safety.
- d. Wherever possible, incorporating improvements for non-motorised modes of transport as part of other transport schemes.

DM7.4 New Development and Transport

The Council and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support residents health and well-being:

- a. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footways and cycle routes. Connections will be integrated into existing networks with opportunities to improve connectivity identified.
- b. All major development proposals likely to generate significant additional journeys will be required to be accompanied by a Transport Assessment and a Travel Plan in accordance with standards set out in the Transport and Highways SPD (LDD12).
- c. The number of cycle and car parking spaces provided in new developments will be in accordance with standards set out in the Transport and Highways SPD (LDD12).
- d. New developments will need to demonstrate that existing or proposed public transport services can accommodate development proposals, or where necessary, identify opportunities for public transport improvements including sustainable access to public transport hubs.
- e. New developments in close proximity to public transport hubs, whenever feasible, should provide a higher density of development to reflect increased opportunities for sustainable travel.
- f. On developments considered appropriate, the Council will require charging points to be provided for electric vehicles in accordance with standards set out in the Transport and Highways SPD (LDD12).

Public Transport

- 10.21** Good connectivity both within North Tyneside and to the wider regional and national transport networks, for both passengers and freight, is important to support the growth and regeneration of the Borough. The Local Plan seeks to ensure the effective integration of land-use and transport planning in order to support improvements to the transport network across North Tyneside.

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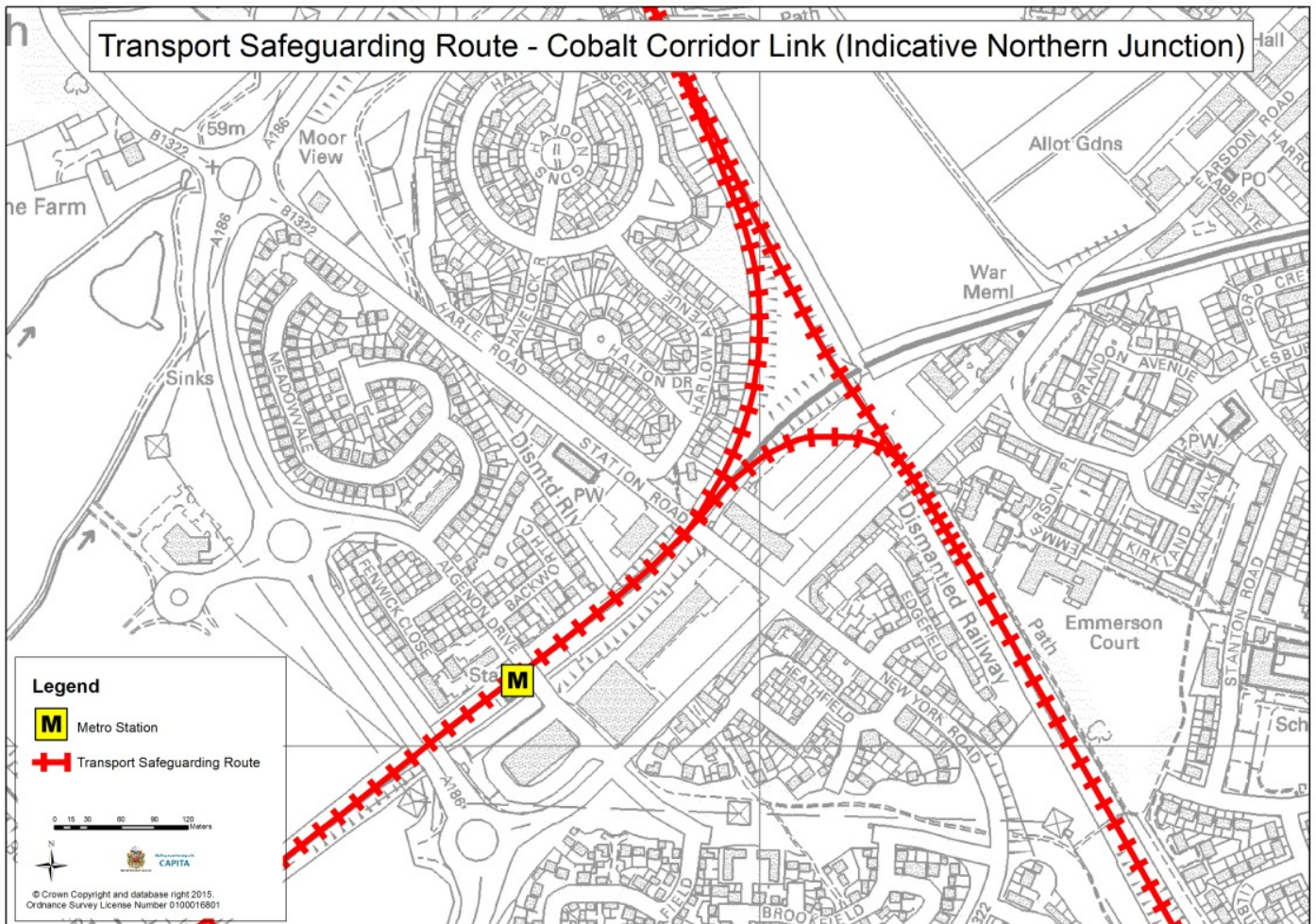
- 10.22** An integrated strategic public transport network is necessary to support the development of the Borough as a focus for housing, employment, shopping and leisure. This integration and ease of change between different transport modes - including Metro, bus, ferry, private transport and non-motorised modes - is vital in order for public transport to become an increasingly attractive travel option and ensure the desired modal shift from private transport. The role of public transport hubs in enabling and promoting the use of public transport is considered to be crucial, something which is supported by policy. This reflects recent consultation on changes to the NPPF, whereby the Government has proposed that LPAs would be expected to require higher density development around commuter hubs. Such hubs are proposed to be transport interchanges (rail, tram or tube), where people can board or alight to continue their journey by another mode, or alternatively, a location that has a frequent service; examples include Metro stations and bus stations.
- 10.23** Working with key partners, funding for new transport schemes will be identified over the course of the plan period but examples include the Local Growth Fund (LGF). A number of transport improvement schemes have also been identified in the SEP. Further detail on funding for specific projects is available in the Infrastructure Delivery Plan (IDP).
- 10.24** The Local Plan considers the need to protect key transport corridors for the future, although to formally do so national policy requires firm evidence of a commitment to deliver the scheme within the plan period. Accordingly the alignments identified through policy have confirmed support from landowners, operators and other relevant stakeholders. However, the potential longer-term importance of other potential transport links and corridors will be reviewed over the plan period if and when necessary. Any future proposals for strategic transport infrastructure will be given considerable weight, where there is evidence of significant benefits to the Borough. Proposals that would sterilise future potential for transport purposes, even if not formally protected, would be carefully considered through the planning process.
- 10.25** The reinstatement of passenger services over the Ashington, Blyth and Tyne Railway is seen as a key driver for delivering growth in South East Northumberland. It is crucial that the potential should be retained for reopening of this route to passenger traffic in the future, an importance reflected through the safeguarding of the alignment in the Local Plan. The proposal would link South East Northumberland to Newcastle with options to serve Ashington, Bedlington and Morpeth including the possibility for an interchange station, between heavy rail, Metro and bus services, at Northumberland Park. Reinstatement of this passenger service is a key aspiration of Northumberland County Council and North Tyneside Council. Significant progress has already been made, including progressing plans through a Network Rail GRIP study and in assembling funding bid packages. Various options are currently being appraised for station sites, service frequency and infrastructure requirements for both development and operation. Although closed to passenger traffic since the mid 1960s, the majority of the route is still in use as an existing freight line, but the North Tyneside Local Plan also includes the protection of land which would enable the option of direct access from Seghill southwards towards Percy Main (as shown on the Policies Map).

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- 10.26** The infrastructure for the Tyne and Wear Metro system is owned and managed by Nexus, who are also responsible for fares and timetabling. The system is currently the focus of investment worth £350 million through the 'all change' programme and over the period 2010/11 to 2020/21, this will improve vital infrastructure, including stations, and refurbishing of the current rolling stock. The future development of the Metro system, including proposals for new projects and infrastructure, will be overseen by the NECA, in parallel with its consideration of local rail services and the emerging Transport Plan for the North East.
- 10.27** The 'Cobalt Corridor Link' has been identified as a potential extension route in the consultation draft Metro Strategy 2030 and in the NECA's Metro and Local Strategy, published in summer 2016. It would involve the reinstatement of the former freight line between Northumberland Park and Percy Main/Howdon, effectively providing an 'inner loop' to the existing Metro system. This project is at the very initial stage of consideration but has the potential to connect a number of key employment areas that will be subject to significant investment and jobs growth over the Local Plan period - such as Cobalt Business Park, Silverlink, West Chirton Industrial Estate and Tyne Tunnel Trading Estate - with other areas in North Tyneside and the rest of Tyne and Wear. Along with the alignment of this route three potential sites for stations have been identified. The future delivery of proposals will ultimately be guided by the emerging Transport Plan for the North East and the Metro and Local Rail Strategy, which sets the framework for how specific schemes, such as the proposed Cobalt Corridor Link, will fit with the future delivery of local rail services.
- 10.28** Despite this project being at a very early stage, the protection of the alignment is essential for the long-term delivery of the project. This includes the land needed to provide the junctions with the existing Metro system at both ends of the route; this is vital to the north, whereby land is required at Earsdon Road, Shiremoor to accommodate the junction and associated curve with the existing Metro system to the east of the existing station at Northumberland Park. Indicative ideas for the potential alignment at both ends of the Cobalt Corridor Link are shown in the inset maps below, helping to provide some additional clarity to accompany the Policies Map.

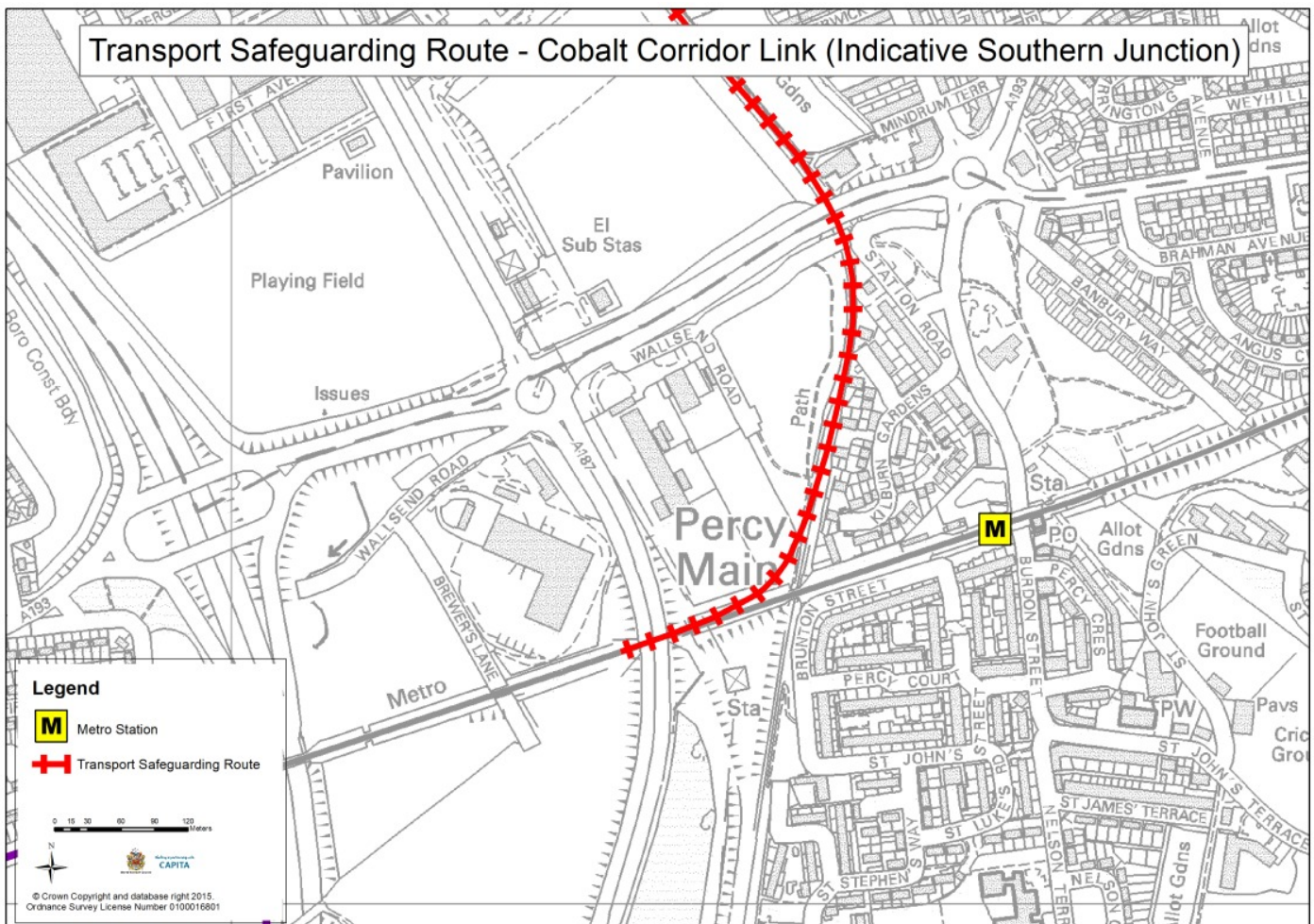
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Map 22 - Cobalt Corridor Link: Indicative Northern Junction (Northumberland Park/Shiremoor)

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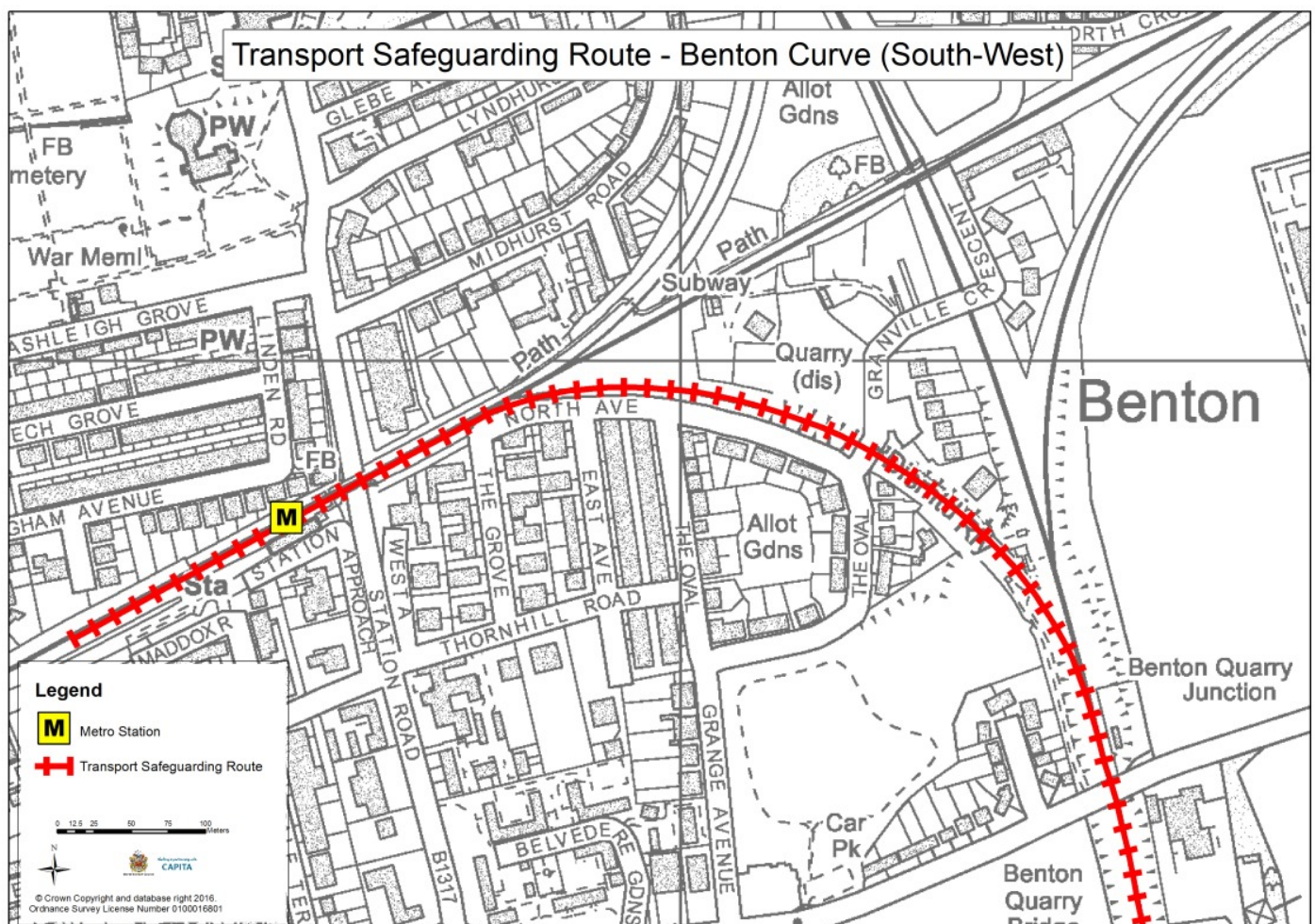


Map 23 - Cobalt Corridor Link: Indicative Southern Junction (Percy Main/Howdon)

- 10.29** There is also the option of a heavy rail link to the Port of Tyne, something that would require an extension of the above route from Percy Main towards the River Tyne. At the present time a rail link is not currently considered necessary to support the economic development of the Port of Tyne; however, the possibility that this land may be required to support freight movement to and from the North Bank at some point in the future cannot be totally discounted. Whilst the final stretch into Port of Tyne land is not protected through formal policy the majority of the alignment from Northumberland Park to Percy Main/Howdon is proposed for safeguarding, as is the direct link northwards towards Seghill.
- 10.30** As a result, the Northumberland Park to Percy Main corridor has potential to be a multi-purpose route including options for either light rail, heavy rail or indeed a combination of the two. The nature of the link would depend upon whether a passenger or freight route was preferred but detailed plans, including a business case for the line, would have to be progressed before there is any more certainty over these ideas. Options for parallel or joint running could also be explored, as is the case on the Metro system between Pelaw and Jarrow and Pelaw and Sunderland respectively, something in which Network Rail and the Office of Rail and Road (ORR) would be involved as key stakeholders.

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- 10.31** The Policies Map also identifies the alignment at Benton Curve (South-West) for safeguarding. This land, to the east of Benton Metro Station, is owned by Newcastle International Airport and formerly provided direct access from the East Coast Main Line towards South Gosforth. Until the late 1980s this was used for freight traffic to Fawdon and Callerton, with route-sharing in place between heavy rail and the Tyne and Wear Metro, but this chord has been out-of-use for a number of years and track was lifted following the end of the traffic flows. The provision of a heavy rail link remains a long-term strategy of Newcastle International Airport, potentially for both passenger and freight use. This objective is outlined through the Newcastle International Airport 'masterplan 2030' and has also been identified as a future option in the NECA 'Metro and Local Rail Strategy', published in 2016. In order to ensure this potential remains over the plan period, the trackbed at Benton Curve (South-West) must be protected from development.



Map 23a – Benton Curve South-West Link

- 10.32** There is also scope for providing additional Metro stations on the existing network in appropriate locations. In particular, sites for new Metro stations at Killingworth Moor and Murton Gap are under consideration. Any such proposal would first require an outline technical feasibility study to confirm the suitability of the prospective site, something that would need to be funded by a third party as part of development proposals. Such a study would need to consider impacts on timetabling and operational restrictions and requirements.

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- 10.33** Although the East Coast Main Line passes through North Tyneside there are currently no stations within the Borough, with Forest Hall, Killingworth and Annitsford stations closing to passengers in the late 1950s. However, a future proposal may be supported if considered appropriate; this would have to be progressed in partnership with all stakeholders, including the relevant train operating company (TOC) and the NECA. As an example, South East Northumberland Rail Users Group (SENUG) have highlighted a potential site at Killingworth which could be served by the existing local services to Cramlington and Morpeth (operated by the new Arriva Trains North franchise from April 2016). However, a significant amount of work would be necessary to bring a scheme forward, particularly in light of the significant capacity constraints on the ECML and, whilst the long-term potential is recognised, no formal proposal is made in Local Plan policy.
- 10.34** Bus services will continue to form an integral part of the local public transport network throughout the plan period with priorities for infrastructure improvements to be supported where appropriate. Specific local measures to deliver improved priority and reliability for bus services will be delivered where considered advantageous including the use of bus-gates and bus-only links. Such measures will also be explored on a site specific basis, particularly through the masterplan process for larger, strategic development sites.
- 10.35** The 1985 Transport Act deregulated the national bus network outside Greater London, resulting in a system whereby almost all aspects of service provision are at the discretion of private operators. However, there are possibilities in current and emerging legislation for local transport authorities to prepare proposals to take increased control of the local network through ‘bus franchising’. As moves proceed to devolve relevant powers to Combined Authority level, the potential for local bus franchising will remain under consideration.
- 10.36** Taxis and private hire vehicles will continue to play an important role in the wider transport network and opportunities to integrate with other modes of transport will be explored. This includes provision of additional facilities to assist in multi-modal journeys, encouraging the most sustainable methods.
- 10.37** River transport will also be supported with the Shields Ferry continuing to provide an important pedestrian and cycle link between North Shields and South Shields. Currently this service is operated by Nexus on a half-hourly daytime frequency. North Shields is also the location of the Port of Tyne International Ferry Terminal which offers a daily service to IJmuiden in The Netherlands operated by DFDS Seaways, as well as offering berthing facilities for an increasing numbers of cruise operators. Currently, over 625,000 passengers pass through the Port each year and any proposals to increase patronage will be supported where appropriate. Public transport connections to these facilities will be encouraged and promoted wherever possible, with both of these facilities being served by existing bus services.

Road Network

- 10.38** In North Tyneside, congestion on the road network is experienced at peak times, particularly at locations including A1056 Sandy Lane, A19(T) Tyne Tunnel, the A19(T)/A1058 Silverlink Interchange and along the A191 and A192 corridors. As such, existing and future commuting patterns will have to be carefully managed.

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- 10.39** The efficient operation of both the local and strategic highway network is vital to support the growth and long term viability of the North Tyneside economy whilst also limiting the environmental effect of excessive congestion. Highway improvements will be expected to address the needs of all users and in particular those of pedestrians and cyclists. Consideration will also be given to enhancing bus accessibility as part of any major highway schemes.
- 10.40** In conjunction with Highways England it is anticipated that key junctions on the Strategic Road Network will be improved by major schemes, notably the A19(T)/A1058 Silverlink Interchange. This junction, which currently sees over 100,000 vehicle movements per day, already experiences significant congestion in both the morning and evening peaks. Construction of the Highways England major scheme for Silverlink Interchange is due to start in summer 2016 and is expected to take approximately two years to complete. Further detail of the latest timetable for the works is available on the Highways England website.
- 10.41** Other roads are managed by North Tyneside Council, as highway authority for the Borough. North Tyneside's Highway Asset Management Plan sets out how the Council will maintain its highway asset, including roads, streets, bridges and structures. The Network Management Plan sets out how the Council will manage the efficient movement of traffic (including walking and cycling) on the network.
- 10.42** The Local Plan (and the Policies Map) identifies a number of locations on the network which are subject to improvement schemes, both where funding is already committed or is currently being identified. As an example of planned investment, over the next five years around £150million is set to be invested in the highway network across North Tyneside, to benefit all users. The proposed improvements reflect forecast economic development and jobs growth across key employment sites, such as: Quorum, Cobalt Business Park, Indigo Park (Weetslade), and the River Tyne North Bank area. Four major improvement schemes commenced in 2016: A1058 Coast Road (Billy Mill and Norham Road) improvements, A1056 Weetslade corridor (Sandy Lane), A191 Coach Lane to Tyneview Park, and A19(T) employment corridor access improvements. A further scheme, A187-A193 North Bank of the Tyne access improvements, is to commence in 2017, subject to approval of the scheme business case and funding.
- 10.43** In accordance with the Council's Transport and Highways SPD (LDD12), all new major developments seeking planning approval in North Tyneside will be required to submit a Transport Assessment, which is a thorough assessment of the transport implications of a development. Transport Statements are a 'lighter touch' evaluation to be used when a new development is anticipated to generate limited amounts of movement and journeys, and hence have limited negative transport implications.
- 10.44** All developments that generate significant amounts of movement are required to provide a Travel Plan; details are given in the Council's Transport and Highways SPD (LDD12). A Travel Plan is a strategy and action plan to improve accessibility to a development by a range of modes, which aims to minimise single occupancy car travel. It must set out time-bound targets and clearly defined measures for achieving those targets.
- 10.45** Over the plan period, development proposals should be made in light of the latest transport technologies, with options for promoting low-carbon modes fully explored. This should take into account the latest guidance and research across the public, private and voluntary sectors. Although not exhaustive, this could include: car-sharing schemes, electric cars, hydrogen and gas vehicle

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technologies, and other innovations as and when appropriate. These options will be encouraged in relation to both public and private modes of transport. Incorporating the guidance from NPPF the Council supports the inclusion of charging points for electric vehicles to help encourage sustainable transport on appropriate developments.

- 10.46** The Council's Transport and Highways SPD (LDD12) contains further details of the standards set out for Transport Assessments, Transport Statements and Travel Plans.

Pedestrians, Cyclists and Horse-Riders,

- 10.47** The Council is fully committed to improving opportunities for active travel and a network of comprehensive links is provided across the Borough for pedestrians, cyclists and horse-riders. These connections form an integral part of the wider transport system and include Public Rights of Way (PROW), established cycling routes and the waggonways, along with paths of a more informal nature. There are a range of different PROW classifications, all of which must be taken into account through development proposals. The statutory Tyne and Wear Rights of Way Improvement Plan (ROWIP), updated and published as part of Local Transport Plan (LTP3), provides important evidence to support the Local Plan. Appendix J sets out a number of 'missing links' in the local network and opportunities to complete these will be explored. The waggonway network provides traffic-free paths for walking, cycling and horse-riding, both for leisure and as a means of transport, and plays an important role in encouraging healthy lifestyles. The routes follow former industrial railway lines and, following the demise of the coal industry and subsequent investment, now provide a fantastic resource for all users.
- 10.48** North Tyneside is served by three routes that form part of the National Cycle Network (NCN) and that are well used by visitors travelling to and through the Borough as well as for local journeys: Reivers Cycle Route (NCN10), Hadrian's Cycle Way (NCN72) and North Sea Cycle Route (NCN1) (Coast and Castles). There are also a wide range of other routes of local and regional significance which supplement the arterial routes on the NCN and link to networks in neighbouring areas. North Tyneside's Cycling Strategy includes a '2030 Vision' to make North Tyneside the North East's cycling borough by 2030. There has been a significant increase in cycling activity in the Borough in recent years, with journey numbers increasing by 270% between 2005 and 2015, the most significant level of growth in Tyne and Wear. Indeed, Department for Transport statistics show that the proportion of North Tyneside residents who cycled at least five times a week is the highest across the North East. In this positive context, an update to the North Tyneside Cycling Strategy 2010 to 2014 was recommended to Council in late 2015 and once completed the updated strategy will provide further evidence to support the Local Plan.
- 10.49** However despite recent progress, there is scope for improvement and specific local measures to increase the attractiveness of active travel will be promoted by the Council where appropriate. The Council will work with a range of partners to deliver this including residents, landowners, neighbouring local authorities and specialist and voluntary groups, such as Sustrans and Cycling UK. In particular, opportunities to improve the quality of lighting, surfacing and signage along PROWs, cycle routes, waggonways and other green infrastructure links, will be encouraged for the benefit of all users. This includes protecting, prioritising and improving connections as part of new development proposals in order to support sustainable modes. This should ensure that existing links are not broken and,

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wherever possible, that new development improves connectivity and provides cycle routes at an appropriate network density. Details are given in the Council's Transport and Highways SPD (LDD12). Design guidance for cycling infrastructure in North Tyneside, based on established best practice, is in preparation and will support the design of infrastructure to a high standard.

- 10.50** Specifically, the Council is supporting improvements to the Coast Road cycle route in partnership with Newcastle City Council. This offers a fast, direct east to west link for many journeys in the Borough, including to employment destinations such as Cobalt Business Park and Newcastle city centre and has potential to form part of the National Cycle Network in the future, something which would be progressed with key stakeholders if, and when, appropriate. An updated Cycling Strategy for North Tyneside, which will set a network of strategic cycle routes, is to be subject to consultation during 2016.

Business support, skills and training

- 10.51** Ensuring residents of the Borough have the appropriate qualifications and skills, and are given the best opportunity to take advantage of those opportunities is vital to securing investment and growth.

DM7.5 Employment and Skills

The Council will seek applicants of major development proposals to contribute towards the creation of local employment opportunities and support growth in skills through an increase in the overall proportion of local residents in education or training. Applicants are encouraged to agree measures with the Council to achieve this, which could include:

- a. The development or expansion of education facilities to meet any identified shortfall in capacity arising as a result of the development; and/or,
- b. Provision of specific training and/or apprenticeships that:
 - i. Are related to the proposed development; or,
 - ii. Support priorities for improving skills in the advanced engineering, manufacturing and the off-shore, marine and renewables sector where relevant to the development.

- 10.52** Providing support to help residents meet their full potential and to help local residents have the skills that businesses need are key priorities for North Tyneside and is included in the Council Plan (2014 to 2018). Education and training provide the pathways to employment that help make the Borough attractive for investors and support the overall prosperity of the Borough.

- 10.53** Residents of North Tyneside are well qualified with levels of attainment at all levels better than the average for the North East. However, advanced education and training at HND and degree level trails the national average. About 29% of Borough residents have qualifications at NVQ Level 4 and above, compared to about 32% for Great Britain as a whole. Policy DM7.5 seeks increased training and education facilities for advanced level skills, particularly where the provision can be linked directly to employment opportunities available in the Borough.

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- 10.54** The policy also sets out the Council's commitment to help local residents benefit from investment that takes place in the Borough. Whilst businesses must be able to employ suitable employees, support from North Tyneside Council in linking employers and developers with residents maximises the impact of investment in the Borough. Over the long term this will further enhance the investment environment of the Borough and improve employment prospects for all.
- 10.55** The policy relates to major new development as defined in the Town and Country Planning (General Development Procedure) Order 1995. This states that housing developments above 10 units and development over 1000m² floorspace, alongside other criteria, constitutes major development.

Energy Production and Distribution

- 10.56** Promoting sustainable development and dealing with issues of climate change are key principles within overall vision of the Local Plan. The use of renewable and low carbon energy has an increasingly important role to play in supporting these principles. Renewable energy can provide a significant proportion of energy needs while reducing carbon emissions and increasing efficiency.

DM7.6 Renewable Energy and Low-Carbon Technologies

The Council will encourage the local production of energy from renewable and low carbon sources to help to reduce carbon emissions. The Council will also encourage and support community energy schemes that reduce, manage and generate energy to bring benefits to the local community.

Where planning permission is required, proposals for development involving the provision of renewable and/or low carbon technologies, including micro-generation technologies, will be supported and encouraged except where the proposal would have unacceptable adverse effects that are not outweighed by the local and wider environmental, economic, social and other considerations of the development.

Commercial scale renewable energy generation projects will be supported in locations where other policies of the Plan can be satisfied. Developments of this type should be supported by a comprehensive assessment of their impact. When considering applications, regard will be given to the wider benefits of providing the energy from renewable sources as well as the potential effects at the local scale.

- 10.57** Energy from renewable sources makes an important contribution to reducing greenhouse gas emissions, which are the main cause of global warming and climate change. The promotion and use of renewable energy resources is a key element of national planning policy and an important aspect of sustainable development.
- 10.58** It is important that the Local Plan policies make a strong and achievable response to climate change while striking a balance between sustainability and economic objectives.
- 10.59** The Low Carbon Plan 2016 – 2027 sets out North Tyneside Council's ambitions and objectives to deliver a 50% reduction in Carbon Dioxide emissions by 2027. The Low Carbon Plan prioritises reduction in usage through energy efficiency but also promotes and gives an increased focus on the generation of renewable and low carbon energy. This Local Plan and the renewable energy policy in particular has been prepared in partnership with the Council's Sustainability Team and supports

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and provides a framework within which programmes and schemes aimed at providing small scale and commercial renewable energy projects can be supported. The supporting note Renewable Energy and Low Carbon Statement provides further information on the context for planning and renewable energy and explores in particular the opportunities for Wind Energy Generation in North Tyneside.

Waste Management

- 10.60** Managing waste is an increasingly important issue for spatial planning and a key element of sustainable development. The goal of local policy is to reduce the amount of waste produced in North Tyneside and to responsibly manage any unavoidable waste produced. This will include addressing waste as a resource, minimising waste (including potentially unnecessary waste arising as a result of the loss of existing buildings), managing unavoidable waste in ways that will minimise harmful effects and providing sufficient waste management capacity to meet current and future needs.
- 10.61** Waste arises from three principal sources: municipal, commercial, and industrial. In seeking to achieve a sustainable approach to development, emphasis is now placed on making the best use of land, including the adoption of an environmentally friendly strategy for the disposal of waste. In practise, this has led to the encouragement of a change in attitude to waste disposal, moving away from landfill to sustainable initiatives such as re-use and recycling. It is essential that greater emphasis is placed on avoiding waste production and managing waste produced in the most sustainable way, making use of waste as a resource and only disposing of the residue that has no value.

S7.7 Waste Management

The Local Planning Authority will encourage and support the minimisation of waste production, and the re-use and recovery of waste materials including, for example, re-cycling, composting and Energy from Waste recovery.

Proposals for waste management facilities to deal with waste arisings within the Borough will be encouraged based upon the following principles:

- a. Seeking to move the management of all waste streams up the waste hierarchy of prevention, re-use, recycling, recovery, disposal;
- b. Promoting the opportunities for on-site management of waste where it arises;
- c. Promoting the use of rubbish as a resource, particularly encouraging co-location of developments that can use each others waste materials;
- d. Achieving the objectives and targets for recycling/recovery for waste set out in the Council's Waste Strategy;
- e. Utilising appropriate capacity available elsewhere within the North East region;
- f. Supporting opportunities to locate complementary facilities, such as waste disposal points and treatment facilities, in close proximity to each other.

Proposals for waste management facilities will be located in sustainable locations, appropriate to the proposed waste management use and its operational characteristics, where potentially adverse impacts on people, biodiversity and the environment can be avoided or adequately mitigated. Such proposals should have regard to the following sequential priorities:

- g. Employment sites where co-location with existing waste management processes is possible without detriment to residential amenity;
- h. Employment sites suitable for Use Classes B2 and B8;
- i. Sustainable locations within vacant previously developed land.

Sites for disposal of waste will only be permitted where it meets a need which cannot be met by treatment higher in the waste hierarchy.

DM7.8 Protection of Waste Facilities

Existing waste management facilities and land surrounding these facilities, as identified on the Policies Map, will be protected unless it can be demonstrated that there is no longer a need for the facility or where capacity can be met elsewhere in North Tyneside.

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 only be permitted where proposals can be shown to result in a significant reduction in that nuisance. Development proposals in the vicinity of a waste management site will be permitted where they would not harm the potential operation of that waste management site.

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- 10.62** A 'waste hierarchy' has been devised through the Waste Framework Directive which ranks the methods of dealing with waste in order of preference. The National Waste Strategy sets national targets for reducing the amounts of waste sent to landfill. Waste planning policies are expected to support the waste hierarchy and contribute towards achieving national targets.
- 10.63** The Council's aim for waste management is that an adequate range of waste management facilities should be provided to ensure that waste is treated and disposed of in a sustainable and environmentally acceptable way, balancing the social and environmental needs of the Borough. Waste management facilities will need to have the potential to meet the Government's waste management targets whilst taking into account potential spare capacity in adjacent local authority areas.
- 10.64** The North Tyneside Waste Management Strategy 2013-2030, "Changing our thinking ... away from rubbish and towards a resource", provides the local framework for managing municipal waste and identifies a number of key objectives to improve the service. Historically, progress has been good with significantly enhanced recycling rates from just over 10% in 2003/4 to over 36% in 2013/14. Progress in reversing waste production has been good with household waste levels falling and a range of innovative initiatives have reduced the amount of waste sent to landfill, less than 19% in 2012/13. Although waste that is not recycled or recovered continues to be sent to landfill, this was below 10% in 2013/14.
- 10.65** The North East authorities jointly commissioned a study on waste to inform the preparation of Local Plans: 'Model of Waste Arisings and Waste Management Capacity' 2012 by Urban Mines. The study includes a forecast of waste arising until 2030 and an assessment of the capacity of existing and planned waste facilities. The Council is responsible for collecting and disposing of 103,000 tonnes Municipal Solid Waste (MSW), this is set to increase to reach 112,970 tonnes by 2030. Commercial and Industrial waste level is projected to reduce to 170,362 tonnes by 2030 from approximately 195,000 tonnes.
- 10.66** The Urban Mines study includes a forecast that overall waste produced in the Borough would fall from 298,000 tonnes (2014) to 283,000 tonnes in 2030 due to a fall in commercial and industrial waste arising.
- 10.67** The Borough currently produces 123,000 tonnes of recyclable material (includes 27,000 tonnes of composting waste) from both municipal and non-municipal waste and this could fall to 116,000 tonnes (25,000 tonnes composting waste) by 2030. However, by increasing the amount of recycling for MSW to 50% by 2020 and increasing the recycling rate of Non Municipal Waste to 70% by 2025 the amount of recyclable waste could rise to 176,000 tonnes (39,000 composting waste).
- 10.68** Although the Borough has sufficient waste transfer capacity there is no local landfill or treatment capacity, with reliance on facilities elsewhere in the region. Municipal waste is taken to an energy from waste plant on Teesside or to landfill at Path Head, Blaydon. Separate arrangements apply for the disposal of commercial and industrial waste, much of which is dealt with through private contracts. Houghton Landfill in Sunderland has closed, the impact of this could produce an overall regional landfill capacity shortfall in the medium term, unless increased recycling and diversion targets are delivered. This will continue to be monitored at a regional level.

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- 10.69** The current waste disposal contract with Suez (formally SITA) runs until March 2022. Given the capacity within the region, it is felt that on balance there will not be sufficient need to require a specific land allocation for new landfill or treatment facilities within North Tyneside. However, development of policy that is flexible to changing circumstances and sets a positive framework for enabling the delivery of new waste management facilities if a requirement is identified is recognised and is integral to the approach set out in Policy S7.7.
- 10.70** In particular the policy is set within the context of new approaches to waste management, identified in the North Tyneside Waste Management Strategy 2013-2032 with the commitment to "-rethink our collection and storage methods for the long term". This includes increasing alignment with Newcastle City Council and the potential over the longer term for joint procurement processes for waste management contracts.
- 10.71** Waste is classified as "Hazardous Waste" if it has characteristics that make it harmful to human health, or to the environment, either immediately or over an extended period of time. Hazardous waste is a sub-category of municipal waste, commercial and industrial waste and construction, demolition and excavation waste classed materials, as wastes within these categories can contain wastes that are hazardous. Taking figures from the Environment Agency's Hazardous Waste Interrogator 2010, arisings are 10,000 tonnes per annum compared to a local treatment capacity of 75,000 tonnes per annum.
- 10.72** The Borough has health facilities capable of producing very low level or low level radioactive waste. The waste arising from such facilities will be managed at the nearest appropriate waste management facility. The levels of waste arising would be unlikely to reach a level that would threaten overall disposal capacity given that there is sufficient commercial disposal capacity outside of the Borough. The locations to where waste arising are sent for disposal are driven by market forces and there is no evidence to indicate a pressure to provide for a facility within the Borough.

DM7.9 New Development and Waste

All developments are expected to:

- a. Provide sustainable waste management during construction and use.
- b. Ensure a suitable location for the storage and collection of waste.
- c. Consider the use of innovative communal waste facilities where practicable.

- 10.73** The Council is looking for ways to improve sustainability and to reduce costs. We will encourage developers to look at underground communal waste facilities. These have multiple benefits to residents, businesses, developers and the Council including:
- Improved design of development as each house will not need to store multiple wheelie bins allowing more space for gardens and/or parking.
 - Collection vehicles will not need to access every property.
 - Reduced frequency of collection.

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- 10.74** Developers looking to incorporate communal waste storage will need to undertake early dialogue with the Council to ensure the solution is compatible with the Council's collection vehicles.

Community Infrastructure

- 10.75** The Local Plan can help to achieve community cohesion in a number of ways. It must take into account the needs of different groups in the Borough, including ethnic groups, age groups and faith groups, and must make sure that they all have access to health, education, cultural and community infrastructure.
- 10.76** Community infrastructure provides for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community provided through a wide range of venues, and include places of worship, schools, heritage venues, libraries, museums, cinemas, shopping centres, pubs and cafés, streets and town squares, industrial and business premises, community centres (including health centres and hospitals), parks and open spaces, and other public venues.
- 10.77** Recreation, sport, culture and the arts are important aspects of any society. They contribute significantly to quality of life and wellbeing, community cohesion and learning, regeneration and the economy, and cover a wide variety of activities and industries. There are a broad range of indoor and outdoor recreation facilities in the Borough, including sports halls, leisure centres, swimming pools and commercial leisure opportunities. The Council's Built Sports Strategy provides further evidence, identifying how the Council, and relevant partners, can protect, provide and enhance provision of sport and leisure infrastructure in North Tyneside.
- 10.78** Across the Borough there is a comprehensive network of healthcare provision including North Tyneside General Hospital, currently supported by 29 GP Surgeries and 30 NHS dental practices. This is in addition to the new £75million Northumbria Specialist Emergency Care Hospital (NSECH) in Cramlington, opened in 2015 and located adjacent to the local authority boundary, serving a catchment in both Northumberland and North Tyneside. There are two education systems in the Borough, a two-tier system for the majority of the Borough with a three-tier system remaining in operation in Whitley Bay and Monkseaton. At present there are 73 schools in local authority control, along with three academy schools, and with 10 sites offering opportunity for '6th form' education. The changing nature of education provision at a national level means that this balance is likely to change over the plan period. In addition, local authority services are supplemented by private provision for both health and education. There are 14 libraries in the Borough, including those in the Council's recently developed Customer First Centres at North Shields, Killingworth, Wallsend and Whitley Bay. There are also six leisure centres, supplemented by a number of swimming pools across a range of public and private facilities and members clubs.

S7.10 Community Infrastructure

The Council and its partners will ensure that local provision and resources for cultural and community activities are accessible to the neighbourhoods that they serve.

In order to achieve this:

- a. Priority will be given to the provision of facilities that contribute towards sustainable communities, in particular, catering for the needs of the growing population around key housing sites;
- b. Access to education and healthcare provision will be maintained and, where necessary, improved throughout the Borough;
- c. Existing provision will be enhanced, and multi-purpose use encouraged, providing a range of services and resources for the community, at one accessible location;
- d. Opportunities to widen the cultural, sport and recreation offer will be supported; and,
- e. The quantity and quality of open space, sport and recreation provision throughout the Borough will be maintained and enhanced.

Planning permission for the re-use or redevelopment of any land or buildings used for community infrastructure will be permitted where the community's ability to meet its day-to-day needs for services are not reduced.

Where proposals for planning permission affect a designated Asset of Community Value, the applicant must additionally demonstrate that the land or buildings could not viably remain in continued or similar use, having been marketed for a six week period and, if a community group has expressed an interest in being treated as a potential bidder for the site, a six month period has passed.

- 10.79** Community infrastructure is an essential element in the creation of sustainable communities. The Local Plan seeks to provide a range of services at the heart of every community, which can contribute to community cohesion and identity, can give opportunities for residents to pursue healthy and fulfilling lifestyles, and can also reduce the need to travel by providing easy access to multiple facilities. The Council needs to take into account the plans of other service providers including those relating to healthcare and education.
- 10.80** The NPPF sets out clear guidance for local authorities through decision-making and plan-making to ensure adequate provision of community services and to guard against unnecessary loss. This policy reflects those ambitions and additionally reflects the specific designation applied to some community infrastructure through the Localism Act.
- 10.81** The Localism Act 2011 provides an opportunity for community interest groups to register buildings or land as an Asset of Community Value if:

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- Current primary use of the building/land or use of the building/land in the recent past furthers the social well-being or social interests (cultural, recreational, or sporting interests) of the local community;
- It is realistic to think that now or in the next five years there could continue to be primary use of the building/land which will further the social well-being or social interests of the local community (whether or not in the same way as before).

10.82 Owners of an Asset of Community Value cannot dispose of them without letting the local authority know that they intend to sell the asset and have undertaken an appropriate period of marketing the property. However, for such land or buildings planning permission might, if required, be sought by the owner to change the use, or redevelop land or buildings. Policy S7.10 'Community Infrastructure' draws upon the conditions for sale of a Community Asset to inform the Council determination of applications affecting such land and buildings.

Telecommunications – Broadband, mobile phone masts and equipment

10.83 Telecommunications developments can by their nature potentially have considerable impact upon the visual amenity of the surrounding area and in particular upon high quality landscapes and the built and historic environment. In large new developments, non-mobile telecommunications equipment should be provided underground through the laying of adequate ducting to meet reasonably foreseeable demands.

10.84 The term 'proposal' in the policy means those proposals that are the subject of a planning application and prior approval.

DM7.11 Telecommunications – Broadband, mobile phone masts and equipment

The Council supports the development and extension of telecommunications services. Proposals for new homes or employment development will be encouraged to consider and make provision for high-speed broadband connectivity. Specific proposals for telecommunications development (including radio masts), equipment and installations will be permitted if:

- a. When proposing a new mast, evidence should demonstrate that no reasonable possibilities exist of erecting apparatus on existing buildings, masts or other structures.
- b. The siting and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity and respect the character or appearance of the surrounding area.
- c. When sited on a building, the apparatus and associated structures are sited and designed in order to seek to minimise impact to the external appearance of the host building.
- d. The development would not have an unacceptable adverse impact on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest. When considering applications for telecommunications development, the Council will have regard to the operational requirements of telecommunications networks.
- e. There are no more satisfactory alternative sites for telecommunications available.
- f. There is a justifiable need for a new site.
- g. Proposals subject to government guidelines on non-ionising radiation protection are accompanied by an International Commission on Non-Ionizing Radiation Protection certificate.

Within existing areas, the Council is committed to ensuring that telecommunication developments are appropriately designed and sited in accordance with the principle of minimising such impacts. The Council will accordingly encourage all telecommunications operators to enter into early discussions with organisations with an interest in the proposed development in order to identify possible conflicts at an early stage and to guide telecommunications developments to appropriate locations.

This policy is designed to prevent inappropriate development and to ensure that applications for telecommunications development are accompanied by the necessary evidence to justify the proposed development site and its design. This supports the requirements set out in paragraph 45 of NPPF for consideration of such schemes and the 'Code of best practice on mobile network development in England', 2013.

The policy also reflects but does not duplicate the requirements for applications to be accompanied by an International Commission on Non-Ionizing Radiation Protection certificate. If proposals benefit from such a certificate, planning authorities are not required to make any further judgement on health and safety issues.

Mobile Phones

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As mobile technology has evolved, we have been able to do more with our mobile phones. Second Generation (2G) mobile phone technology gave us voice calls and text messages and Third Generation (3G) gave us access to the Internet and other data on the move. 4G brings superfast mobile broadband at speeds roughly equivalent to those you would expect from a fixed broadband connection.

A significant proportion of the population use and benefit greatly from the use of mobiles phones that are now largely an integral part of modern day life. This ubiquity, together with our increasing demands for data i.e. accessing the internet, puts more pressure on network capacity. The move from 2G to 3G resulted in the need for more base stations to keep pace with customer demand and because the higher frequencies used for some 3G services meant signals did not travel as far. However, at the same time, the operators have been streamlining their networks, sharing more base stations to significantly reduce the amount of infrastructure they need to use.

The future roll out of 5G connectivity is currently in the very early stages but can be anticipated to require further continued development of mobile infrastructure. Current guidance indicates that operators are able to largely use existing network infrastructure for the provision of 4G services, and are also similarly upgrading their 2G and 3G network infrastructure to improve capacity and coverage. However, this does not mean that there will not be a need for any new base stations. For example, more base stations will be needed in areas where there has previously been only limited coverage, and where coverage and capacity needs to be enhanced in line with customer demand. Some new sites will be required to replace existing sites that are lost, for example, through redevelopment of an existing building. Some existing masts may need to be redeveloped to enable an upgrade to take place.

Broadband

Access to high speed broadband connections are of increasing importance to both businesses and residents, as the opportunities presented by the technology continue to expand. However, some areas of North Tyneside currently have only limited broadband connectivity whilst new developments rarely take full advantage of the potential to include complete fibre-optic broadband connectivity.

The Government set a target of achieving superfast broadband services to 90% of the country by 2015, with the remaining 10% provided with at least 2Mbps. The Council's role in achieving this Government's present and future targets is to help facilitate the delivery of superfast broadband services by the private sector providers at the local level in areas where market conditions or geographic location mean that the private sector is not likely to deliver this objective. The Council will continue work with broadband providers to achieve the widest rollout of their infrastructure development and to achieve the best outcomes for residents of North Tyneside.

11 Area Specific Strategies

11 Area Specific Strategies

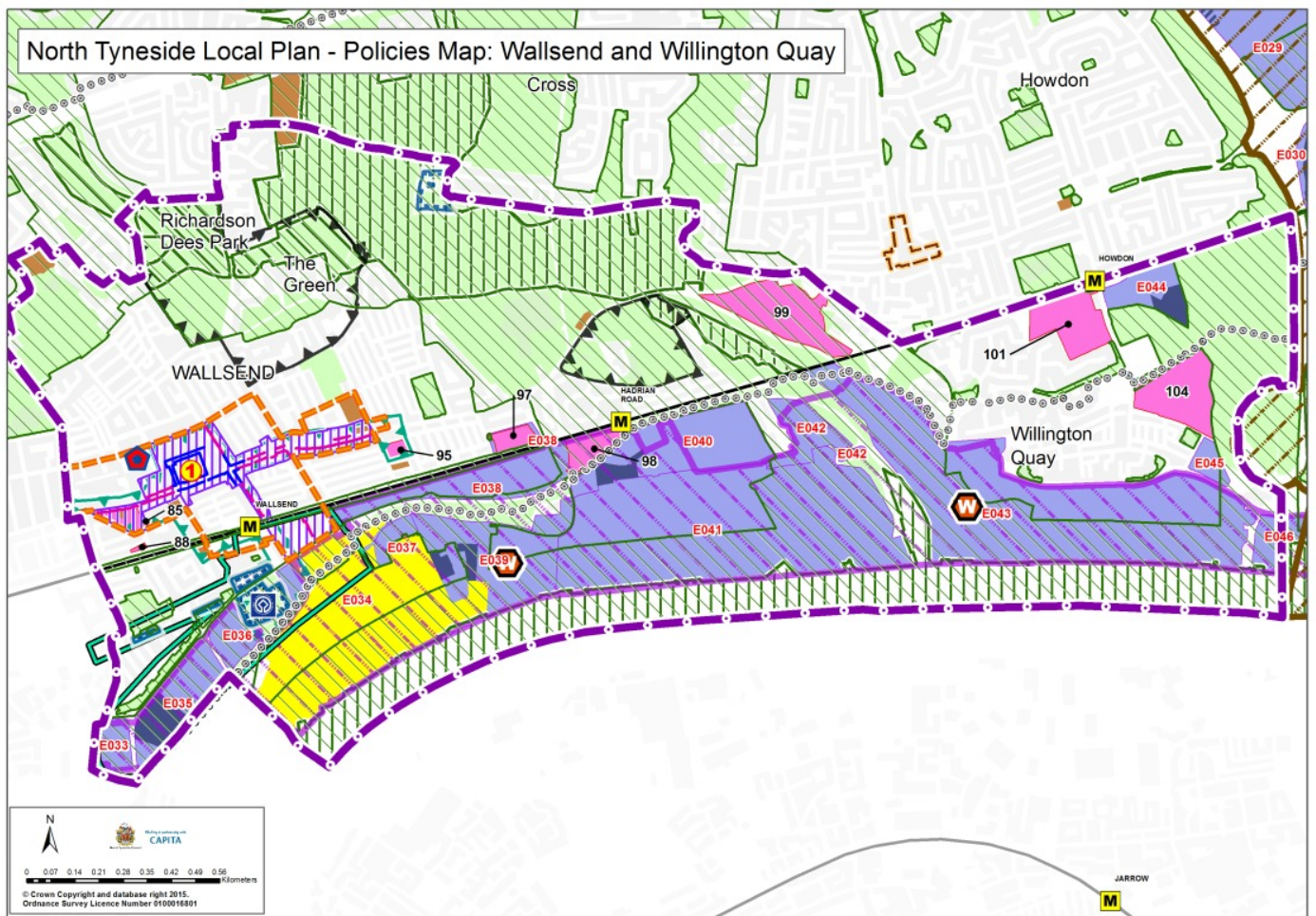
- 11.1** Four areas of the Borough have been identified as requiring additional priority in terms of development, investment and regeneration. These are:
- Wallsend and Willington Quay;
 - North Shields;
 - The Coast (including Whitley Bay town centre); and,
 - The North West Villages.
- 11.2** For each area, a series of policies have been prepared that aim to support and enhance what makes each of these areas special and important to the Borough.

Wallsend and Willington Quay Sub Area

Introduction

- 11.3** Wallsend and Willington Quay have a long history - from Roman origins to the industrial town built on coal mining, ship building and engineering that have played key roles since the early 1800s. From the mines that employed thousands of people to the global success of shipyards like Swan Hunter's; the industry of local people, the area's resources and its position at a key bend on the bank of the River Tyne drove the growth and prosperity of the town.
- 11.4** After many years of industrial decline through the 20th Century, culminating in the end of shipbuilding at Swan Hunter's shipyard in 2006, the prosperity heavy engineering once brought to the town has declined. This has left behind a town proud of its origins and past but in need of support and a new role. Regeneration is a priority today, led by town centre enhancement and investment, and major opportunities at the River, taking advantage of its key physical and natural attributes for new growth in sectors like the low carbon and offshore economy, supported by the North East Local Enterprise Partnership.
- 11.5** The boundary of the Wallsend and Willington Quay sub-area is shown in the inset map below (please see the full Policies Map for the legend).

II Area Specific Strategies



Map 24 - Local Plan Policies Map: Wallsend and Willington Quay

11.6 To the north and east of Wallsend an extensive area of parkland, gardens and open space provides a high quality and attractive open space resource and play a major role in shaping the character and environment of Wallsend.

11.7 The Vision for Wallsend and Willington Quay

- Wallsend provides safe and attractive residential neighbourhoods surrounding a good quality and vibrant town centre. At Willington Quay a small village centre provides regular health services for residents and a hub for the community. Prosperity and jobs are again being generated by the River and the opportunities it creates in industry and technological innovation, including marine and off-shore related industry that take advantage of the riverside access.
- Visitors arriving by Metro, bus, cycle or car, drawn to Wallsend to learn about its Roman history at Segedunum, find the town also has an attractive mix of national and local stores. Meanwhile other gems of Wallsend's past like the Memorial Hall or the refurbished Wallsend Town Hall exhibition room and café encourage exploration of the town.
- Enjoyable walks can be found further afield taking in the unique setting of The Green, Wallsend, the superbly restored Wallsend Parks, and wildlife rich Wallsend Dene before either heading back up the bankside towards St Peter's church and cemetery and along the High Street for a bite to eat, or pressing on along Willington Gut to connect with the River Tyne.

11 Area Specific Strategies

AS8.1 The Wallsend and Willington Quay Sub Area

Within the Wallsend and Willington Quay sub-area, as shown on the Policies Map:

- a. The north bank of the River Tyne will provide a location for a range of opportunities for investment and economic development and support growth in advanced engineering, research and development particularly in renewable and marine off-shore manufacturing and sub-sea technologies.
- b. New educational facilities focused on the needs of riverside businesses will be a priority, building on local expertise in the off-shore oil and gas and shipbuilding industries.
- c. Improve the town's shopping and pedestrian environment and encourage a better mix of leisure activities and support plans for refurbishment and extension of The Forum Shopping Centre.
- d. Increase the overall quality and supply of housing.
- e. Improve the public realm and management of specific housing areas.
- f. Promote and make better use of the area's heritage assets and leisure opportunities including national and international designations such as Segedunum Roman Fort - part of a UNESCO World Heritage Site, the cross country Hadrian's Cycleway, shipbuilding heritage and Wallsend Parks and Wallsend Dene.
- g. Improve provision of new community facilities and services, including health services.
- h. Reduce the impact of intrusive employment uses upon residential amenity in the area.

- 11.8** Wallsend's position on the North Bank of the River Tyne, just ten minutes by Metro from Newcastle upon Tyne and equally accessible to North Tyneside's outstanding coastline can again be the key to its success.
- 11.9** The River Tyne North Bank Strategic Development Framework 2009 developed a detailed regeneration framework for the Wallsend and Willington Quay area in particular. The study had a specific focus on the potential and opportunities associated with the River Tyne for regionally and nationally significant investment that could prove to be central to the wider regeneration of Wallsend and Willington Quay. Amongst the conclusions and recommendations of the study the report clearly established that marine and renewable industries are the most appropriate uses for the riverside as location represents a unique opportunity.
- 11.10** The eastern terminus of Hadrian's Wall is at Segedunum in Wallsend town centre. Part of a World Heritage Site, it is of recognised international significance. Such recognition requires appropriate policies to secure and enhance the site and its setting, and support its role in the regeneration of Wallsend.
- 11.11** The community of Willington Quay, east of Willington Gut sitting alongside the river, is an area that retains a unique identity. This area is separated from Wallsend and Howdon by a dramatic geography of valleys and banksides and man made features like the Metro line and approaches to the Tyne Tunnel.

11 Area Specific Strategies

Retail and Town Centre

- 11.12** Wallsend town centre is a linear traditional shopping street stretching the length of High Street West and High Street East. Station Road marks a key crossroad between High Street East and West and is the very core of the town centre. The Forum Shopping Centre, a medium sized covered mall is located at this junction.
- 11.13** Securing the regeneration and enhancement of Wallsend town centre is key to the overall improvement of the town and local area. The proposals below look to:
- Improve in the provision of shopping facilities;
 - Make Wallsend a more attractive and safe place to visit; and
 - Recognise the enormous potential of those features and assets in Wallsend that make the town unique.

The Forum Shopping Centre, Wallsend

- 11.14** The Forum Shopping Centre provides a focal point for the town centre and is where most of the major national retailers in the town are located. The Forum has suffered from a lack of investment over many years but the implementation of major investment in The Forum with new owners is now well advanced, with the relocation of Wallsend Library and Customer First Centre opened in February 2014 and new retailers moving into the shopping centre.
- 11.15** The Retail and Leisure Study (2011 and 2014) identified the need to continue with the improvements in the quality of the retail environment at the shopping centre and surrounding retail areas. Identified in the Studies is potential for the adjacent cleared housing site at Hedley Place to accommodate further retail floorspace, in particular a new supermarket that would meet qualitative need and provide additional car parking for the town centre.

AS8.2 The Forum Shopping Centre, Wallsend

To improve the overall quality of retail provision in Wallsend and contribute to identified requirements for the provision of comparison retail floorspace, the Council will continue to provide support for main town centre uses at The Forum Shopping Centre, as shown on the Policies Map, including the extension to the west, that:

- a. Enhance the role of The Forum Shopping Centre at the heart of the primary shopping area in Wallsend;
- b. Provide a new retail floorspace to serve the town and wider community;
- c. Enhance the internal and external appearance of the shopping centre making the area attractive to shoppers and visitors;
- d. Would deliver enhanced community facilities and services for the whole of Wallsend, alongside the existing improved library services;
- e. Provide improved and accessible parking provision that is available for use by shoppers at the supermarket, The Forum and the town centre as a whole.

II Area Specific Strategies

Portugal Place and High Street West

- II.16** This triangle of land located in the west of Wallsend town centre (as set out on the inset map below) is a prominent entry point to the town. The area lies between Portugal Place (the former route of a waggonway), High Street West and Border Road.



Map 25 - Site at Portugal Place and High Street West, Wallsend

- II.17** Within a relatively small space, the area includes a wide mix of businesses, derelict land, homes, a health centre and a public house. On High Street West, there has been a deterioration of older shop buildings as maintenance has failed to keep up and vegetation has infiltrated. To the junction of Border Road stands a good quality solid building but to the rear is a mix of derelict land and small buildings of temporary appearance. At this location a residential planning permission has been in place for a number of years but not come forward for development.
- II.18** At Portugal Place, a modern health centre is the dominant building. There are indications that this could expand to meet demand. However, it is currently surrounded by an additional mix of uses and businesses that are detrimental to residential amenity, that could be better accommodated elsewhere and have no real requirement for such a central location.

11 Area Specific Strategies

AS8.3 Portugal Place and High Street West, Wallsend

The Council would support the development of a master plan for the sensitive redevelopment of this area at Portugal Place and High Street West, as defined on Map 25, with the specific objectives of:

- a. Expanding the Portugal Place Health Centre;
- b. Relocating intrusive business uses that conflict with the role of a town centre and residential environment;
- c. Deliver new residential accommodation of high quality within the town centre meeting the specific needs of residents of Wallsend;
- d. Include continued provision of leisure and retail activities, including the public house on this site; and
- e. Deliver overall significant improvements to the visual appearance of the site, helping to enhance the image of Wallsend.

Green Space

- 11.19** Richardson Dees Park, the Hall Grounds and the Arboretum, collectively known as "Wallsend Parks", are three wonderful parks clustered just to the north of Wallsend town centre. They represent the most formal section of the open space that stretches in a green band across the north and east of Wallsend. Richardson Dees Park and the Arboretum were donated to the Wallsend Corporation in 1897. Richardson Dees Park then opened to the public in 1900 whilst the Arboretum, off Prince Road, opened later. Meanwhile the Wallsend Hall and Grounds were transferred to the public in 1916. To the south of Wallsend Hall is Wallsend Green, the intact centrepiece of the medieval Wallsend Village that has provided recreation space for the community for hundreds of years and is registered as a village green.
- 11.20** Wallsend Parks have been subject of a Parks for People Heritage Lottery Fund renovation and regeneration project. Improvements to the Parks included:
- Introduction of a dedicated team of staff to manage/maintain the park.
 - Improvement in horticultural, waterway and biodiversity quality.
 - Re-establishment of historic layouts and features.
 - Refurbishment of existing and addition of new facilities, including play area and cafe.
- 11.21** Separating Wallsend and Willington Quay is the Wallsend Dene, a green corridor formed by Willington Gut and Wallsend Burn. Heading upstream, the Dene stretches north from the River Tyne before heading westwards to effectively separate the centre of Wallsend from the rest of North Tyneside.
- 11.22** As well as the area's potential for recreation and leisure to help encourage healthy lifestyles of residents, it is already an important area for biodiversity in Wallsend that could be enhanced even further. At Willington Gut the tidal mud flats provide habitat for wading birds, identified within the Joint Tyne and Wear Biodiversity Action Plan. The semi-natural grassland further up Wallsend Dene is an additional important habitat in the area.

11 Area Specific Strategies

- 11.23** Wallsend Burn itself has been culverted in one form or another for decades adjacent to Ropery Lane, where the Willington Rope Works stretched out along its banks. The works were demolished in the mid 20th Century and the area has since become increasingly rural and tranquil in character.

AS8.4 Key Green Spaces in Wallsend and Willington Quay

Works to and management of Wallsend Parks should continue to support the objectives of the Parks for People scheme, ensuring it remains a prime location for recreation.

Wallsend Dene will be enhanced with improvements to the area for wildlife and recreation, with particular projects explored including:

- a. Improving the Wallsend Dene watercourse by de-culverting and creation of bankside aquatic habitat for wildlife.
- b. Identifying opportunities for the creation of new wetland habitat and managing existing wetland habitats to improve biodiversity.

Transport and Movement

- 11.24** Wallsend and Willington Quay are well connected places. The Metro system allows for fast and accessible travel to Newcastle city centre, the coast and across Tyne and Wear. A number of bus services also provide frequent links to the town from across North Tyneside and Newcastle, and also provide access to major centres of employment including the Cobalt Business Park and Silverlink. Given this current position, the key to improving services and encouraging usage therefore lies largely in the supporting infrastructure and the passenger perceptions of the ease of use and safety of the public transport network around Wallsend.
- 11.25** The nature of the town, with close knit residential streets surrounding the town centre, make walking into the town centre a preferred choice for those who are able and live close. That proximity is also reflected in parking patterns, with on street parking a tempting alternative for those who drive into the town centre, creating conflict with residents and harming the environment of surrounding streets. The North Tyneside Parking Strategy over recent years has introduced Resident Permit Schemes restricting on-street parking, whilst use of short stay public car parks is free for two hours. This has been effective in reducing on street parking, but parking provision has remained an issue for many who live in and visit Wallsend.

II Area Specific Strategies

AS8.5 Transport and Accessibility in Wallsend and Willington Quay

In seeking to enhance accessibility and encourage walking, cycling and public transport as sustainable ways of getting about in Wallsend and Willington Quay, the Council will support:

- a. Ensuring Wallsend town centre is safe and attractive with facilities that encourage visitors to walk or cycle to the town;
- b. Safeguarding bus services to the heart of Wallsend town centre, with frequent bus services calling at The Forum Shopping Centre;
- c. Improving the surroundings, environment and safety of the Metro stations in the area at Wallsend, Hadrian Road and Howdon; and,
- d. Encouraging walking and cycling between the town centre and riverside, particularly Willington Gut and Segedunum Roman Fort through improvements that deliver safer and more attractive streets.

Improving Movement in Wallsend and Willington Quay

- 11.26** Wallsend and Willington Quay benefit from a wealth of open space that surrounds them and access to National Cycle Network Route 72, Hadrian's Cycleway. However, much of the built up area feels remote and separate from such extensive areas of undeveloped land. Proposals to continue improvements to areas like Wallsend Dene and Wallsend Parks are important but identifying schemes that bring at least a small taste of this green band that stretches around Wallsend into the town could make a huge difference.
- 11.27** As well as improving the environment of Wallsend and Willington Quay itself, such an approach that makes the town easily and readily navigable for people on foot or cycle will encourage people to explore more of what the town and local area has to offer. As people discover more, this can help to drive forward the regeneration of Wallsend.
- 11.28** There are already many cycle routes marked through the town and for the most part these represent the best means of getting into through and across Wallsend on foot or cycle. There is also the potential, as proposals for street improvements progress, for other routes to be created.

11 Area Specific Strategies

AS8.6 Improving Movement in Wallsend and Willington Quay

The Council will encourage movement by foot and on cycle around Wallsend and Willington Quay as an important means of bringing the various elements of the area together to help deliver on the area's wider regeneration. In particular, proposals should focus on improving and enhancing streets where possible with:

- a. The introduction of native species of trees or other appropriate planting,
- b. Identifying where shared surfaces could be introduced to calm traffic,
- c. Tackling conflict between pedestrians, cyclists and public transport at key points such as busy junctions, and
- d. Improving green links along waggonway corridors.

A range of key streets and locations may benefit from such improvements, including:

- i. High Street East and West - detailed further under "Wallsend High Street Improvements".
- ii. Park Road - already an Advisory Route for cyclists, to create a safe and attractive link between Hadrian's Cycleway, High Street and Richardson Dees Park.
- iii. Church Bank, to calm speeding traffic and encourage walking along the most open approach to Wallsend Dene.
- iv. National Cycle Network Route 72, Hadrian's Cycleway - to ensure opportunities to encourage short diversions from the main route to Segedunum Fort and the town centre are accessible and attractive.
- v. Station Road junctions with High Street and North Road - to improve accessibility for pedestrians across this important north-south link road.
- vi. Bewicke Road, Willington Quay - to soften and improve the appearance of an important road taking buses through the centre of the village.

Wallsend High Street Improvements

11.29 High Street East and West is an important thoroughfare for buses and vehicles both in accessing the town and passing through from Howdon or North Shields towards Newcastle. This brings heavy traffic, noise, pollution and conflict between pedestrians and vehicles - particularly at busy junctions with Station Road and Park Road - that negatively affects the shopping environment of the town. Boyd Road, The Green and North Road create a secondary route used to avoid the High Street and this can have a detrimental effect on the peaceful character of The Green, Wallsend conservation area.

11.30 Surveys over a number of years have shown that whilst The Forum and its immediate surroundings experience a good level of footfall, this number of people walking along the street quickly drops off in either direction along High Street. This will in part reflect the shops there are and where people choose to visit, but the impact of the street environment will also be a factor. Encouraging greater movement by pedestrians along High Street, and making the town a more attractive place to visit is important to Wallsend's wider regeneration helping give traders and shop keepers a better chance of drawing people into their stores.

11 Area Specific Strategies

AS8.7 Wallsend High Street Improvements

The Council will seek investment in improving High Street East and High Street West for pedestrians, cyclists and public transport users. Working jointly with Nexus, the bus operators and taxi companies to explore measures that:

- a. Through reducing the speed and level of traffic, deliver overall improvements to the experience of shopping, visiting and exploring Wallsend;
- b. Bring an increase in people walking and cycling into and through the town centre;
- c. Create a more active and vibrant street scene where people choose to spend time, whilst maintaining a functional and successful shopping street that is accessible to everybody.

To deliver this, measures to be considered could include:

- d. Formal amendments to vehicle access, encouraging private through traffic in particular to take appropriate alternative routes such as Hadrian Road, whilst understanding and managing against any potential impacts on The Green conservation area.
- e. Introducing a better balance between those on foot and motorised vehicles, with use of innovative road materials and removal of excessive street furniture and safety barriers.

Public Realm and Historic Environment

Public Realm and Proposed Wallsend Town Centre Conservation Area

- 11.31** Wallsend town centre's relationship to the riverside, and the boom in prosperity and manufacturing that came with the area's key role in the industrialisation of Tyneside is still highly visible today. Whilst altered, the industrial landscape along the riverside centred upon the former Swan Hunter Ship Yard echoes with the industrial success of the past.
- 11.32** Many of the homes closest to the river have gone, but the long terraced streets that dominate Wallsend town centre that were built to house the riverside workers remain. Meanwhile the town is scattered with many reminders of its Victorian and Edwardian industrial and commercial boom, as well as the grand civic and community buildings that accompanied it. Wallsend Town Hall and the Memorial Hall are two of the most striking and important examples of this. A traditional Victorian/Edwardian high street, High Street East and West has good heritage value but has lost some of its visual appeal with a street surface that is chaotic, mis-matched street furniture and some cluttered, over-large shop fronts that vie for attention rather than sit harmoniously in the street.
- 11.33** A conservation area in Wallsend town centre would be informed by considering what elements of the town centre are most special and are worthy of preservation and enhancement. The town centre includes a high concentration of heritage assets, including part of the World Heritage Site, and many statutory listed and locally registered buildings. A final boundary would be subject to further research and consultation.

11 Area Specific Strategies

AS8.8 Wallsend Town Centre Public Realm and Conservation Area

The Council will support positive measures to tackle heritage and townscape issues in a holistic way in Wallsend town centre, including through the following improvements:

- a. Good quality, natural ground surfaces that encourage pedestrian movement;
- b. A coordinated approach to the installation of street furniture of high quality;
- c. Restoration of historic layouts and features;
- d. Ensuring all aspects of the public realm are maintained and repaired to a high standard;
- e. Preparation of a shop front design guide to assist in steering appropriate visual enhancements to shop fronts; and
- f. Pursuing a conservation area in Wallsend town centre.

- 11.34** Improvement of aesthetic quality is crucial to the overall revitalisation of the town centre. It will make the area more attractive, user-friendly and therefore create a more positive image of the town, encouraging more visitors and increased investment.
- 11.35** Improvement of the public realm is in line with the Our North Tyneside Council Plan priority “Our Places” that aims to create places that people like living in and will attract others to either visit or live.
- 11.36** Wallsend town centre is considered to be of a special character and appearance. This is derived from its history, its buildings, its atmosphere and more. It is important that these elements that make the area special are managed appropriately. Designation of a conservation area will be to ensure the preservation and enhancement of the civic, commercial and industrial heritage of Wallsend and to support the delivery of heritage-led regeneration in the town.
- 11.37** The NPPF advises LPAs to set out a positive strategy for the conservation of the historic environment including heritage assets most at risk through neglect, decay or other threats. Already suffering from some neglect and vacancy, and with some recent losses of heritage assets in the area, it is considered that a conservation area designation here is a proactive response to tackling the heritage risk in the town. Once designated, the LPA will continue to positively manage the character and appearance of the area, as set out in Policy S6.5.

Segedunum Fort and Hadrian's Wall World Heritage Site

- 11.38** Selected because of its strategic position on the river where the Romans landed grain and other supplies for distribution to troops along Hadrian's Wall, Segedunum Fort is part of a UNESCO World Heritage Site (WHS) with an excellent visitor centre and museum.
- 11.39** Segedunum Fort, Baths and Museum is already an important attraction for Wallsend. The Hadrian's Cycleway and the Hadrian's Wall Path National Trail pass and for those following the entire routes the Fort is amongst the first, or last, major Roman archaeological site they would come across.

II Area Specific Strategies

AS8.9 Segedunum Roman Fort and Hadrian's Wall World Heritage Site

The Council will ensure that regeneration and development of the town centre and riverside protects and enhances the unique heritage and setting of the World Heritage Site (WHS), and will:

- a. Ensure the safeguarding of the Outstanding Universal Value of the WHS and those attributes which define it, both within and outside its Buffer Zone, as shown on the Policies Map. Formal environmental impact assessment (EIA) will be required for developments likely to have a significant effect on Hadrian's Wall WHS and its Buffer Zone.
- b. Ensure proposals for development respect the status of the WHS and ensure its preservation.
- c. Establish the presence of a key part of a transnational WHS in the centre of Wallsend at the heart of strategies for Wallsend town centre encouraging greater awareness of Wallsend as a place to visit and enjoy.
- d. Work with partners to continue to promote, interpret, use and conserve the WHS and its Buffer Zone.

11.40 Throughout this Plan the term Hadrian's Wall WHS refers to the Hadrian's Wall part of the transnational WHS called Frontiers of the Roman Empire. The related policy above seeks to support and deliver the aspirations of the Hadrian's Wall Management Plan 2015-2019. The Management Plan provides an important basis for proposals to enhance and capitalise on the opportunities (for example, in education) created by the archaeology, and informs decisions that may affect the WHS. The Council will continue its working relationship as part of the The Hadrian's Wall Partnership Board to support the implementation of the Management Plan and to work on future strategies.

11.41 It is recognised that Hadrian's Wall and Segedunum Roman Fort may face potential threats from the investment and regeneration of the riverside. The Swan Hunter yard is immediately adjacent to the WHS and it is recognised that redevelopment of the riverside will need to be sensitive to the status of the area. The riverside has its own heritage and role in Wallsend. The area has been a heavily industrialised area for over 100 years and the close relationship that past, present and future industry could have on this site with the River Tyne could be viewed as an ongoing reflection of Segedunum's own close relationship with the river.

Town Hall, Police Court, Fire Station and Public Baths, Wallsend

11.42 At the eastern end of High Street East the grade II listed building complex of the Town Hall, Police Court, Fire Station and Public Baths are important features in Wallsend. This was originally the civic and administrative heart of Wallsend. The complex makes a significant contribution to the overall character of Wallsend but lies away from the current core of the town centre around The Forum.

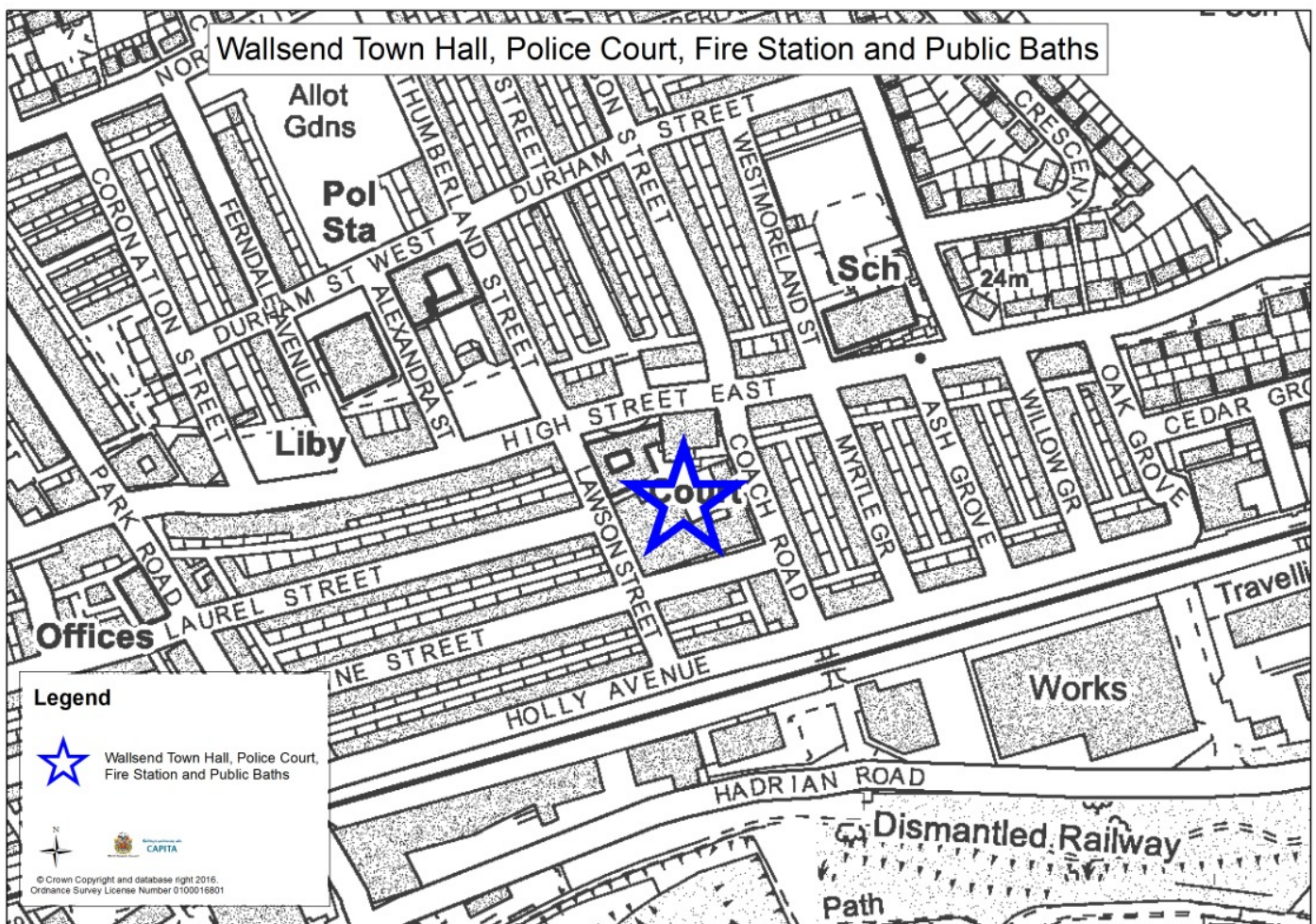
11.43 The Town Hall is located to the front of the complex facing High Street East and is the most impressive and imposing feature on the street. For many years the hub of local government in Wallsend, changing times have meant the Town Hall is no longer needed for this purpose. However, with a suitable and sustainable alternative use the building can be an important feature in the landscape of Wallsend with an active and important role in the future life of the community.

II Area Specific Strategies

AS8.10 Town Hall, Police Court, Fire Station and Public Baths

Several buildings within the complex, as shown on the Policies Map and in Map 26a, are underused or vacant, some of which are in a poor state of repair. Where buildings within this complex are vacant or become vacant, the following uses will be supported where there would be no unjustified adverse effect upon their heritage significance:

- Managed workspace;
- Residential;
- Non-residential institutions, for example, gallery, museum, place of worship, assembly hall, nursery, surgery;
- Assembly and leisure uses, for example, private hire for weddings and conferences, gym, restaurant, café;
- Educational uses.



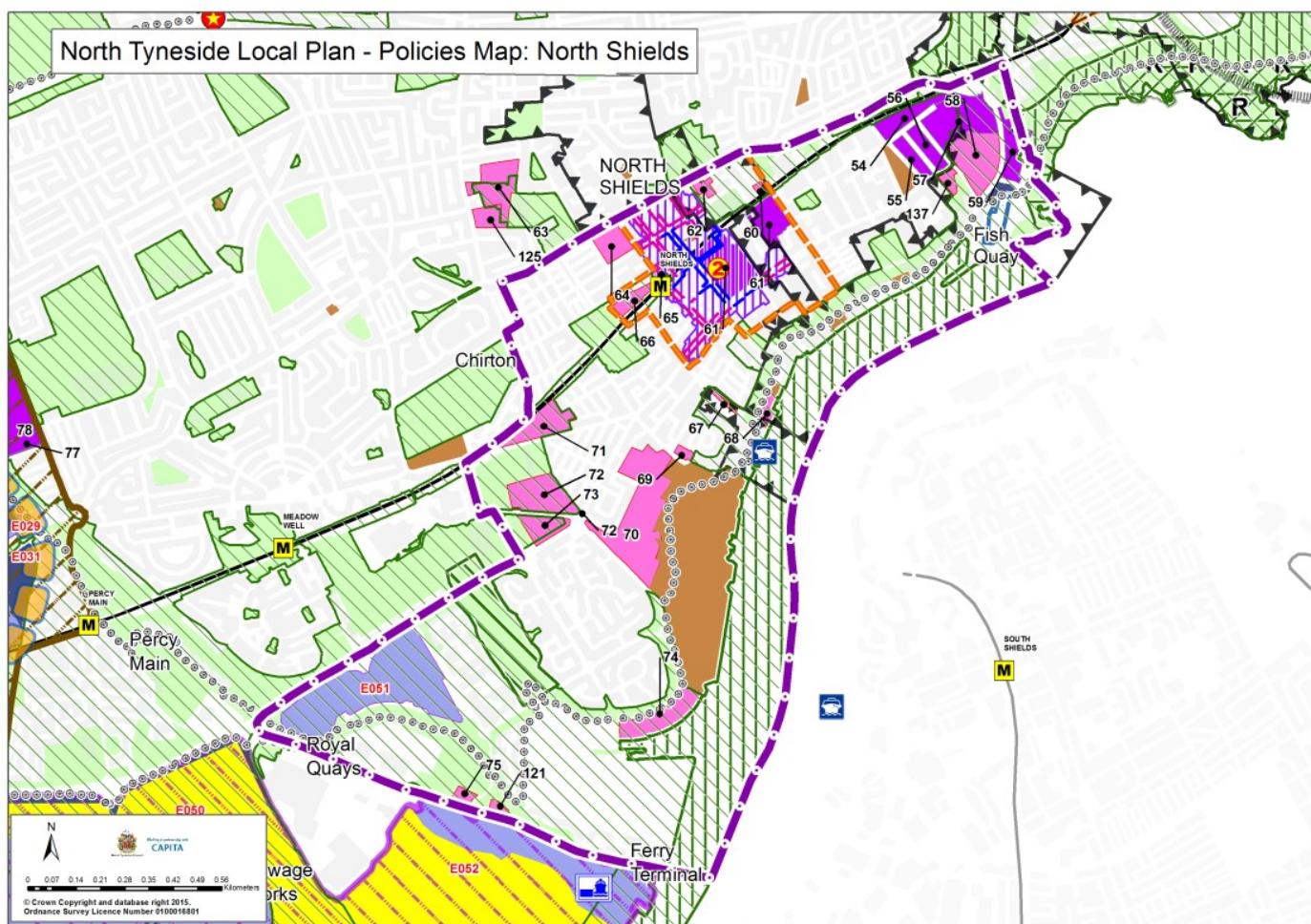
Map 26a - Town Hall, Police Court, Fire Station and Public Baths

II Area Specific Strategies

North Shields Sub Area Strategy

Introduction

- 11.44** North Shields has held a strategically important role throughout the history of North Tyneside. It has the largest town centre in the Borough, surrounded by a mix of commercial and office uses, moving out to residential areas around the periphery and some commercial premises at the fringes of the town.
- 11.45** The boundary for the North Shields sub-area is shown below (please see the full Policies Map for the legend).



Map 27 - Local Plan Policies Map: North Shields

The vision for North Shields

- North Shields will have a revitalised town centre that is an attractive and vibrant place to visit. The town centre will link to the surrounding area, including the Fish Quay, which will increase in popularity with continued heritage-led regeneration that will support the local economy.

11 Area Specific Strategies

The increase in housing and employment opportunities for North Shields will create an excellent place to live, shop, work and enjoy.

AS8.11 The North Shields Sub Area

Within the North Shields Priority Investment and Regeneration Area, as shown on the Policies Map:

- a. The area's historic environment and biodiversity and geodiversity assets will be preserved and enhanced, whilst capitalising on the area's culture and heritage, particularly around Northumberland Square and the riverside;
- b. New investment will be attracted by enhancing the town centre's image as an inviting place to live, work, shop and enjoy;
- c. Opportunities should be taken to improve pedestrian and vehicular links from North Shields town centre to the riverside and in particular with the Fish Quay;
- d. Support will be given to supporting and increasing economic activity, including energy related development at the Port of Tyne. With more cruise liners sailing from North Shields the opportunity should be taken to introduce additional facilities for these short term visitors;
- e. The permitted Smith's Dock major brownfield development site will be recognised as key to driving future regeneration and investment at the New Quay, Fish Quay and North Shields town centre.

- 11.46** North Shields is strongly defined by traditional terraced housing in a gridiron layout with the main streets leading down towards the river, the former economic base of the town. Northumberland Square, to the north of the town centre, is one of the few planned Georgian squares in the region that still exist.
- 11.47** The Fish Quay is a popular destination with a very distinct character and sense of place. It has been subject to substantial heritage-led regeneration over the last decade, with this work set to continue. There is a mix of traditional employment uses along Tanners Bank and Clive Street, fish mongers at Union Quay, and has recently seen an increase in the number of restaurants and residential developments.
- 11.48** The Albert Edward Dock, now a marina, is the base for a range of business and leisure uses on land north of the Royal Quays shopping centre. Traditional housing has been replaced with more modern residential development.
- 11.49** A range of preferred development sites in North Shields have been identified and are included within the Policies Map. Smith's Dock, a prominent housing site, identified within the North Shields sub-area map has benefited from planning permission for a number of years. The site represents a significant investment in North Shields with significant work already undertaken to reclaim the site for development and putting in key infrastructure such as the link road. As Smith's Dock is developed it will bring new residents to this area of North Shields helping to drive forward the regeneration that is already underway.

II Area Specific Strategies

Fish Quay and New Quay

- 11.50** Within the North Shields area further specific strategies are in place focused on the North Shields Fish Quay and New Quay conservation areas, as displayed on the inset map for North Shields above. This historic area has seen and is facing great change. In the late 20th Century, the area's traditional industries declined, leading to several initiatives to aid the area's regeneration. From 2001, a range of heritage- and community-led projects and funding schemes has seen the area move from that of industrial dereliction and decline to a vibrant mixed-use area where people enjoy living, working and visiting.

AS8.12 Fish Quay and New Quay

The Council will support the continuation and further development of the Fish Quay and New Quay as a characterful, vibrant mixed use area by:

- a. Supporting suitable residential developments in those areas shown on the Policies Map;
- b. Giving priority to fishing industry related employment uses in those areas shown on the Policies Map, unless alternative proposals can demonstrate that they would not:
 - i. Result in the unacceptable loss of operating fishing industry related businesses and jobs
 - ii. Result in an excessive reduction in the supply of land for development of fishing industry related employment uses; and,
 - iii. Have an adverse impact upon the amenity and operation of neighbouring properties and businesses;
- c. Protecting those areas of green space within the area, as shown on the Policies Map;
- d. Encouraging suitable recreation and tourism uses, especially around the Clifford's Fort area;
- e. Supporting a mix of other uses, such as appropriate small retail premises and small to medium sized businesses;
- f. Seeking improvements to access and linkages to the area, especially from North Shields town centre; and
- g. Ensuring all new development is built to the highest quality design that respects the area's special character.

- 11.51** Despite the excellent regeneration achievements in the area since 2001, further work is still required for the area to fully reach its potential. This policy aims to guide and support further appropriate regeneration at the Fish Quay and New Quay.
- 11.52** In April 2013, the Fish Quay Neighbourhood Plan Supplementary Planning Document (SPD) that was prepared by the area's community was adopted by North Tyneside Council. The objective here is to translate the community's aspirations for the area set out in the SPD into planning policy. The SPD provides further detail on how the policy will be delivered.

11 Area Specific Strategies

- 11.53** This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

Retail and Town Centre

- 11.54** North Shields is the largest town centre in the Borough. Within North Shields, the Beacon Centre is a managed shopping centre in the heart of the town, attracts a number of national retailers and, along with Bedford Street, makes up the Primary Shopping Area in North Shields.
- 11.55** Area-specific policies for North Shields have been based on previous consultation responses and other evidence such as the North Shields Retail Centre Regeneration Strategy 2010 (NSRCRS) and the Retail and Leisure Study (2014).

The Beacon Centre and wider regeneration of North Shields Town Centre

- 11.56** The Beacon Centre is in the heart of the town and performs a vital role in not only providing a large amount of retail floor space that is attractive to national multiples, but also accommodates a large amount of car parking. Improving the Beacon Centre and surrounding area is viewed as a major opportunity to improve the image of the town and to attract better quality shops to the area. The Council will support appropriate plans that will reinvigorate the overall town centre with a stronger outward facing retail presence from the Beacon Centre to benefit the retail core. The Beacon Centre currently performs poorly in terms of its aesthetic and functional contributions to the town centre as a whole. Opportunities to encourage residential development in the town centre would be encouraged where it can play an important role in ensuring the vitality of North Shields.

AS8.13 The Beacon Centre and Wider Regeneration of North Shields Town Centre

The Council will support refurbishment of the Beacon Centre and wider regeneration of North Shields town centre, as shown on the Policies Map, that seeks to address each of the following:

- a. Enhancing the pedestrian and cycle routes through the centre;
- b. Broadening the range, size and quality of retail units;
- c. Enhancing the building's appearance with increased town centre frontage on Saville Street and Bedford Street;
- d. Enhancing entrances into the Centre, including car and cycle parking; and
- e. Promote the vitality and viability of the centre, including proposals for residential development and conversion or use of upper floors.

11 Area Specific Strategies

Town Centre Public Realm

- 11.57** The retail centre of North Shields is focused around Bedford Street and the Beacon Centre. Bedford Street is the prime shopping street within the town but it has lost some of its appeal with a street surface that is chaotic and some cluttered, over-large shop fronts that vie for attention rather than sit harmoniously in the street. The southern end of the street has a collection of bus stops that hinder pedestrian movement and obscure the active frontage of the retail unit.
- 11.58** Northumberland Square lies to the north east of the Beacon Centre, just beyond the retail centre of North Shields. Although a rare and important survival of a classic Georgian square, it can feel that it is not reaching its full potential. The Square has lost some historic significance due to incremental changes over time, but it still holds a key role to the future revitalisation of the town centre.
- 11.59** Other prominent, well-used streets in the town centre are Albion Road, Howard Street, Upper Norfolk Street, Saville Street and the square at the entrance of North Shields Metro Station. These too could benefit from public realm improvements.
- 11.60** Improvement of the core areas is crucial to the overall revitalisation of the town centre. It will make the area more attractive, user-friendly and therefore create a more positive image of the town, encouraging more visitors and increased investment.
- 11.61** The spaces and streets in question were identified in the North Tyneside Council North Shields Retail Centre Regeneration Strategy (April 2010). These are the key routes and areas of most prominence and their identification allows for investment to be focused in the right places to ensure consistency and coherence to the public realm as a whole.
- 11.62** Improvement of the public realm is in line with the Our North Tyneside Council Plan priority “Our Places” that aims to create places that people like living in and will attract others to either visit or live.

AS8.14 North Shields Town Centre Public Realm

The Council will support positive measures to tackle heritage and townscape issues in a holistic way in North Shields town centre, including through the following improvements to deliver a high quality public realm:

- a. Good quality, natural ground surfaces that encourage pedestrian movement;
- b. A coordinated approach to the installation of street furniture of high quality;
- c. Restoration of historic layouts and features;
- d. Ensuring all aspects of the public realm are maintained and repaired to a high standard;
- e. Preparation of a shop front design guide to assist in steering appropriate visual enhancements to shop fronts; and
- f. Reducing the dominance of the bus stops at the southern end of Bedford Street.

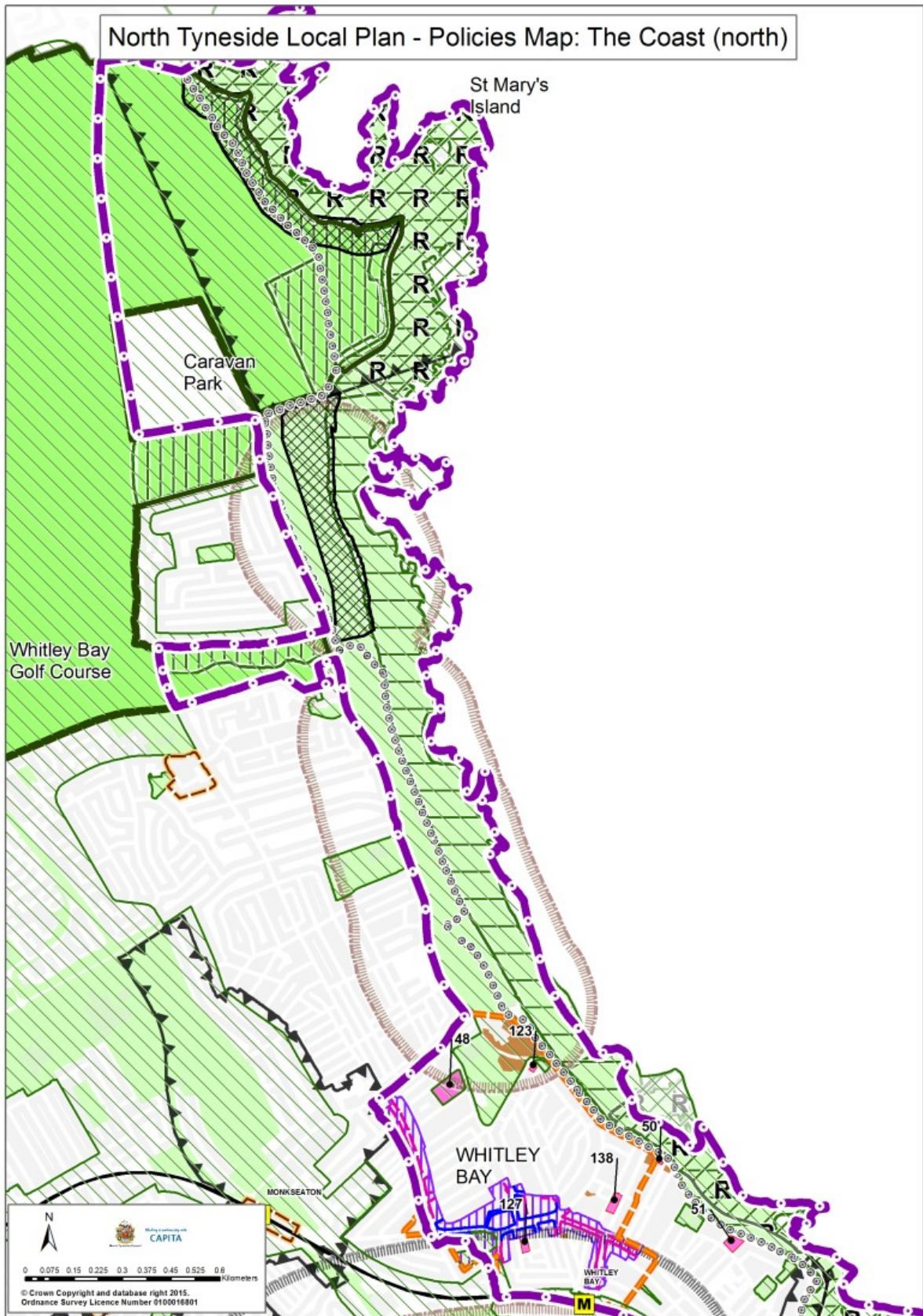
11 Area Specific Strategies

Coastal Sub Area Strategy

Introduction

- 11.63** North Tyneside coastline is one of the most popular and beautiful places in the Borough. It draws in a variety of visitors throughout the year, which make a significant contribution to the local economy. The coastline is a nationally important area for wintering shore birds (Site of Special Scientific Interest) and the areas of rocky shoreline are part of an internationally designated bird site (Special Protection Area/Ramsar site). It contains some of the of the Borough's most iconic historic buildings and has a number of heritage assets including three conservation areas. In addition, the area from St. Mary's Island northwards to Coquet in Northumberland is a Marine Conservation Zone. The spatial strategy for the Coast needs to ensure proposals for the area can both maximise its potential but also respect and conserve its valuable natural habitat.
- 11.64** The boundary for the coastal sub-area is shown below (please see the full Policies Map for the legend).

II Area Specific Strategies



Map 28 - Local Plan Policies Map: Coast (north)

II Area Specific Strategies



Map 29 - Local Plan Policies Map: Coast (south)

II Area Specific Strategies

The Vision for the Coastal Area

- The Coast will be a popular place for people to visit with a range of facilities and activities that attract local people and tourists from the UK and abroad, whilst preserving and enhancing the natural and historic environment to educate and inspire.

AS8.15 The Coastal Sub Area

Within the Coastal Priority Investment and Regeneration Area, as shown on the Policies Map:

- Create a vibrant Whitley Bay town centre - with an appropriate mix of shopping and other town centre uses to support local businesses
- Proposals which extend the range and provision of tourist and visitor attractions and accommodation, including leisure, entertainment and cultural facilities and activities including water based recreation will be promoted.
- Integrate growth and development at the Coast with the protection and enhancement of the built and natural environment, in particular the area's heritage assets at Tynemouth, Cullercoats, Whitley Bay and St. Mary's Island and the protected nature conservation sites of the Northumbria Coast SPA/Ramsar site, Northumberland Shore SSSI and Tynemouth to Seaton Sluice SSSI.
- Proposals will promote the revitalisation of the adjoining Spanish City and seafront area, providing a high quality public realm.
- The further development of Tynemouth as a centre for tourism and the regeneration of Tynemouth station will be promoted in the context of the heritage importance of the village
- The improvement and development of sustainable transport links encouraging public transport, cycling and walking in the Coastal area and at key green links will be sought.

- 11.65** At the Coast, housing, retail, recreation and tourist facilities are mixed and interface with designated areas of built and natural conservation, some of which are of national and international importance.
- 11.66** The coast is a distinctive feature and makes an important contribution to the image of North Tyneside. However, the coast itself has a diverse character from the headland at Tynemouth to Cullercoats Bay, Whitley Bay town centre and promenades and St. Mary's Lighthouse. Consultations responses received throughout the preparation of this Plan clearly identified the value residents place on maintaining and enhancing the open character at the coast, typified by areas such as The Links, Whitley Bay.
- 11.67** Tourism is a key driver of the North Tyneside local economy, worth around £268 million every year (2013 figures). This Plan supports the North Tyneside Tourism Strategy "Visit North Tyneside" (2014-2021) and the North East Case for Culture, a 15 year ambition to bring about further investment in arts and heritage across the region.
- 11.68** The coast contains some of the most popular tourist destinations and the approach will therefore be to resist inappropriate change of use of identified tourist and leisure development to non-tourist development. Such changes of use could threaten the appeal of the Borough as a tourism destination and harm the local economy. However, it may be unreasonable to insist that all tourist and leisure facilities remain in that use if they are not viable.

11 Area Specific Strategies

- 11.69** This policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

Visitors to the Coast

Tourism at the Coast

- 11.70** Holiday trends have changed in recent years, with new hotels being built close to office parks as demand from business tourism has grown. However, tourist accommodation has historically been dominant at the coast and this area remains of high importance in the tourism offer of North Tyneside.

AS8.16 Tourism and Visitor Accommodation at the Coast

North Tyneside's coastal area provides popular tourist attractions, facilities and accommodation that are of importance to the tourism industry for the region.

Proposals for new or the extension of existing attractions, facilities and accommodation will be actively supported to maintain and enhance an attractive, vibrant and viable seafront offer where they are:

- a. Able to maintain the overall openness of the coastal area through their location and the incorporation of high quality design and materials in keeping with the character of the area; and
- b. Of an appropriate scale in-keeping with surrounding buildings; and
- c. Located where the impact from increased visitors can be accommodated:
 - i. By existing infrastructure capacity making best use of public transport provision and avoiding increased road congestion; and
 - ii. Without significant adverse harm upon the designated coastal environment sites and wider biodiversity.

The change of use of existing visitor accommodation (CI hotel/guest house) will be permitted where:

- d. There is no proven demand and it can no longer make a positive contribution to the tourist economy, following an active and exhaustive marketing process of:
 - i. a minimum of nine months, for accommodation of thirty individual rooms or less;
 - ii. a minimum of eighteen months for accommodation of more than thirty individual rooms; or
- e. An appropriate alternative is to be provided, which is at least equivalent to that lost in terms of quantity, quality and location.

- 11.71** Policy AS8.16 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites if not supported by adequate mitigation. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

11 Area Specific Strategies

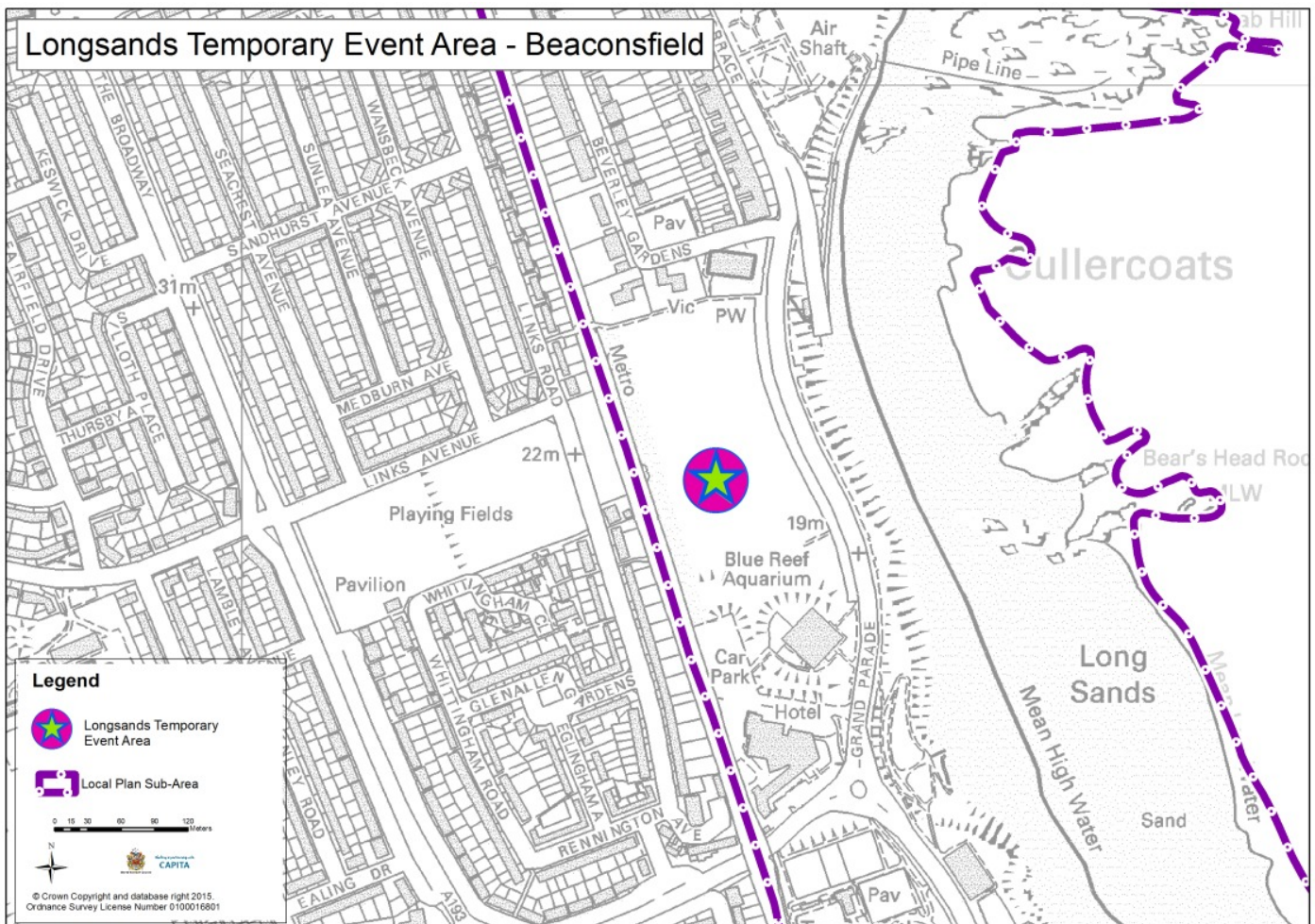
- 11.72** Tourism accommodation plays a crucial role in the visitor economy of the Borough as there is added value to the local economy when visitors stay overnight in the area. Existing tourist accommodation that take advantage of prime locations on the sea front are of significant value to the tourist economy by being able to offer a unique experience to visitors. There are only a limited number of properties offering visitor accommodation over thirty rooms, particularly with a sea view, and the loss of such accommodation would need to reflect a longer period of marketing to prove that it no longer has the potential to make a positive contribution to the economy.
- 11.73** It would not be reasonable to insist on all tourist and leisure facilities remaining in that use if they are not viable, therefore the policy offers scope for some change of use. Visitor accommodation within the coastal area will be required to prove they have been effectively marketed at a fair market price. Where the use is considered to make a positive contribution to the economy, or where it is suspected that they have been allowed to run down, then it may be necessary to obtain an independent assessment of applicants' evidence.
- 11.74** In all cases the marketing process requires as a minimum, confirmation by the marketing agent on headed company paper that the premises were appropriately and extensively marketed for the required length of time as set out by the Council; dated photographs of marketing board/s of an appropriate quality, size, scale, location and number, during this time, on the premises; an enquiry log, how it was followed up and why it was unsuccessful; a copy of all advertisements in the local press and trade journals (should be at least four weeks' worth of advertisements spread across a six month period); and evidence of marketing via the internet.

AS8.17 Visitor Attractions and Activities at the Coast

The following proposals and activities have been noted as particular opportunities at the coast that could enhance its role for tourism over the life of the plan:

- a. Restoration and re-use of The Spanish City dome and surrounding development site, including provision of improved parking, shops, a hotel and housing.
- b. St. Mary's Headland - new visitor facilities.
- c. St. Mary's Lighthouse and visitor centre refurbishment.
- d. Northern Promenade - overnight stay beach huts and public realm improvements
- e. Demolition and proposed redevelopment of High Point Hotel, The Avenue, Whiskey Bends
- f. Coastline Land Train - to support linkage between attractions along the coast whilst encouraging trips away from the private car.
- g. Longsands Temporary Events Area - the site known as Beaconsfield (identified on the Policies Map and Map 30) to be safeguarded for open space but would be considered acceptable for temporary tourism and recreational related activities and appropriate works to support such activities. All activities will be restricted between October and March to avoid impacts on nationally and internationally protected nature conservation interests. Permanent loss of any part of the site would not be permitted.

II Area Specific Strategies



Map 30 - Longsands Temporary Events Area

- II.75** These proposals all involve active Council regeneration support and will form a key element in North Tyneside's strategy for improving the attractiveness of the Coast and Whitley Bay for visitors. A number of the sites are also identified as specific preferred development sites, or benefit from planning permission, but their inclusion supports implementation of Policy AS8.15 The Coastal Sub Area and provides a strategic overview within the Local Plan to the activities being undertaken. More detailed information about each of these projects is included within the Whitley Bay Masterplan 2015, available online here: http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=557465.
- II.76** At Longsands, surfing opportunities have attracted national surf championships and many other events that help support the local economy. Retaining the open space at the coast, including Beaconsfield, was a key point raised in previous consultations. Maintaining Beaconsfield as an area of open space is recognised but with improvements to drainage and power supply this site could be improved to host future events.
- II.77** Policy AS8.17 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites if not supported by adequate mitigation. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects. Longsands Beach is within the Northumbria Coast

11 Area Specific Strategies

SPA/Ramsar and Northumberland Coast SSSI. Beaconsfield is a recognised roosting area for some wintering species associated with these nature conservation sites. Therefore activities on Beaconsfield will be restricted during the winter period. The advice of the Biodiversity Officer will be followed when all proposals come forward.

The Spanish City, Whitley Bay

- 11.78** The regeneration of The Spanish City presents a fantastic opportunity to support and compliment the regeneration in the town centre, at Whitley Park, and indeed, along the whole North Tyneside coast. Planning permission has been granted for the redevelopment of The Spanish City. The aim is for a mix of complementary uses, such as residential, community and leisure uses that would benefit the area with a focus on quality and family friendly appeal.
- 11.79** A key challenge in changing perceptions of Whitley Bay is to tackle the negative perceptions of the town and diversify the evening economy. Changing the dominant image as a destination for stag and hen parties to a more modern, fun and family friendly town is the aim, although change will not happen overnight. The Spanish City presents a wonderful opportunity to create a new positive impact on the town with new attractions and an improved seafront and promenade that will combine to create a more positive perception of the town.
- 11.80** The following policy supports a specific action point in the Our North Tyneside Council Plan under the “Our Places” priority that sets out the Council’s intention to work with a preferred developer and residents to develop The Spanish City.
- 11.81** Policy AS8.18 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

AS8.18 The Spanish City

As shown on the Policies Map, the Council will support, through the retention and improvement of the grade II listed Spanish City site, the development of a mix of uses that make a positive contribution to the tourism offer for the coast and support Whitley Bay as a fun and family friendly destination.

Public Realm improvements in Whitley Bay Town Centre

- 11.82** The Council will aim to improve the quality of Whitley Bay town centre through public realm improvements and ensuring that schemes meet the highest standard of design. This will help to increase its appeal as a retail and service centre location, and make it a more attractive place to visit and spend time.
- 11.83** In Whitley Bay town centre there are inconsistencies in the quality and maintenance of shop fronts that if improved would benefit the overall quality of the built environment. This primarily effects Park View, which is a well-valued street with a wide range of independent shops and businesses that gives this part of Whitley Bay a distinctive and appealing character. Properties mostly date from the early 20th Century and the street has many buildings with good architectural detail with an impressive amount of historic shop fronts.

11 Area Specific Strategies

- 11.84** Improvement of the public realm is in line with the Our North Tyneside Council Plan priority “Our Places” that aims to create places that people like living in and will attract others to either visit or live.
- 11.85** Policy AS8.19 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

AS8.19 Whitley Bay Town Centre Public Realm

The Council will support positive measures to tackle heritage and townscape issues in a holistic way in Whitley Bay town centre, including through the following improvements to deliver a high quality public realm:

- a. Good quality, natural ground surfaces that encourage pedestrian movement;
- b. A coordinated approach to the installation of street furniture of high quality;
- c. A programme of measures to improve parking and accessibility;
- d. Restoration of historic layouts and features; and
- e. Ensuring all aspects of the public realm are maintained and repaired to a high standard.

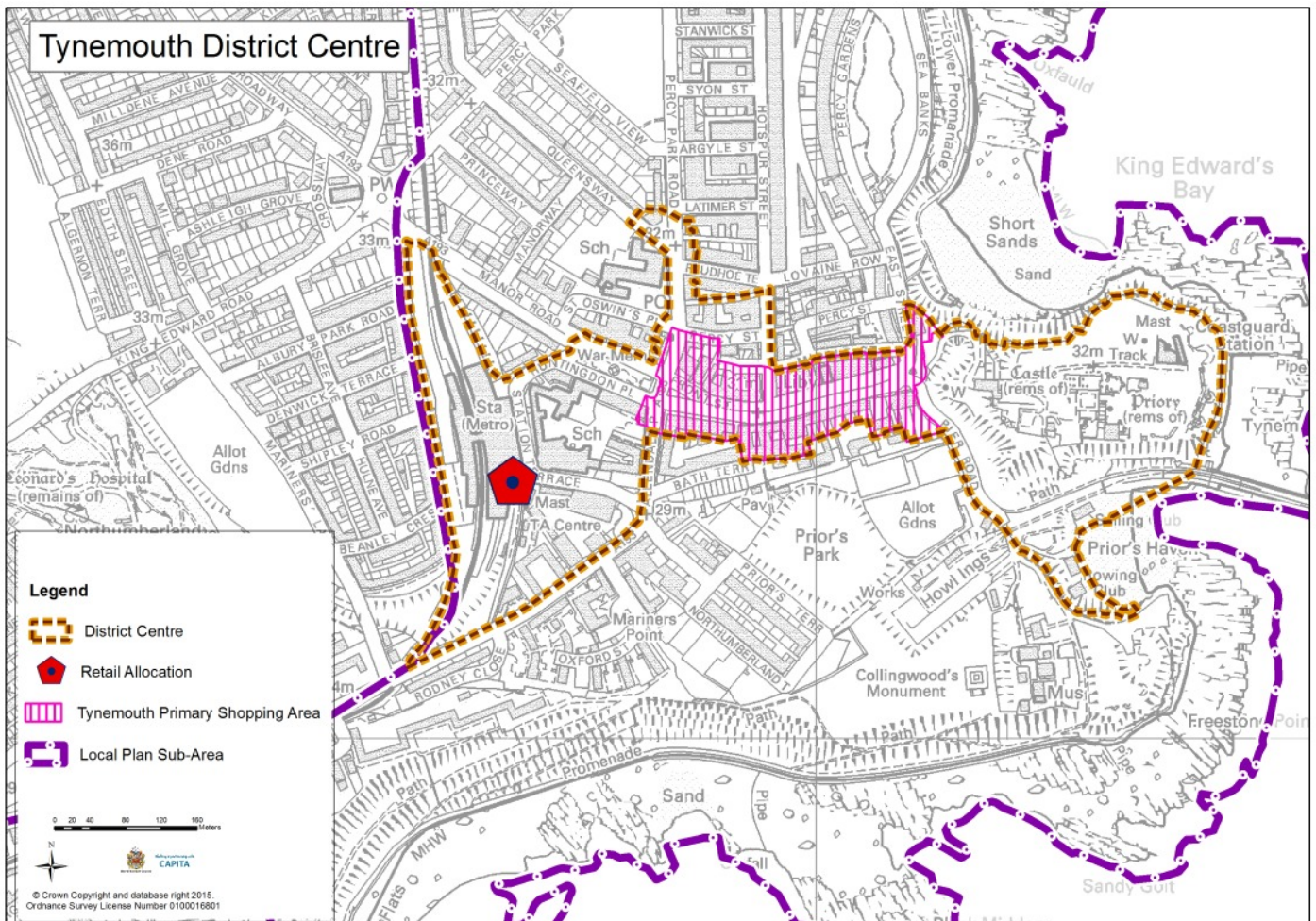
To support public realm improvements the Council will prepare a shop front design guide to assist in steering appropriate visual management of the shop fronts along Park View.

Coastal Evening Economy

- 11.86** One of the important contributions to the local economy in town centres is the evening economy. Along the coast the evening economy has played an important role in sustaining Whitley Bay and Tynemouth but the recent trend has seen popularity rise at Tynemouth.
- 11.87** In Whitley Bay the popularity of bars and clubs has been changing in recent years with the Council keen to support measures to reduce the impact of the area around South Parade, as the success of South Parade dominates the impression of what the town has to offer in the evening and allow Tynemouth to become dominated in the same way. One of the objectives of this Plan is to encourage a more diverse evening economy with increased attractions other than those targeted at the existing market around South Parade. Schemes such as the Whitley Bay Playhouse and the regeneration of The Spanish City can help change the image of the town making it more attractive to a wider range of visitors.
- 11.88** Tynemouth is a picturesque village with the historic Front Street at its heart. With hundreds of years of history, the Priory and Castle overlooking the mouth of the River Tyne, beautiful sandy beaches and popular shops and restaurants, Tynemouth has become an increasingly popular visitor destination. The success of Tynemouth as a place to visit has benefited the local shops, restaurants and bars that have succeeded to create a popular night time economy. However, this popularity threatens to change the character of the village and there should be careful consideration to restrict additional licensed premises as the domination of certain uses in one area can have an adverse impact.

II Area Specific Strategies

- 11.89** When drawing up planning policies to address issues associated with the night time economy, it should be recognised that there are multi-dimensional issues. Actions to address them cover a much wider range of legislation than just town planning.
- 11.90** In March 2011, the Council adopted a new licensing policy to the busiest drinking areas of Whitley Bay - bordered by Promenade, Park Avenue, Marden Road, Station Road, Whitley Road and Percy Road. The 'Cumulative Impact Policy' aims to help reduce alcohol-related crime and disorder by making it more difficult to grant new licences for pubs and clubs within that particular area.
- 11.91** Tynemouth also adopted a Cumulative Impact Policy on 24th July 2014 to have greater control over new licenses granted for pubs and clubs in the area bordered by Percy Park Road, Bath Terrace, East Street, Lovaine Row and Prudhoe Terrace. The area has been identified because evidence shows that the cumulative impact of the number and concentration of licensed premises in this area continues to adversely affect the promotion of the licensing objectives for the prevention of crime and disorder and the prevention of public nuisance.
- 11.92** The boundaries for Whitley Bay town centre and Tynemouth district centre are shown on the Policies Map.



Map 31 - Tynemouth District Centre Boundary

11 Area Specific Strategies

AS8.20 Coastal Evening Economy: Whitley Bay and Tynemouth

The Council will support development proposals for town centre uses at South Parade in Whitley Bay and the identified Primary Shopping Area (PSA) in Tynemouth (see Map 31) that:

- a. Support a sustainable evening economy without undermining the ability of the Cumulative Impact Policy to prevent crime and disorder and public nuisance;
- b. Would add vitality and viability to identified areas, without either singularly or cumulatively undermining the overall attraction of the centre; and
- c. Would not adversely impact on the existing character, function and vitality of the street or surrounding environment.

Residential Institutions in Whitley Bay

- 11.93** Changes in tourism trends have seen a reduction in the numbers of people staying in visitor accommodation in Whitley Bay resulting in some visitor accommodation being converted into residential institutions. A residential institution in planning terms covers uses such as nursing homes but also supported lodgings where people may have been moved from one local authority area to another but still requiring an element of support.

AS8.21 Residential Institutions in Whitley Bay

Development of residential institutions will be acceptable within Whitley Bay provided they meet the following criteria:

- a. There should be no detrimental impact to the character and amenity of the surrounding residential area and neighbouring properties; and
- b. That the proposal does not add to an existing 'cluster' or concentration of residential institutions that would result in adverse impact to the character and amenity of the surrounding residential area and neighbouring properties
- c. Adequate provision for parking, servicing, refuse and recycling and the management and maintenance of the property can be demonstrated through the submission of a management plan ;
- d. The proposals are in accordance with Policy AS8.16.

- 11.94** Consultation responses have shown that it is important to consider ways of how to reduce the cumulative impact that residential institutions can have on a town centre. The aim is to reduce the concentration of these developments and support Whitley Bay to become a sustainable community with residents who are less likely to be transient and help improve social cohesion in the town centre.

II Area Specific Strategies

Coastal Green Links

- 11.95** The coast benefits from good connectivity to the wider transport networks. The C2C, Coast and Castles and Reivers cycle routes, all start/finish at the coast and not only play a role in encouraging healthy lifestyles, but also encourages tourism opportunities. There is scope for improvements to walking and cycling facilities that will enable people to explore more of the coastline and a wider range of attractions.
- 11.96** Much of National Cycle Network 1 from Tynemouth northwards, adjacent to the coastline, is designated as a shared footway/cycleway that allows all cyclists to use the footway (pavement). Previous consultations have raised the problem of pedestrians and cyclists sharing the footway and improved signage has been provided to make all users aware of other users. The cycle route through Cullercoats still needs to be improved to create extra space for cyclists and pedestrians in order to encourage more people to get active.
- 11.97** Policy AS8.22 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

AS8.22 Coastal Green Links

The Council will support improvements to the cycle network along the coast linking to other cycle routes in the Borough and will support specific improvements to the network around Cullercoats to improve safety and convenience for both pedestrians and cyclists.

Transport

- 11.98** Whitley Bay town centre and Tynemouth district centre are well served by public transport with regular bus services and Metro services. An efficient traffic network in both centres will minimise impacts on visitors and residents, improve public realm, increase the sense of place and support their vitality and viability. This approach was identified in the Tynemouth Village Conservation Area Management Strategy Supplementary Planning Document.
- 11.99** One consideration is the use of a shared surface, to reduce traffic speeds and create a better organised pedestrian space that could help contribute to a more attractive centre for people to enjoy. Any proposals would need to take into consideration the needs of all users and would require further detailed analysis of its impact and how it could benefit the centres.
- 11.100** Improvement of accessibility to public transport services is a priority. However, some visitors will have little choice but to make at least part of their journey to the coastal area by car. Car parking is a key factor to encourage visitors to the coast and maintaining the level of car parking was a clear aspiration in consultation responses made during the preparation of this Plan. The Council recognises the importance of car parking to support the local economy and the Council Parking Strategy (2012)

11 Area Specific Strategies

identifies the option to explore opportunities to acquire land adjacent to car parks with the aim of increasing the capacity. Maintaining adequate car parking within the coastal area with improved access for sustainable transport will be an important factor in supporting future development proposals.

- 11.101** In Whitley Bay clear signage and parking information will help tackle the perception that there is a lack of parking available within the town centre. As redevelopment schemes come forward, it is important to understand the role they can play in helping to improve the parking provision within the town centre and along the coast. Car parking arrangements at the coast will be kept under review with clear information of where there is free parking, where there is paid parking and where there is short and long term parking available.
- 11.102** Policy AS8.23 has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.

AS8.23 Coastal Transport

Through working in partnership with applicants for development, the community, public transport providers and Nexus, the Council will seek to improve the accessibility of the coastal area by:

- a. Balancing competing needs on the road network, to maintain traffic circulation and minimise congestion with opportunities to give greater priority to pedestrians, cyclists, public transport users and people with reduced mobility;
- b. Improving the street network connecting Whitley Bay town centre and Tynemouth district centre with the seafront and establishing attractive points of arrival including improvements to cycling and walking infrastructure;
- c. Ensuring that servicing and delivery arrangements meet the reasonable needs of business through improved off street servicing and loading facilities;
- d. Increasing public car parking opportunities as part of Whitley Bay town centre developments that also enhance the quality of the environment; and
- e. Maintaining adequate car parking provision that serves the coast with improved access for sustainable transport that would cause no adverse impacts on people, biodiversity and the environment.

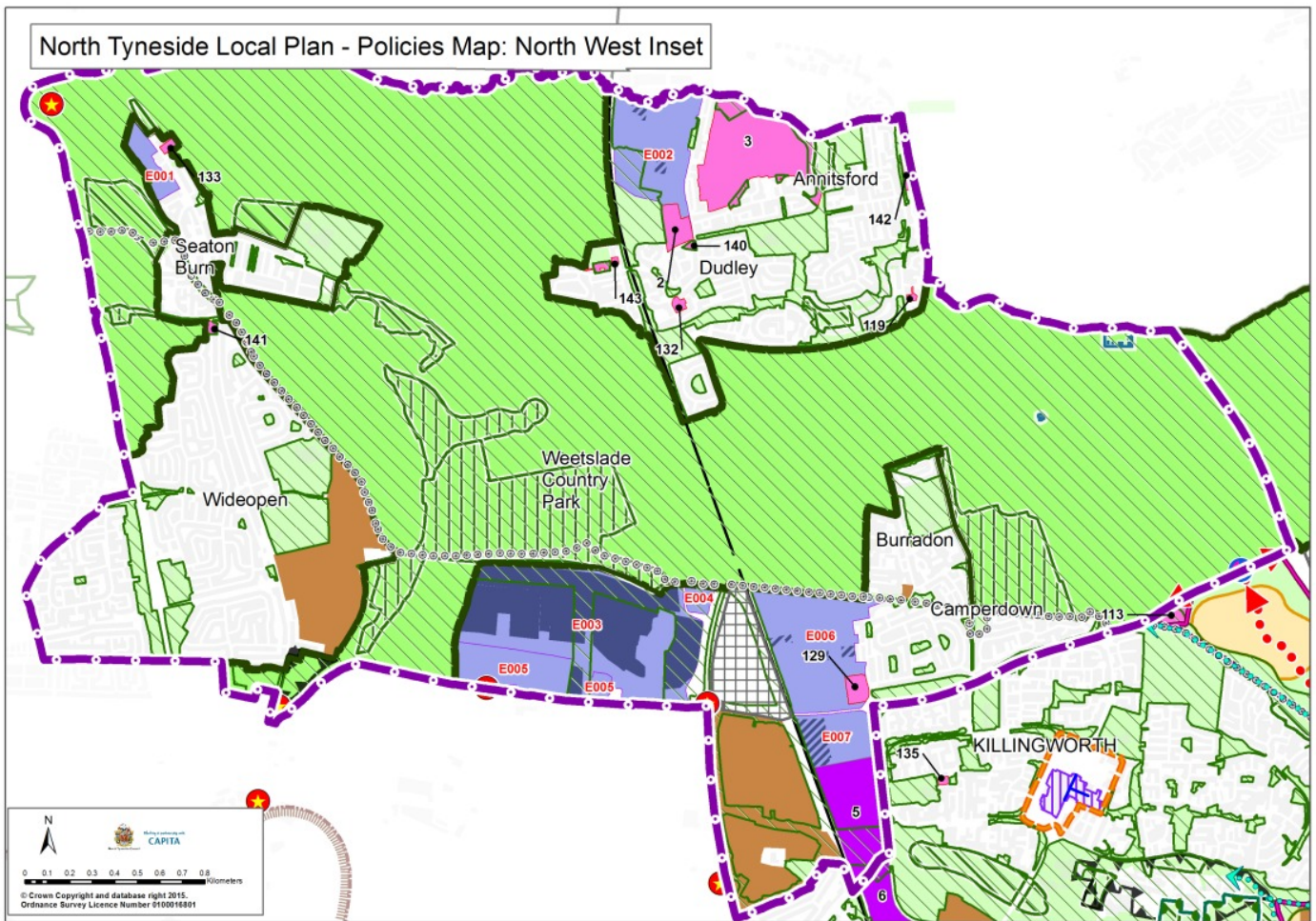
North West Villages Sub Area Strategy

Introduction

- 11.103** The North West of North Tyneside is made up of a collection of communities: Camperdown, Burradon, Dudley, Annitsford, Fordley, Seaton Burn and Wideopen. These are primarily residential areas, with some industrial activity, and are surrounded by the Green Belt of North Tyneside, Newcastle City and Northumberland.

II Area Specific Strategies

- II.104** The area has a wealth of heritage interest, with much of the area developed alongside the nearby collieries providing a rich mining legacy. Older properties ranging from miners terraces to the stately property of Seaton Burn House, the ancient monument of Burradon Tower, and the presence of the old A1 (the Great North Road) form a basis for the area’s identity.
- II.105** The boundary of the North West sub-area is show below on the inset map below (please see the full Policies Map for the legend).



Map 32 - Local Plan Policies Map: North West

- II.106** The vision for the North West Villages sub-area is that it will be well-connected with a good range of services and facilities to support the community. It will be an attractive area that understands and appreciates its special character.

11 Area Specific Strategies

AS8.24 The North West Villages Sub Area

Within the North West Villages Sub Area, as shown on the Policies Map:

- a. The availability of good public transport and active travel options are encouraged and supported. To ensure the community can reach the excellent services and facilities within the area, good access throughout the North West is as important as access beyond.
- b. Image and identity will be improved through good signage and interpretation, and high quality, well-maintained public realm.
- c. North Tyneside Council will work positively with owners of vacant sites to bring them back into suitable, beneficial use.

- 11.107** The North West Villages are well-served by the local major road network, with the A1, A19(T) and A189 all within or having junctions in the North West area. It is well-served by cycleways and bridle ways, many forming part of the historic mining Waggonways. It is also uniquely placed as the gateway into North Tyneside from the two adjacent areas of Newcastle City and Northumberland County.
- 11.108** The semi-rural nature of the area means that there is a wealth of biodiversity habitats and recreational opportunities. Little Waters and Annitsford Pond are two such places for locals and visitors to enjoy, and for wildlife to flourish.
- 11.109** The size and dispersed nature of the villages in the North West can present challenges in terms of easily accessing service provision. This increases reliance on private cars and makes the provision of sustainable access to key services within the area, and elsewhere in North Tyneside and nearby neighbouring areas of Cramlington and Newcastle, important.
- 11.110** Over the years, with the decline of the mining industry, and with new building and regeneration projects, the area has gained many different layers of development styles. Remaining vacant or underused sites provide an opportunity to develop a more coherent identity for the villages.
- 11.111** There is some substantial new development earmarked for the North West area. A new housing development at Five Mile Park is well underway and the Council's aspiration for development of a 30ha employment site at Weetslade has now advanced to the market as Indigo Park, in partnership with a private investment company. Additionally, housing development at Annitsford Farm is proposed as a major development site within this Plan.
- 11.112** It is important that new developments do not exist in isolation, and are implemented in a way that considers the whole area so that any challenges they could bring are addressed and benefits they bring are shared, with sufficient infrastructure and investment made available to meet the needs of the whole community.
- 11.113** The North West area is a gateway to the Borough and there are many positive aspects of the area that can and should be built on to improve perceptions. However, there are a number of vacant sites in the area that detract from the character of the locality and this needs to be tackled.

11 Area Specific Strategies

Improving Image and Identity

Public Realm

- 11.114** With each village in the North West surrounded by Green Belt, the area is rich in open space and biodiversity habitats. Little Waters, Annitsford Pond and Weetslade Country Park are some examples of the high ecological value sites in the North West to be enjoyed by residents and visitors, the latter being a Green Flag award winner. Across the Borough's boundary, Big Waters and Gosforth Park are also areas of high ecological value that serve residents of the North West. Further open space recreation opportunities are available at Seaton Burn Recreation Ground, Lockey Park, the John Willie Sams Centre, Annitsford Recreation Ground, Burradon Recreation Ground and Dudley Action Park.
- 11.115** The area features an impressive amount of heritage interest. The oldest structure in the North West is the mid-16th Century Burradon Tower, which is a grade II listed building and scheduled ancient monument. Around the time the Tower was built and for the following few centuries, the settlements would have mostly consisted of a few farms and some homes along main routes. Expansion came with the sinking of collieries from the early 19th Century at Seaton Burn, Burradon and Dudley. A selection of quarries also established in the area. The legacy of this industrial past is still felt in the North West. The networks of Waggonways in the area that today are important biodiversity corridors and provide recreational and travel routes for the community, were established as coal haulage routes from the collieries to the River Tyne. The historical significance of these routes cannot be underestimated, in terms of both the area's rich coal mining tradition and the role in played in establishing the country's industrial heritage. Buttress House, on Brenkley Way, is a converted colliery workshop dating from the mid-19th Century, and is a rare survivor of a colliery building. Lying adjacent to the North West of North Tyneside, within Newcastle's boundaries, is the historic Gosforth Park.
- 11.116** Other particularly special heritage features of the North West are the 18th Century Seaton Burn House, the imposing School Houses that have survived beyond the demolition of the associated Seaton Burn School, and the Ryder and Yates' designed gatehouse to Shasun Pharma Solutions on Dudley Lane. The historic Great North Road, formerly the A1 road, runs through the area. Now by-passed by a modern A1 alignment immediately to the west, the road's pubs reveal its significance, notably the "Six Mile Inn".

11 Area Specific Strategies

AS8.25 North West Villages Public Realm

The Council will support positive measures in the North West of the Borough that can enhance the unique identity of the area through the following improvements to deliver a high quality public realm:

- a. Legible and attractive signage that welcomes visitors at entrances to the Borough and settlements to define boundaries and strengthen the identities of each Village area;
- b. Ensuring key attractions and facilities are well signposted, for example, John Willie Sams Centre, Seaton Burn Recreation Ground, Little Waters and Weetslade Colliery Park;
- c. Promoting the special ecological and heritage value of the North West via sensitively placed interpretation boards. All signage and interpretation boards should be designed and installed as to protect, and possibly enhance the character of the area;
- d. A coordinated approach to the installation of street furniture of high quality;
- e. Good quality, natural ground surfaces that encourage pedestrian movement; and
- f. Ensuring all aspects of the public realm are maintained and repaired to a high standard.

11.117 Public realm plays an important role in enhancing civic pride and the image and perceptions of an area. Improving the public realm of the North West of the Borough would make the area more legible, user-friendly and attractive. This should encourage more visitors and investors to the area, and improve the quality of life for residents.

11.118 This policy is in line with the NPPF, which encourages the creation of safe and accessible environments, clear and legible routes and high quality public space. It also supports the Our North Tyneside Council Plan priority “Our Places” that aims to create places that people like living in and will attract others to either visit or live.

Opportunity Sites

11.119 Pockets of vacant land in the North West represent an opportunity to bring forward development that can be beneficial to the community. The vacant sites are scattered throughout the North West and they range in size. They are generally in the possession of private landowners.

11 Area Specific Strategies

AS8.26 Opportunity Sites in the North West Villages

North Tyneside Council will work positively with owners of vacant sites in the North West area to bring them back into suitable, beneficial use. Vacant, underused sites where development or investment could contribute to improvement in the environment and image of communities in the North West are outlined on Map 33 and below:

- a. Land at rear of the Drift Inn, Front Street, Seaton Burn.
- b. Land At Western Terrace, Dudley.
- c. Land adjacent to no.1 Coronation Street, Annitsford.
- d. Garage site, Annitsford Drive, Annitsford.
- e. Former Dudley People's Centre, Weetslade Road, Dudley.
- f. Former Dudley Miners Welfare Centre, East View Terrace, Dudley.
- g. Former 89 Station Road, Camperdown.

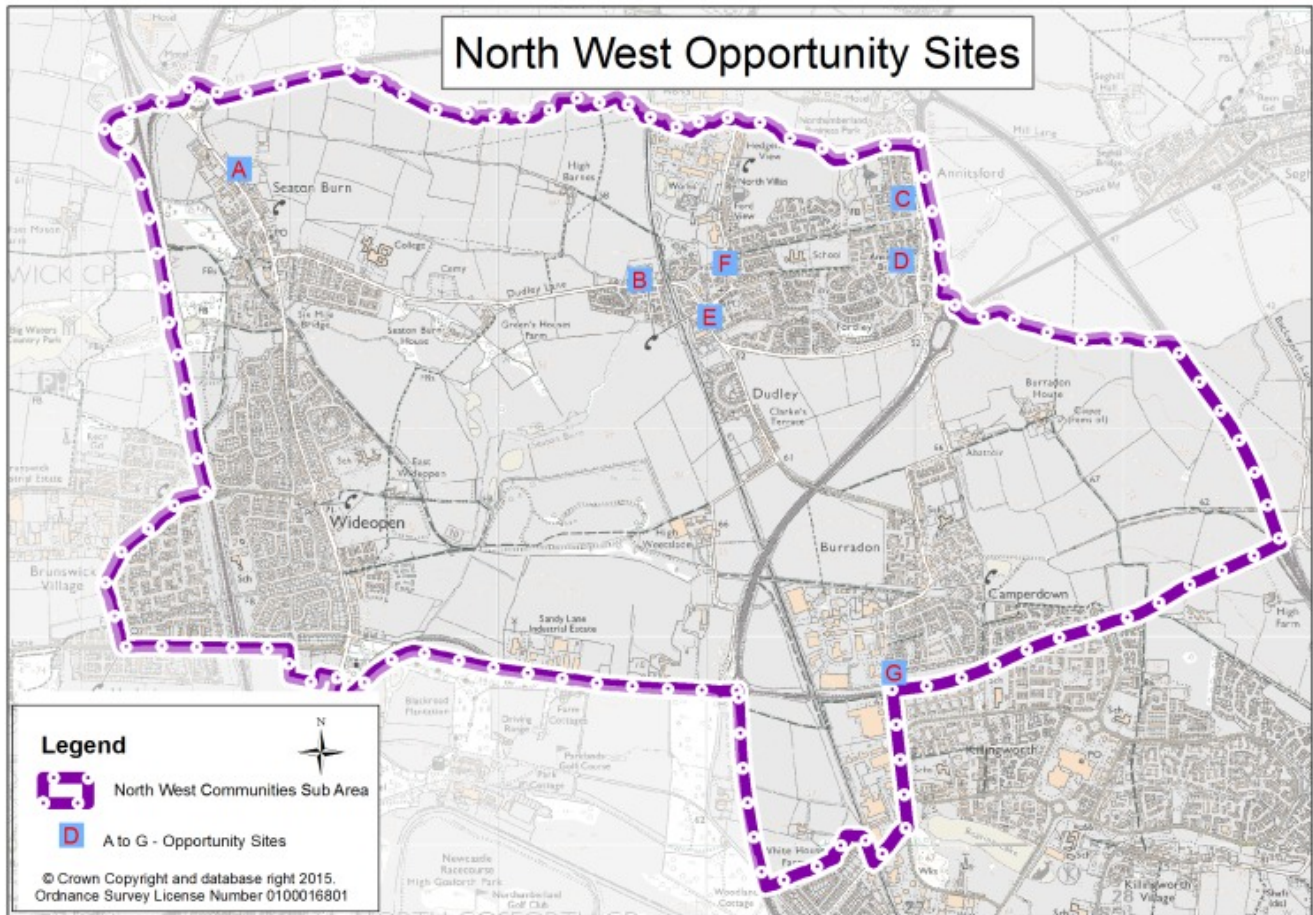
The Council would support a range of uses at these sites that accord with other policies in the Plan.

11.120 Reusing these parcels of land in a more positive manner would contribute to an attractive environment and could also deliver new homes and facilities for residents.

- a. Land at rear of the Drift Inn, Front Street, Seaton Burn. A large expanse of hardstanding that could be positively redeveloped with an attractive residential scheme, alongside the proposed redevelopment of the Seaton Burn Recreation Ground. This site is also identified as a residential allocation in this Plan.
- b. Land At Western Terrace, Dudley. A site with two separate parts, both have which have been left derelict for some time. This site is also identified as a residential allocation in this Plan.
- c. Land adjacent to no.1 Coronation Street, Annitsford. Although not visible to the wider public, small residential redevelopment at this site could improve the amenity of this area of Annitsford.
- d. Garage site, Annitsford Drive, Annitsford. Potentially unsuitable for any kind of building due to its small size, extending the adjacent grassed area to cover this site would make a positive difference to the appearance of this pleasant residential environment.
- e. Former Dudley People's Centre, Weetslade Road, Dudley. Planning permission was granted in 2015 for 14 dwellings; the prompt redevelopment of this prominent site is supported.
- f. Former Dudley Miners Welfare Centre, East View Terrace, Dudley. This is a large, vacant site in a prominent location. This site is also identified as a residential allocation in this Plan. Together with the smaller vacant site to the south, the Owen Pugh site to the north and the retail units at 2-3 West View, there could be possibilities to provide a major mixed use scheme incorporating residential and a new local shopping centre. A new local shopping centre in this area could provide a consolidated retail offer and community focal point to serve existing residents and to those associated with the residential development at Annitsford Farm.
- g. Former 89 Station Road, Camperdown. A prominent site at the southern entrance to Camperdown, there is the opportunity here for a high quality residential scheme that can make a positive first impression of the area.

11.121 The locations of these sites are shown below on the inset map below.

II Area Specific Strategies



Map 33 - North West Opportunity Sites

Sustainable Transport and Traffic Management

- II.122** Good public transport connectivity is especially important for residents in parts of the North West due to the area's relative geographical isolation. Good bus services are important to avoid an over-reliance on the private car, and to allow for access to employment, education, services and facilities that are vital to ensuring a positive future for residents and the Borough.
- II.123** Active travel (for example, walking or cycling) is another sustainable transport option for the North West. One of the remnants of the area's mining past is the network of waggonyways that are well surfaced and lit, and are popular and well-used by pedestrians, cyclists and horse-riders. Active travel can only provide a viable alternative to the private car if it is encouraged through providing and protecting the correct infrastructure, and ensuring its usability and safety. Safe crossing measures should be provided, especially near schools, and opportunities to create joined-up routes including bridle ways and waggonyways should be sought.

II Area Specific Strategies

- 11.124** Studies are currently being undertaken by Northumberland County Council to ascertain the feasibility of reopening the Ashington, Blyth and Tyne Railway for passenger services. Bringing back regular passenger trains between Newcastle and Ashington has been a long-held ambition of Northumberland County Council, who recognise the project as an opportunity to improve residents' accessibility to employment and to attract inward investors. The nearest proposed station to the North West Villages area would be at Seghill and/or Northumberland Park. It is important that bus services to these areas are in place to allow for the North West Villages to reap the benefits of any rail link.
- 11.125** The North West is well-served by the major road network and it is a great asset to the area. However commuters have been known to use the Villages as "rat-runs", such as at Front Street, Annitsford to avoid Moor Farm roundabout, and through Burradon and Camperdown to avoid Sandy Lane roundabout. These rat-runs impact on the quality of life for residents and discourage opportunities for safe, active travel.
- 11.126** To secure their successful future, it is important that the area's schools, shops and services are utilised by local residents rather than have them travel outside the area, which although further away, may be easier to reach. Good access throughout the North West is therefore as important as access beyond.
- 11.127** This policy for the North West Villages reflects the aspirations of the NPPF, which advocates a transport system that is balanced in favour of sustainable transport modes.

AS8.27 Sustainable Transport and Traffic Management for the North West Villages

To improve linkages between Villages in the North West and beyond, the Council supports:

- a. Safeguarding and improving the area's bus service provision.
- b. Protecting and enhancing the waggonways, and other traffic-free travel routes.
- c. Suitable road crossing measures, where required, to allow better active travel movement.
- d. Appropriate traffic calming measures in the North West Villages, with the aim of discouraging "rat runs" to avoid main routes.

Former Engineering Research Centre, Killingworth

- 11.128** The Environmental Research Station (Block A, constructed 1967) and associated School of Engineering (Block B, constructed 1976) were originally owned and used by the Gas Council (later British Gas) as a research and training facility. The grade II* buildings were designed by prominent architects Ryder and Yates. They have a distinctive modernist appearance and form part of a larger industrial site on Station Road. The gas industry left the site in 1995 and the site is now under local authority ownership. In 2008 the Council relocated most functions from Blocks A and B to Cobalt Business Park.

11 Area Specific Strategies

AS8.28 Former Engineering Research Centre

The Council will seek and support proposals for the use of the buildings and site, as shown on the Policies Map, where there would be no unjustified adverse effect upon their heritage significance. Proposed uses should take advantage of the facilities and accommodation that Block A and Block B can provide, including the potential for office, light manufacturing and retailing, with regard given to the potential for additional residential development at this location. Proposals should also:

- a. Demonstrate a clear understanding of the building and the impact of the works;
- b. Propose a compatible use with the buildings and the surroundings; and
- c. Not unacceptably fragment or asset strip the building.

12 Implementation and Monitoring

12 Implementation and Monitoring

- 12.1** The policies and proposals set out within the Local Plan are intended to be ambitious in order to meet the requirements for growth and development in North Tyneside over the next fifteen years. However, national planning policy also sets clear guidance about the importance of ensuring that the policies and proposals set out in local planning policy are deliverable within the plan period.
- 12.2** Therefore, in preparing the Local Plan every effort has been taken to ensure that the proposals identified are deliverable, that the infrastructure necessary to support that development can be brought forward in the required timescales and, that the policies do not undermine the objectives and overall strategy of the Plan by placing unnecessary burdens upon development. It is equally important that the Local Plan remains flexible to be able to respond to changing circumstances both at local and national level, particularly given that the NPPF requires amongst other things that local authorities:
- Identify and maintain a rolling 5-year supply of deliverable housing land; and,
 - Keep under regular review the changing requirements and demands of the business community in terms of the scale, type and location of land to accommodate their requirements.
- 12.3** The following policy sets out the Council's proposed approach to implementing and monitoring the policies and proposals of the Local Plan. It also sets out the steps the Council will take should the monitoring process indicate that any part of the Plan is not being delivered.
- 12.4** Policy S9.1 should also be read in conjunction with Policy S4.2(b) with specific regard to housing delivery.

12 Implementation and Monitoring

S9.1 Local Plan Implementation and Monitoring

The policies and proposals in this Local Plan will be implemented in accordance with the Local Plan Implementation and Monitoring Framework and monitored through the North Tyneside Authority Monitoring Report (AMR).

If the AMR indicates that the aims and objectives of Local Plan policies are not being implemented, or that the overall level of growth and/or the delivery of specific development allocations are not being achieved, the Council will:

- a. Undertake a review of the relevant policy and implementation procedure to establish the issues affecting delivery; and/or,
- b. Review the delivery of site-specific allocations; and/or
- c. Review the mechanisms for financial contributions to development, which may be impacting on development viability and ultimately be affecting the delivery of policies; and/or
- d. Develop further working relationships with various partners across the public, private and voluntary sectors in order to look at ways to facilitate implementation; and/or,
- e. Continue to work with adjoining local authorities and agencies to address cross-boundary development needs; and/or,
- f. Consider the preparation of Supplementary Planning Documents to provide clearer guidance as to how policies should be implemented.

If the measures outlined in the criteria above prove to be insufficient, or are otherwise unable to overcome the barriers to delivery of the overall objectives and strategy, then the Council will consider the need for a partial or full review of the Local Plan.

12.5 The Local Plan Implementation and Monitoring Framework outlines how each policy in the Local Plan will be implemented and the indicators which will be monitored in order to assess the success of each policy. The Local Plan Implementation and Monitoring Framework is included as an Appendix to the Local Plan.

12.6 The Implementation and Monitoring Framework sets out a series of triggers that may necessitate the implementation of the contingency measures outlined in Policy S9.1, in order to deliver the Plan's overall objectives. The range and scale of the contingency measures will vary depending upon the specific issues identified, which may, in the most extreme circumstances, necessitate a full or partial review to the Local Plan or, more likely, may simply involve a change in processes the Council presently applies. As examples, although not exhaustive, this may include:

- A range of 'land use interventions' such as:
 - the Council actively working independently or in partnership to assemble and release land onto the market;

12 Implementation and Monitoring

- Maintaining an up-to-date evidence base so that land deemed surplus to requirements is not retained unnecessarily;
- bringing land forward ahead of any pre-set phasing requirements.
- Implementing changes in our own procedures such as:
 - how planning applications are processed and prioritised;
 - how the pre-application service is used; and
 - whether there is a need to produce further guidance (such as supplementary planning documents) that add further detail to how specific policies should be applied.

12.7 Given that North Tyneside Council is working with Newcastle City Council and Northumberland County Council to deliver the objectively assessed housing needs, it will be imperative that the delivery of new house building is monitored locally and sub-regionally and the respective Local Plans are able to respond to ensure that the overall objectively assessed needs are being met.

12.8 When assessing the need for a review of the Local Plan the Council will particularly consider:

- Performance of housing delivery against the trajectory;
- Latest evidence of objectively assessed need;
- The delivery of site-specific allocations; and,
- Impact upon the environmental quality and character of the Borough.

13 Glossary

Glossary of abbreviations used in the Local Plan

- AHVA - Affordable Housing Viability Assessment
- ALC - Agricultural Land Classification
- AMR - Authority Monitoring Report
- AWVA - Area Wide Viability Assessment
- BAP - Biodiversity Action Plan
- BRE - Building Research Establishment
- CCMA - Coastal Change Management Area
- CDA - Critical Drainage Area
- CIL - Community Infrastructure Levy
- DCLG - Department for Communities and Local Government
- Defra - Department for Environment, Food and Rural Affairs
- ECML - East Coast Main Line
- EIA - Environmental Impact Assessment
- ELR - Employment Land Review
- EZ - Enterprise Zone
- Ha - Hectare
- HER - Historic Environment Record
- HMO - Houses in Multiple Occupation
- IDP - Infrastructure Delivery Plan
- LEP - Local Enterprise Partnership
- LDO - Local Development Order
- LPA - Local Planning Authority
- LNR - Local Nature Reserves
- LWS - Local Wildlife Sites

13 Glossary

- m² - Square metres
- MSA - Mineral Safeguarding Area
- NDSS - Nationally Described Space Standard
- NECA - North East Combined Authority
- NPPF - National Planning Policy Framework 2012
- NPPG - National Planning Policy Guidance
- OAN - Objectively assessed need
- ONS - Office for National Statistics
- PSA - Primary Shopping Area
- RSS - Regional Spatial Strategy
- RTLS - Retail and Leisure Study 2014
- SA - Sustainability Appraisal
- SANGS - Suitable Alternative/Accessible Natural Green Spaces
- SEA - Strategic Environmental Assessment
- SEP - Strategic Economic Plan
- SFRA - Strategic Flood Risk Assessment
- SHLAA - Strategic Housing Land Availability Assessment
- SHMA - Strategic Housing Market Assessment
- SMP2 - Shoreline Management Plan 2
- SPA - Special Protection Area
- SSSI - Sites of Special Scientific Interest
- SuDS - Sustainable Drainage Systems
- UDP - Unitary Development Plan 2002
- WHS - World Heritage Site

Glossary of terms used in the Local Plan

- Accessibility

13 Glossary

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The ability of people to move around an area and to reach places and facilities. This includes people with limited mobility, for example, elderly people and those with young children.

- Affordable housing

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.

- Aggregates

Minerals extracted from the earth's surface, mainly consisting of sand, gravel and crushed rock that are used within the construction industry.

- Allocation(s)

A site specifically identified in the Local Plan, and shown on the Policies Map, for housing, employment, mixed use or other development.

- Appropriate assessment

A specific stage of assessment in any Habitats Regulations Assessment. See Habitats Regulations Assessment below.

- Archaeological interest

There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

- Article 4 direction

A direction which withdraws automatic planning permission (permitted development rights) granted by the General Permitted Development Order.

- Asset of community value

A building or other land identified by the community where its actual current use furthers the social wellbeing and interests of the local community, or a use in the recent past has done so. If the Council has agreed that it has met this test then it will be added to a list of community assets giving the right for the community to bid the land or building if it is put on the market.

- Authority Monitoring Report (AMR)

A report produced each year that assesses progress against the indicators in the Local Plan Implementation and Monitoring Framework.

- Biodiversity Action Plan (BAP)

An overarching framework for habitat and species conservation.

13 Glossary

- Best and most versatile agricultural land

Land in grades 1, 2 and 3a of the national Agricultural Land Classification.

- Brownfield land

See Previously developed land, below.

- Climate change mitigation and adaptation

Climate change is the observed, actual or expected climatic factors and trends or their effects, such as increased rainfall intensity, rising temperatures, increased storminess and rising sea levels. Climate change mitigation is action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions and use of energy derived from fossil fuels. Climate change adaptations are adjustments to natural or human systems which reduce or moderate harm or exploit beneficial opportunities.

- Coastal Change Management Area (CCMA)

An area identified in Local Plans as likely to be affected by coastal change, for example, physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.

- Community infrastructure

Infrastructure that provides for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community.

- Community Infrastructure Levy (CIL)

The Community Infrastructure Levy is a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area.

- Comparison retail/spending

Shopping for goods where the customer makes comparison between different shops, for example, clothing and footwear, do-it-yourself goods, household and recreational goods.

- Conservation area

An area designated by the Council for its special architectural or historic interest, and where it is important that this special character is preserved or enhanced.

- Contaminated land

Land that is polluted by the presence of radioactive materials or chemical substances at concentrations that could make it unsafe for development without action to remove the source of contamination.

- Convenience retail/spending

Shopping for relatively low-value goods, such as food or newspapers, which are bought on a frequent and regular basis and where the customer prefers convenience over cost.

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- Critical Drainage Area (CDA)

Critical Drainage Areas for surface water that contribute towards a wider area with surface water flooding issues. Critical Drainage Areas in North Tyneside are identified in the Surface Water Management Plan.

- Designation(s)

Areas of land identified on the Policies Map to which specific planning policies apply, for example, Green Belt.

- District centre

A group of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.

- Duty to Co-operate

The Duty to Co-operate places a legal duty on local planning authorities in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. The duty to cooperate was created in the Localism Act 2011.

- Dwelling(s)

Self contained units of residential accommodation. This includes houses, apartments, and maisonettes.

- Environmental Impact Assessment (EIA)

A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

- Employment land/site

Land allocated or designated for B1 office, B2 general Industrial, and B8 storage and distribution uses.

- Employment Land Review (ELR)

A report to assess the demand for and supply of land for employment.

- Five year housing land supply

Local authorities are required to identify (and update annually) a 5 year supply of 'deliverable' housing sites. Sites identified within the 5 year supply must be available now, offer a suitable location for housing now, and be achievable with a realistic prospect that housing will be delivered on the site within five years, and be viable.

- Geodiversity

The range of rocks, minerals, fossils, soils and landforms.

- Green infrastructure

13 Glossary

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

- Habitats Regulations Assessment (HRA)

The Local Plan must be subject to a Habitats Regulations Assessment (HRA) to assess its potential effects on internationally designated nature sites and their supporting habitat, in line with the Habitats Regulations 2010 (as amended). Some planning applications require site-specific (or project) Habitats Regulations Assessment.

- Heritage asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets (a World Heritage Site, scheduled monument, listed building, protected wreck site, registered park and garden, registered battlefield or conservation area designated under the relevant legislation) and assets identified by the local planning authority (including through the local register).

- House in Multiple Occupation (HMO)

A house occupied by unrelated individuals, some of whom share one or more of the basic facilities. Commonly shared facilities include: bathrooms, toilets, shower rooms, living rooms and kitchens. A building defined as a HMO may consist entirely of bedsit unit type accommodation (where some or all amenities are shared) or a combination of both bedsits and self-contained flats.

- Hydrocarbon

A compound of hydrogen and carbon, such as petroleum and natural gas.

- Infrastructure

A collective term for services such as roads and railways, underground utilities such as electricity, sewerage and water, children's services, health facilities and recycling and refuse facilities.

- Infrastructure Delivery Plan (IDP)

A report that identifies the infrastructure projects required to deliver the Plan or a site including physical, social and green infrastructure. The IDP would outline how and when it is anticipated that infrastructure will be funded.

- Internationally designated nature sites

These include Special Areas of Conservation and Special Protection Areas designated under the Habitats and Birds Directives. They host some of Europe's most threatened species and habitats and form part of a Europe-wide network of nature conservation areas known as the Natura 2000 network. Ramsar sites are afforded the same protection as European nature sites.

- Listed building

13 Glossary

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Listed buildings are those statutorily defined as being 'of special architectural or historic interest'. They are listed by the government based on the advice of Historic England. Listed buildings are graded at grade I, II* or II according to their architectural quality or historical significance.

- Local Enterprise Partnership (LEP)

A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

- Local Flood Authority

The local authority or council whose duty it is to carry out specific local flood risk management functions for their area, notably managing the risk of flooding from surface water runoff, groundwater, and ordinary watercourses.

- Localism Act (2011)

The Act sets out new freedoms and flexibility for local authorities and gives local communities more powers. The act covers a wide range of issues related to local public services, with a particular focus on the general power of competence, community rights, neighbourhood planning and housing.

- Local Nature Reserves (LNRs)

Local Nature Reserves are places with wildlife or geological features that are of special interest locally.

- Local Planning Authority (LPA)

The local authority or council whose duty it is to carry out specific planning functions within its area, including preparation of the Local Plan and development management.

- Local Wildlife Sites (LWS)

Local Wildlife Sites contain features of substantive nature conservation and are designated by the Council.

- Main town centre uses

Retail development (including warehouses, clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drivethrough restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotel and conference facilities).

- National Planning Policy Framework (NPPF)

This sets out the government's planning policies for England and how these are expected to be applied. It sets out the government's requirements for the planning system and provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of communities.

- National Planning Practice Guidance (NPPG)

13 Glossary

National online planning practice guidance that is regularly updated and which supplements the NPPF.

- Net developable area

The area available for residential or employment generating uses excluding major distributor roads, primary schools, key areas of open space serving a wide area and significant buffer strips.

- Neighbourhood Plan

A neighbourhood plan establishes general planning policies for the development and use of land in a neighbourhood. They must be in general conformity with the adopted development plan for the area.

- Open space

Open space (including areas of water such as lakes) that offer important opportunities for sport and recreation and can also act as a visual amenity.

- Permeable paving/surfacing

Surfaces that allow water to percolate, soak, pass or infiltrate through them.

- Plan period

The time period to which the Local Plan applies - from 1st April 2011 to 1st April 2032.

- Planning condition

A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

- Planning obligation

See Section 106 agreement, below.

- Previously developed land

Land that is or was occupied by a permanent structure, including land within its curtilage and any fixed surface infrastructure. There are various exceptions to this that area set out in the NPPF.

- Primary Shopping Area (PSA)

Defined area where retail development is concentrated (generally comprising the primary and secondary frontages which are contiguous and closely related to the primary shopping frontage).

- Primary shopping frontages

Primary shopping frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.

- Priority habitat and priority species

13 Glossary

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Priority habitats and species are 'habitats and species of principal importance' for the conservation of biodiversity included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

- Policies Map

The map that accompanies the Local Plan written statement. This illustrates which land in North Tyneside is subject to different designations and allocations.

- Pollution

Anything that affects the quality of land, air, water or soils that might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

- Public realm

Those parts of an area (whether publicly or privately owned) available for everyone to use. This includes streets, squares and parks.

- Ramsar site

Wetlands of international importance, designated under the 1971 Ramsar Convention. As per government advice, Ramsar sites have the same protection as European nature sites and so in effect they form part of the EU's Natura 2000 network and are internationally important nature sites.

- Renewable and low carbon energy

Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). Renewable and low carbon energy includes energy for heating and cooling as well as for generating electricity.

- Retail hierarchy

Defines the role and relationship of centres in the retail network i.e. town centre, district centre, local centre.

- Safeguarded land

Land located between the urban area and the Green Belt identified to meet potential development needs beyond the plan period, in this case after 2032, and therefore not allocated for development at the current time.

- Scheduled monuments

Scheduled Monuments, also referred to as Scheduled Ancient Monuments, are sites of outstanding national importance that are worthy of protection. The word "monument" covers the whole range of archaeological sites. Scheduled monuments are not always ancient, or visible above ground. They are placed on a schedule by the government based on the advice of Historic England.

13 Glossary

- Secondary shopping frontages

Secondary shopping frontages have a significant proportion of retail uses but provide greater opportunities than the Primary Shopping Frontages for a diversity of uses.

- Section 106 agreement

Section 106 agreements, also known as planning obligations, are agreements between developers and local planning authorities that are negotiated as part of a condition of planning consent. These are legally enforceable obligations entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Such obligations could ensure the developer contributes towards a range of infrastructure and services, such as community facilities, public open space, transport improvements and/or affordable housing.

- Setting of a heritage asset

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

- Significance (with regards to heritage)

Significance is the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

- Site of Special Scientific Interest (SSSI)

A site designated by Natural England as an area of special interest by reason of any of its flora, fauna, geological or physiographical features.

- Special Protection Areas (SPAs)

These are European designated sites, classified under the Birds Directive because of their international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They form part of the Natura 2000 network and are internationally important nature sites.

- Strategic Flood Risk Assessment (SFRA)

A study carried out by a local planning authority to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.

- Strategic Housing Land Assessment (SHLAA)

A study prepared by a local planning authority to assess how much urban land is suitable and available for new housing development.

- Strategic Housing Market Assessment (SHMA)

A study prepared by a local planning authority to provide a long-term strategic assessment of both housing need and demand (including affordable housing need).

- Supplementary Planning Document (SPD)

A document that provides further guidance to the policies in a Local Plan. They are capable of being a material consideration in planning decisions but are not part of the Development Plan.

- Sustainable communities

Places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

- Sustainable development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

- Surface water run-off

Surface water comes from rain or snow falling on to the ground that may then collect and flow over the land surface (hard-surfaces or green space) as 'overland flow'.

- Sustainable Drainage Systems (SuDS)

Drainage systems designed to manage surface water sustainably. They aim to reduce the amount of surface water run-off and the rate it joins rivers, public sewers or runs off the site as 'overland flow', and to maintain or improve water quality.

- Sustainability Appraisal (SA)

An appraisal of the economic, environmental, and social effects of a plan. They should be undertaken from the outset of the preparation process to allow decisions to be made that accord with sustainable development. Sustainability appraisals have to be in conformity with the EU directive on strategic environmental assessment (see below).

- Strategic Environmental Assessment (SEA)

A procedure that requires the formal environmental assessment of certain plans and programmes that are likely to have significant effects on the environment.

- Travel plan

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action.

- Use Classes Order

13 Glossary

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

- Waste Hierarchy

The waste management hierarchy indicates an order of preference for action to reduce and manage waste. The order of preference is usually given as prevention, re-use, recycle, energy recovery and disposal.

- Water bodies

Areas of water such as streams, rivers, canals, ponds, lakes and reservoirs, and in some cases drainage ditches.

- Watercourses

Streams, brooks, rivers, drainage and other ditches flowing in a particular direction in a definite channel with a bed or banks. 'Main rivers' are marked on a main river map produced by the government based on advice from the Environment Agency. All other watercourses are 'ordinary watercourses'.

- Wildlife corridor

Areas of habitat connecting wildlife populations.

- Windfall sites

Sites that are granted planning permission for housing that have not previously been identified through the plan process. Most windfall sites are either small, or involve the conversion of existing buildings.

I4 Appendix

The Local Plan Implementation and Monitoring Framework

- I4.1** The Local Plan Implementation and Monitoring Framework can be viewed here:
http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=565810