

South Tyneside Local development framework

Final ADOPTED
Version

Site-Specific Allocations

April 2012



South Tyneside Council

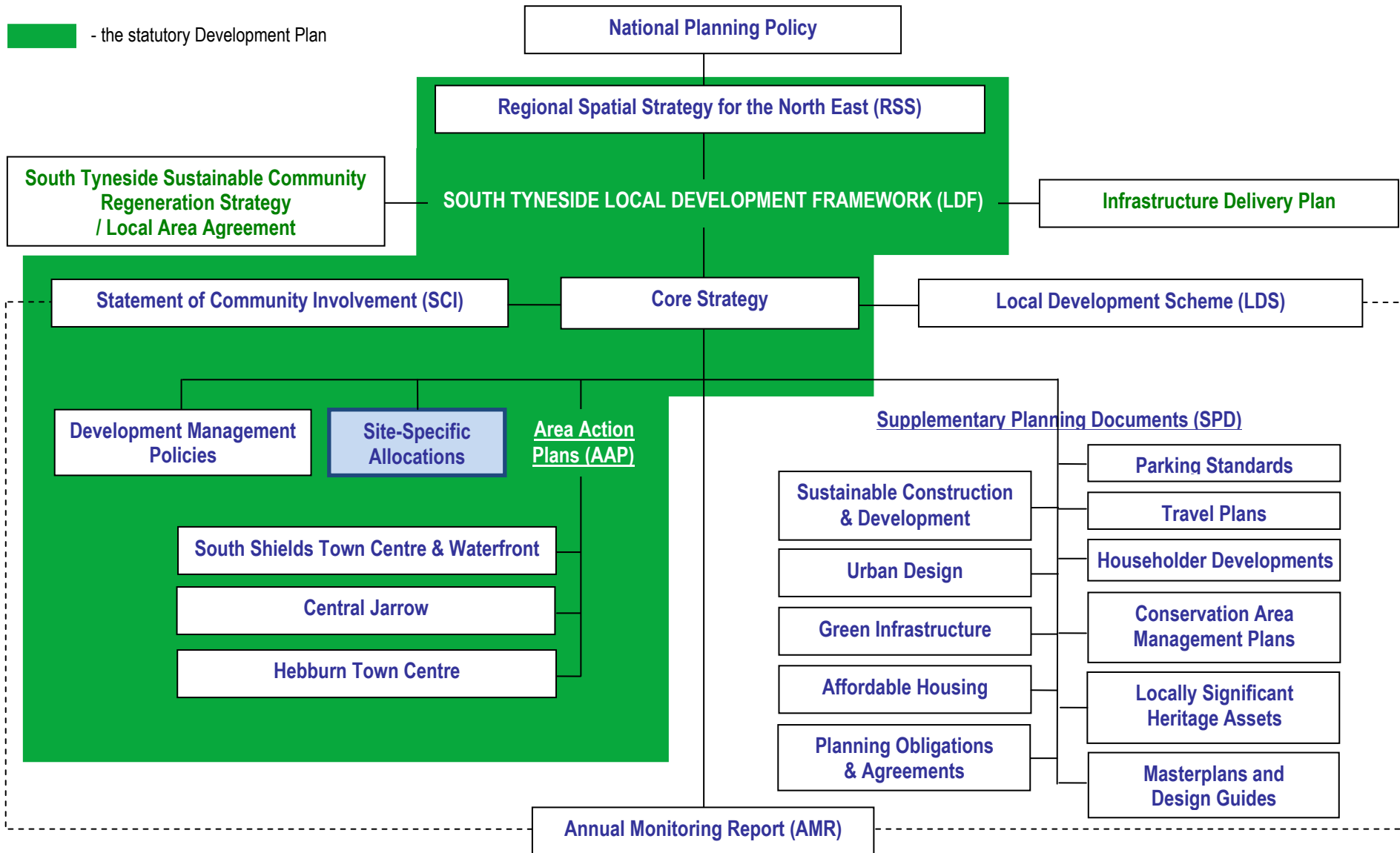
The New Development Plan
for your Borough



This Development Plan Document was prepared to comply with The Town and Country Planning (Local Development) (England) Regulations 2004 (as amended)

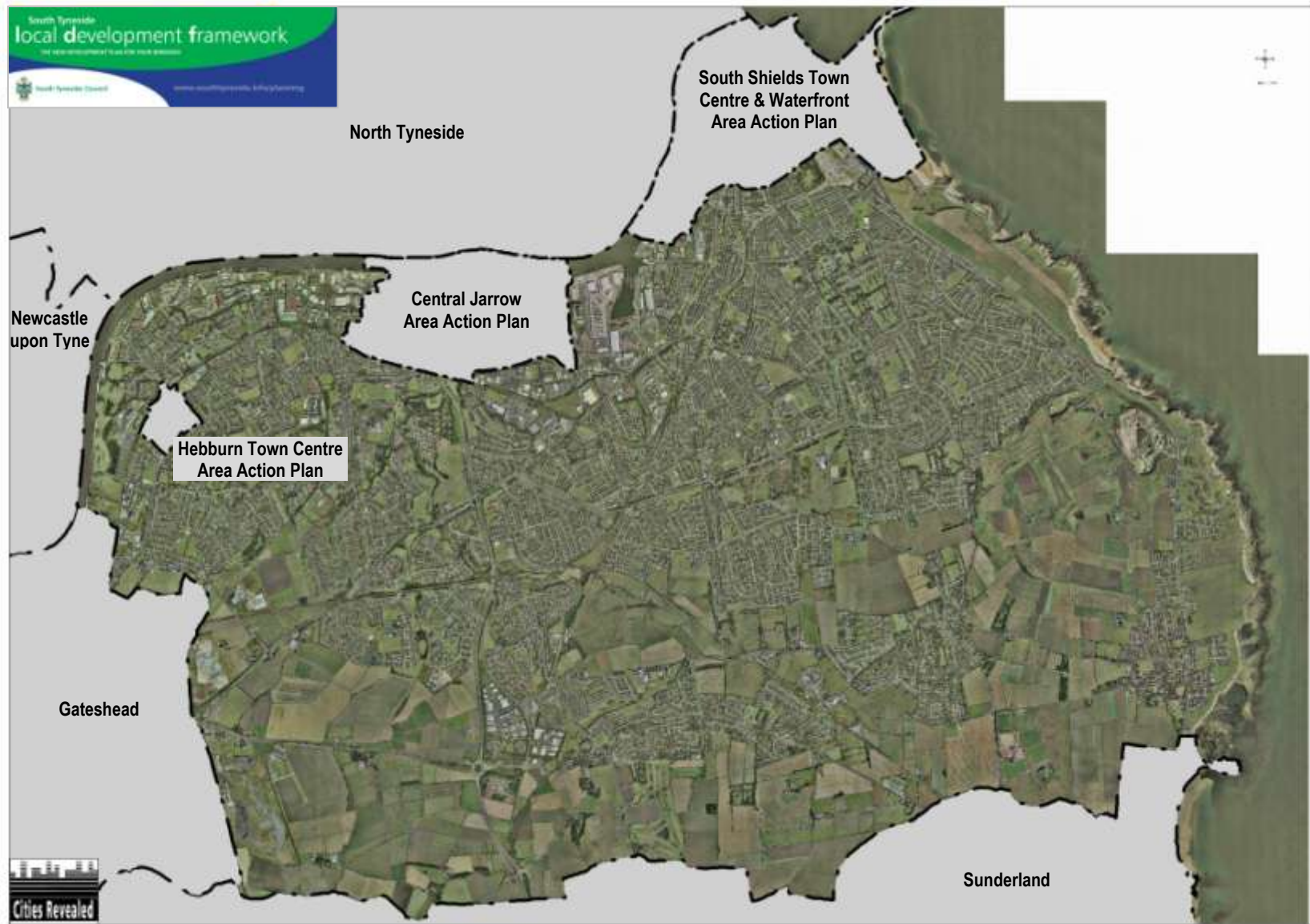
Adopted by Full Council on 12 April 2012

South Tyneside Local Development Framework – Family Tree



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Site-Specific Allocations

South Tyneside Local Development Framework

Local Development Scheme (LDS)

Core Strategy

National Planning Policy

Planning and Compulsory Purchase Act 2004

Planning Act 2008

PPS1 Delivering Sustainable Development

PPS12 Local Spatial Planning

Regional Spatial Strategy

The North East of England Plan: Regional Spatial Strategy to 2021 (July 2008)

Regional Spatial Strategy – The Secretary of State's Further Proposed Changes (February 2008)

Regional Spatial Strategy – The Secretary of State's Proposed Changes (May 2007)

North East of England Regional Spatial Strategy Examination in Public Panel Report and Appendices (August 2006)

Shaping the North East – Regional Spatial Strategy for the North East – Submission Draft (June 2005)

Regional Planning Guidance for the North East (RPG1 / Interim RSS (November 2002)

Community Strategy, Regeneration and Transformation

Spirit of South Tyneside: Sustainable Community Regeneration Strategy and Local Area Agreement (2006, updated May 2008)

Transforming Together: South Tyneside's Regeneration Strategy (October 2004)

Transforming the Riverside

From Ordinary to Extraordinary: Transforming South Tyneside's Future

Introduction

- 1.1 Everything we do is about achieving “**a better future for South Tyneside’s people**”. That is our vision for the borough. To deliver a better future, one of our big challenges is to make South Tyneside a place where people choose to live, work and visit. This means developing new and exciting buildings whilst preserving our cultural heritage, beautiful coastline and countryside. It also means ensuring a quality range of homes, shops and businesses, parks and public spaces, all linked by an excellent transport system. All of these things need to be delivered through the planning system, and in particular the **South Tyneside Local Development Framework** (LDF). This will guide the future development and use of land and buildings in the borough over the next 10-15 years, and replace the existing Unitary Development Plan (UDP).
- 1.2 This development plan document (DPD) sets out detailed site-specific allocations and designations of land in those parts of the Borough that are not covered by our adopted Area Action Plans (see aerial photograph opposite). The allocations and designations are illustrated on the Proposals Map. When adopted, these allocations will replace the relevant ‘saved’ policies and proposals in the council’s Unitary Development Plan. The adopted Site-Specific Allocations document will then have an indicative lifespan of 15 years from the date of adoption.
- 1.3 For ease of referencing, this document is structured along the same broad themes as the Local Development Framework’s Core Strategy (and Regional Spatial Strategy). Its context is provided by, and it should be read in parallel with, the overarching strategy and corresponding core policies with the Local Development Framework Core Strategy. Key Core Strategy policies of note, and other relevant Local Development Framework documents (marked* if currently not available or only in draft form), are highlighted and hyperlinked in the margin alongside each policy.
- 1.4 At present, the Regional Spatial Strategy for the North East (RSS) forms part of the statutory development plan for the borough and has been taken into account within this document. However, the Government propose to revoke Regional Strategies through the Localism Bill, which is expected to be enacted in Autumn/Winter 2011. Whilst local planning authorities must continue to ensure that LDF documents are in general conformity with the Regional Strategy, the Secretary of State has indicated his intention to return decision-making powers on housing and planning to local authorities and communities. Whilst this document is considered to broadly conform with the RSS, it has also been informed more specifically by the South Tyneside LDF’s adopted Core Strategy and Area Action Plans, as well as other emerging LDF documents and the local and regional evidence base which are also material considerations.



1.5 The Site-Specific Allocations document seeks to implement the land use related elements of other council documents that have implications for the rest of the borough. This includes the 'Spirit of South Tyneside' Sustainable Community Regeneration Strategy and Local Area Agreement. The Monitoring and Implementation Framework at Annex A draws upon the proposed project timescales within this and related documents.

1.6 Preparation of this document has also been informed by continuous consultation with the local community and stakeholders, including the following Regulation 25 public involvement exercises (ie. preliminary consultation in accordance with Government planning regulations):

- the LDF's initial Issues and Options consultation exercise (July/August 2004) "(refer to Annex B of the first consultation draft document for details and the sustainability appraisal analysis of the Issues and Options stage);
- the supplementary Site-Specific Allocations Issues and Options consultation inviting potential sites to be put forward for consideration (June 2006);
- consultation on the first 'preferred options' draft (December 2007), revised consultation draft (June 2010) and 'publication draft' (January 2011) versions of the Site-Specific Allocations document; and
- various key stakeholder workshop events.

The council considers that the previous consultations, together satisfy the requirements of Regulation 25 of the Town and Country Planning (Local Development) (England) Regulations 2004 for public participation in preparation of the Development Plan Document.



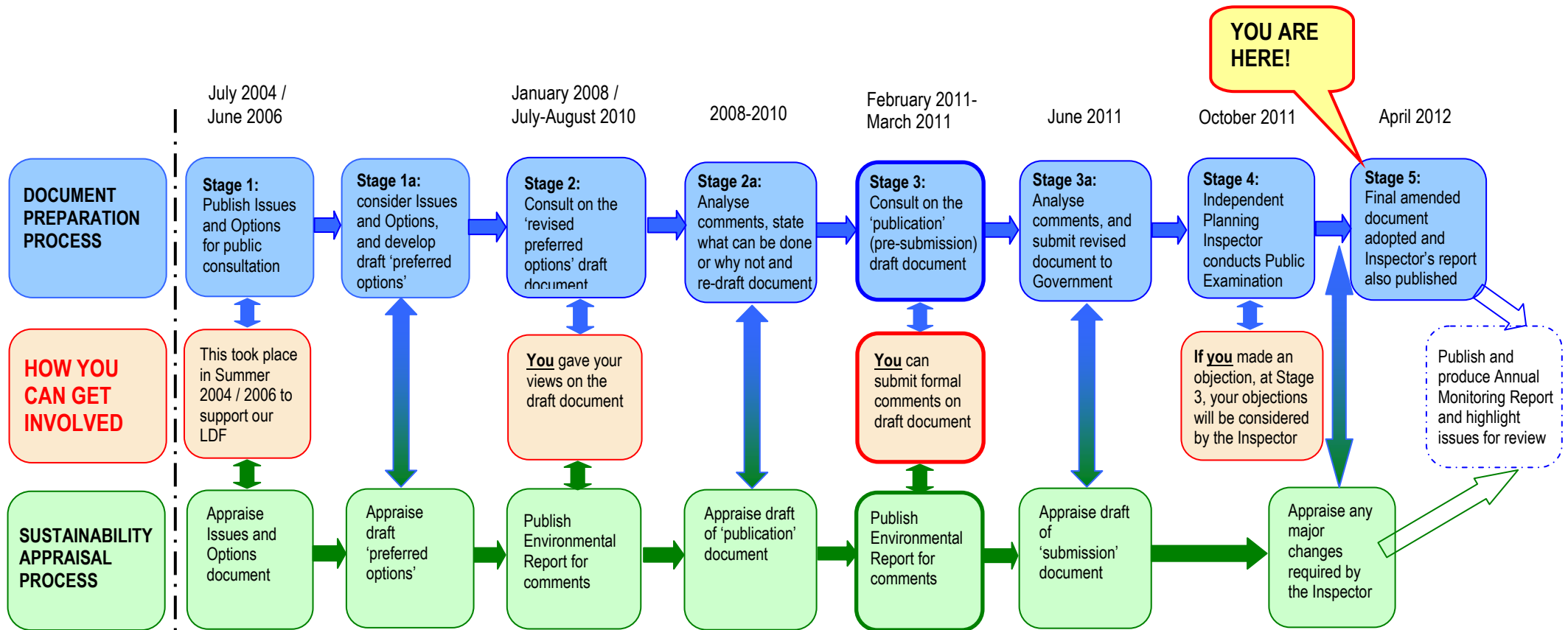
1.7 It has also been informed by:

- the council's annual summer public consultation roadshows;
- consultation on the Transforming Our Primary Schools (TOPS) and Special Educational Needs (SEN) reorganisation proposals;
- public consultation responses received in relation to production of the adopted Core Strategy, three adopted Area Action Plan documents, and the emerging Development Management Policies document;
- the initial and updated assessment against the council's Strategic and Sequential Flood Risk Assessments to determine the implications for any sites that may be at risk of flooding;
- the initial and revised Sustainability Appraisal of the social, environmental and economic effects of the draft allocations and policies within this document – this report is available separately; and
- the initial and amended Habitats Regulations Assessment ('appropriate assessment') of this document as required under Articles 6(3) and 6(4) of Directive 92/43/EEC of the Conservation of Natural Habitats and of Wild Flora and Fauna ("the Habitats Directive") and The Conservation (Natural Habitats & c.) (Amendment) Regulations 2007. All policies in this Development Plan Document have been assessed against this Directive and the associated regulations to enable the local planning authority to ascertain that the plan will not result in



- any adverse effect on the integrity of a European Site (ie. any Special Protection Area (SPA), Special Area of Conservation (SAC) or Ramsar Site) – parts of the Northumbria Coast SPA and Ramsar Site and the Durham Coast SAC are European Sites which lie beyond the boundaries of this Development Plan Document area.
- 1.8 The Sustainability Appraisal (and Addendum Paper 2010) concluded that overall this Development Plan Document's draft policies and site allocations perform well against the sustainability objectives and provides a robust framework for sustainable development. The Habitats Regulations Assessment (HRA, as amended) of this document considered there to be no potential risks to the borough's European Designated Sites, including disturbance to internationally important populations of wintering and migratory birds or their habitats. These birds are vulnerable to disturbance from access including coastal and water-borne recreation around roosting and feeding areas and impacts on their habitats and feeding areas which are also sensitive to damage and water quality issues including contaminants from disturbed sediments. No requirement for a Stage 2 Appropriate Assessment of the draft policies was required, and no site allocations were assessed to have any adverse impacts either individually or cumulatively, largely due to their relatively limited size and the scale of development proposed in the more sensitive parts of the borough. Whilst for those site allocations located adjacent to the River Tyne the potential issue of release of sediment and contaminants was assessed, the HRA established that the need for future development to conform to the wider Local Development Framework and Environment Agency guidelines would mitigate against the potential for an adverse impact on the integrity of European sites. The HRA report is available separately alongside the Sustainability Appraisal.
- 1.9 The strategy, policies, allocations and proposals within this document have been derived from these preparative stages and consultations. Therefore they are considered to be the most appropriate options that will contribute to the principles of sustainable development and communities. The Site Options Generation and Site Assessment Methodology Technical Appendices (2011) set out how site allocation options have been selected and the evidence base that has informed considerations. It also clearly sets out the alternative options that have been considered for particular sites and the reasons why they have not been progressed.
- 1.10 This process for preparation of this document is summarised in the diagram on page 4, with further details set out in our Local Development Scheme (LDS). Our Statement of Community Involvement (SCI) provides further information on how we sought to consult and ensure public involvement throughout the document's preparation process.

How this Document was Prepared ...



Strategic Policies

LDF Core Strategy Policies: ST1, ST2, A1, E1, SC1, SC2, SC3, SC5, SC6, EA1, EA2, EA3, EA4, EA5

DPD Policies: SA2, SA3, SA4, SA5, SA6, SA7, SA9, SA10

Local Development Documents:

LDD4* Development Management Policies
 LDD6 South Shields Town Centre & Waterfront AAP
 LDD8 Hebburn Town Centre AAP
 SPD1 Sustainable Construction & Development
 SPD2* Urban Design
 SPD3* Green Infrastructure Strategy
 SPD5 Planning Obligations & Agreements
 SPD6 Parking Standards
 SPD7 Travel Plans
 SPD8 South Shields Riverside Regeneration

* Denotes document in draft or yet to be prepared

Urban Design Framework

South Tyneside Regeneration Strategy

South Tyneside Transportation Study (2006/2008/2010-11)

Code for Sustainable Homes

Use Classes Order:

A1 Shops
 A2 Financial and Professional
 A3 Restaurants and Cafés
 A4 Drinking Establishments
 A5 Hot Food Takeaways
 B1 Business (a) office, (b) research and development, (c) light industry
 B2 General Industrial
 B8 Storage or Distribution
 C1 Hotels
 C2 Residential Institutions
 C3 Dwelling Houses
 D1 Non-Residential Institutions
 D2 Assembly and Leisure

[Town & Country Planning (Use Classes) Order 1987 (as amended)]

Mixed-Use Development and Urban Design

2.1 Mixed-use development is considered to be an essential part of creating sustainable communities. Whilst the majority of such opportunity sites lie within the three adopted Area Action Plans where significant regeneration activity is taking place in and around the three main town centres, there are also opportunities elsewhere in the Borough.

Policy SA1 Mixed-Use Development Opportunities

The creation of sustainable communities in South Tyneside will be promoted by encouraging the development of key sites for a mix of uses where appropriate.

The following sites are allocated for mixed-use development (Use Classes as specified):

A) within the South Shields area:

- i) Westoe Crown Village (village centre) (approx. 0.2ha) (A1,A2,A3,C3)
- ii) Trinity South, Frederick Street (Riverside Regeneration Area)(approx.8.0ha)(A1,A2,A3,A4,C3,D2)
- iii) South Shields & Westoe Sports Club, Dean Road (approx. 2.7ha) (C3)
- iv) South Tyneside College, Westoe campus, Grosvenor Road (approx. 9.6ha) (C2,C3,D1,D2)
- v) Brinkburn Comprehensive School, McAnany Avenue (approx. 9.0ha) (C2,C3,D1,D2)
- vi) 393 King George Road (petrol filling station) (approx. 0.2ha) (A1,C3)
- vii) Boldon Lane, South Shields (car showroom and petrol filling station) (approx.0.7ha) (B1,B8,C3)
- viii) Temple Park Infants School, Rubens Avenue (approx. 0.7ha) (C3,D1)
- ix) Former Kwik Save site, The Wynde (approx. 0.4ha) (A1,C3)
- x) Chuter Ede Educational Centre, Galsworthy Road (approx. 1.8ha) (C3,D1,D2)

B) within the Hebburn/Jarrow area:

- i) Land at Hebburn Riverside, Prince Consort Road (approx. 1.1ha) (A3,A4,B1,B8,D2)
- ii) Argyle Street / Caledonian Street, Hebburn (approx. 6.9ha) (B1,B2,B8,C3)
- iii) Ashworth Frazer Industrial Estate and Hebburn Community Centre, Station Road / Argyle Street (approx. 2.6ha) (B1,B2,B8,C3,D1,D2)
- iv) Hebburn civic site, Campbell Park Road (approx. 3.0ha) (B1a/b,C3,D1,D2)

[continued ...]



[Policy SA1 continued ...]

as shown on the Proposals Map and in accordance with corresponding site allocation policies in this document and other designations.

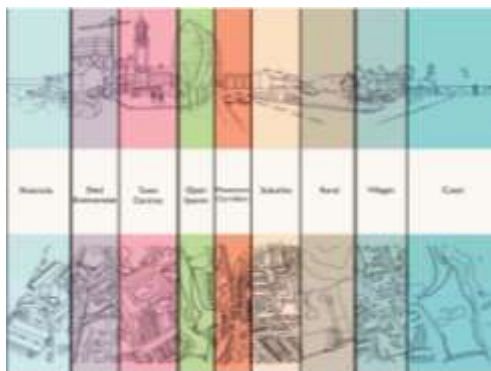
All developments should conform to the highest standards of urban and sustainable design as set out in Core Strategy, Development Management Policies and Supplementary Planning Documents. Regard should also be given to the provision of integral areas of public open space in accordance with Policy SA7.

2.2 These key redevelopment sites offer important development opportunities for mixed-use development and will contribute to the creation of sustainable communities. This is in accordance with Core Strategy Policies ST1 and SC1. These sites are therefore considered to be appropriate for a general range of potential uses. In identifying these sites as appropriate for mixed-use development, each site should be developed for an appropriate and genuine mix of uses in order to contribute to the creation of sustainable communities. Uses may be a combination of any of those outlined in the policy. However, justification will be required to show that the proposed range of uses is appropriate and compatible, in amenity terms with both proposed and existing uses on-site, and with neighbouring uses. Where appropriate (and particularly on smaller sites such as the Boldon Lane site and Temple Park Infants School where more than one or two uses are unlikely to be capable of being physically accommodated together), this policy provides an element of flexibility in the type of development allowed. These are discussed in relation to the relevant policies that follow within this document.

2.3 To provide specific advice on the types of uses that we consider to be suitable for each site, the policy identifies appropriate activities according to the Use Classes Order (see margin). Other uses that fall outside any Use Class (ie. 'sui generis' uses), but have similar characteristics to those listed, will be considered on their own merits provided that they genuinely complement the other proposed uses for each site surrounding land uses, and assist in creating sustainable communities. Further details for each site are set out in other policies in this Plan, as summarised in the table below (these mixed-use sites are indicated by a hash symbol # in each subsequent policy).

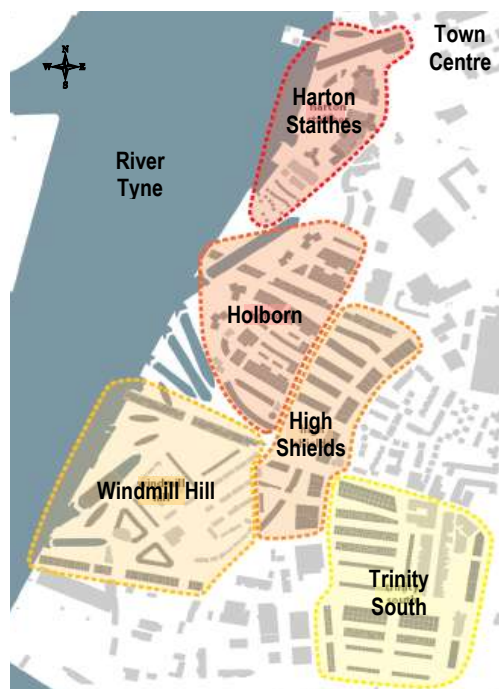
Policy SA1 Mixed-Use Site Allocations	DPD Policies
A i) Westoe Crown Village (village centre)	SA2, SA5, SA6, SA7, SA9
ii) Trinity South, Frederick Street (Riverside Regeneration Area)	SA2, SA5, SA6, SA7, SA9
iii) South Shields & Westoe Sports Club, Dean Road	SA2, SA6, SA7, SA9
iv) South Tyneside College, Westoe campus, Grosvenor Road	SA2, SA4, SA7, SA9

v)	Brinkburn Comprehensive School, McAnany Avenue	SA2, SA4, SA6, SA7, SA9
vi)	393 King George Road (former petrol filling station)	SA2, SA5, SA7, SA9
vii)	Boldon Lane (car showroom and petrol filling station)	SA2, SA3, SA7, SA9
viii)	Temple Park Infants School, Rubens Avenue	SA2, SA4, SA6, SA7, SA9
ix)	Former Kwik Save site, The Wynde	SA2, SA5, SA7, SA9
x)	Chuter Ede Educational Centre, Galsworthy Road	SA2, SA4, SA6, SA7, SA9
B i)	Land at Hebburn Riverside, Prince Consort Road	SA2, SA3, SA6, SA7, SA10
ii)	Argyle Street / Caledonian Street, Hebburn	SA2, SA3, SA7, SA9
iii)	Ashworth Frazer Industrial Estate and Hebburn Community Centre, Station Road/Argyle Street	SA2, SA3, SA6, SA7, SA9
iv)	Hebburn Civic Site, Campbell Park Road	SA2, SA3, SA6, SA7, SA9



Urban Design Framework Character Areas

- 2.4 Proposals should also be integrated with areas of public realm and open spaces, and maximise their environmental performance as well as sustainable travel opportunities. The cumulative impact and sustainability of large-scale developments should also be considered, in terms of matters such as traffic levels and road capacity, noise and air quality, surface water run-off, sewerage infrastructure and other utilities. For some proposals it may be necessary to undertake a screening exercise for an Environmental Impact Assessment. Any necessary infrastructure to service major new developments within the borough will be required in partnership with relevant utility providers. Planning obligations and agreements will be used as appropriate (in accordance with Core Strategy Policy ST1 and Supplementary Planning Documents). Compulsory purchase powers will also be used to facilitate land assembly where necessary and justified. More detailed guidance may be set out in site development briefs or area masterplans.
- 2.5 High quality design will be essential to the regeneration of South Tyneside. We want to secure the highest possible quality of built environment and townscape that reflects the borough’s distinctive identity and its natural setting. Further details are set out in the LDF’s Development Management Policies document. Reference should also be made to the borough’s Conservation Area Management Plans, and Best Practice Principles and relevant Character Area Guidelines within the council’s Urban Design Framework – this detailed urban design guidance will be further enhanced through a forthcoming Supplementary Planning Document.
- 2.6 The Trinity South mixed-use site around Frederick Street district shopping centre forms part of the South Shields Riverside Regeneration area and will be redeveloped in accordance with that strategic development framework



South Shields Riverside Regeneration Masterplan: diagram illustrating the area's five 'neighbourhoods'.

document. The area being developed in partnership with ONE North East (the Regional Development Agency) and other key stakeholders is currently the subject of a major land assembly and masterplanning programme. The council and ONE NorthEast already own much of the land, which will assist the delivery of this major redevelopment scheme. The overall regeneration area is subdivided into five 'neighbourhoods' (see margin diagram), four of which (Harton Staithes, Holborn, Windmill Hill and High Shields) are within the adopted South Shields Town Centre & Waterfront Area Action Plan area, with the fifth 'neighbourhood' (Trinity South, which forms Phase 2 of the development as currently proposed) being allocated in this Site-Specific Allocations document. The mix of uses in this riverside regeneration area is proposed to be residential, business/commerce and leisure, together with ancillary cafés, restaurants and bars, small-scale local convenience retailing and public/service uses. Further details and key development principles are set out in the corresponding Supplementary Planning Document (SPD8). Phasing of development across the regeneration area could, however, be subject to change as it progresses, although the amount of development should remain broadly in line with the phases of the plan period as allocated in the corresponding LDF policies. The Trinity South neighbourhood now has outline permission for mixed-use development comprising in the region of 401 new homes, 5,700sqm of commercial floorspace (Use Classes B1 and B2) and 400sqm of retail and leisure floorspace (Use Classes A1, A2, A3, A4 and D2). Land acquisition of properties in the southern part of Frederick Street has already commenced with demolitions proposed during 2011, consistent with the aims of Core Strategy Policy SC2 to consolidate this district shopping centre.

- 2.7 South Tyneside College are proposing to consolidate their operations within the existing Westoe campus (which comprises various college buildings, halls of residence and playing fields), involving the construction of a new campus. This is likely to release between 1.9ha and 2.6ha of the site for potential housing development. The Building Schools for the Future (BSF) initiative has seen the merged Brinkburn and King George V comprehensive schools (South Shields Community School) move to a new school on the latter site which is now complete. This will potentially release some of the Brinkburn site for alternative development, which is likely to predominantly comprise a mix of education, community, sporting and recreational facilities, possibly including some residential development on part of the site.
- 2.8 The South Shields & Westoe Sports Club has indicated a strong interest to relocate, with the former Brinkburn Comprehensive School site being one possible option under consideration. The sports club site lies within the Westoe Conservation Area, and whilst some form of community/leisure provision is likely to be retained, (such as the retention of some recreational open space, and/or the existing eight tennis courts, with associated facilities) a largely residential development of the rugby and cricket field and associated pavilion and grandstand is considered appropriate in the context of surrounding uses, and to enable the club's assets to be realised to enable relocation.



- 2.9 The Argyle Street / Caledonian Street in Hebburn is a former council housing site that has lain vacant for some 20 years since demolitions took place and was allocated for housing in the Unitary Development Plan. Due to the borough's employment and housing needs, and to provide flexibility in its future development, it is now proposed for mixed-use development including housing and/or economic development integrated with landscaping to ensure the retention as far as possible of the site's naturally-generated habitats. The site has naturally colonised with vegetation over the years and a recent independent ecological survey has identified a number of national and regional priority habitats and species on the site, sufficient to qualify the whole site (and certainly the most species-rich areas within it) for potential designation as a Local Wildlife Site. Whilst national guidance advises that the objective should be to formally designate any qualifying sites as protected wildlife sites, it does set out that alternative development can be acceptable in exceptional circumstances. Any development proposal should nevertheless seek to minimise detrimental impacts on surrounding residential areas and avoid any net loss of the site's biodiversity and amenity value in accordance with adopted policy, and where possible laid out so as to incorporate and enhance the site's most valuable wildlife habitats. Future proposals on the site will also be considered against Development Management Policy 7 'Biodiversity and Geodiversity Sites'.
- 2.10 Redevelopment of the Ashworth Frazer Industrial Estate just to the north-east of Hebburn Metro station and town centre is considered to have the potential to present significant benefits for Hebburn. It could provide an opportunity for new leisure and community facilities together with some new office and/or residential development in a highly sustainable location that would complement the comprehensive regeneration of the town centre (as set out in the adopted Hebburn Town Centre Area Action Plan). Redevelopment of this site would also enable improved links between Hebburn community centre and the town centre. However, the council is also examining options for rationalising the number of community centres in the Hebburn area, in which case a new centralised facility integrated with the refurbishment of Hebburn swimming pool in its present location might be an alternative option, thus potentially releasing the existing community centre site for further alternative development. Providing a new relocated swimming pool within the regeneration of Hebburn town centre is another option being investigated. The borough has a range of vacant industrial premises and economic development sites that could provide suitable alternative premises (or sites) for the relocation of the industrial estate's remaining tenants.
- 2.11 Hebburn swimming pool has been assessed to be in need of major refurbishment or complete replacement, be it on the current site or elsewhere. The council is already looking to dispose of the former Hebburn Resource Centre building for alternative development and is also considering the future of Kelly House as part of the rationalisation of council buildings. The Northumbria Police station has also been identified by the police authority as potentially surplus to requirements in the long-term. Furthermore, the regeneration of Hebburn town centre is already proposed to incorporate a new customer service centre together with other relocated council

office space. Relocating the pool, perhaps together with relocated civic office functions, closer to the town centre, such as on the Ashworth Frazer site, would greatly enhance the sustainability and critical mass and thus viability of the regenerated town centre. This would then present the opportunity for releasing the majority of the physically separated civic site at Campbell Park Road for residential development, although it is likely that the health centre would remain in situ.

- 2.12 Guidance on the phasing of all these mixed-use development sites throughout the plan period is provided elsewhere in this document in terms of their relative priority for different uses, as well as in the Implementation Framework at Annex A.

Improving Accessibility



LDF Core Strategy Policies: ST2, A1, SC6

DPD Policies:
SA1, SA3, SA4, SA5, SA6, SA7, SA8, SA9, SA10, SA11, SA12

Local Development Documents:

LDD4* Development Management Policies
LDD6 South Shields Town Centre & Waterfront AAP
LDD7 Central Jarrow AAP
LDD8 Hebburn Town Centre AAP
SPD1 Sustainable Construction & Development
SPD2* Urban Design
SPD3* Green Infrastructure Strategy
SPD5 Planning Obligations & Agreements
SPD6 Parking Standards
SPD7 Travel Plans
SPD8 South Shields Riverside Regeneration

* Denotes document in draft or yet to be prepared

Tyne & Wear Local Transport Plan 2006-11
(LTP – South Tyneside Annex)

Tyne & Wear Transport Innovation Fund (TIF) People in Motion project

Tyne & Wear Rights of Way Improvement Plan (2007)

South Tyneside Cycling Strategy 2006-2011

South Tyneside Transportation Study (2006/2008)

South Tyneside Transport Study
(2010/2011)

Introduction

- 3.1 We want to make sure that South Tyneside is easy to get around for everyone. Many transportation proposals in the borough will involve improvements to existing highways and public transport routes that would not place a direct requirement on land provision. Where proposals do have land use implications, it is important to safeguard the land necessary to accommodate them and ensure that their implementation is not prejudiced by other development.

Policy SA2 Improving Physical Accessibility and Transport Infrastructure

The accessibility of South Tyneside will be improved for all modes of travel, giving priority to sustainable travel, by:

- A) creating and improving pedestrian/cycle/bridleway routes to facilitate the continued expansion of the South Tyneside cycle network and Public Rights of Way network;**
- B) safeguarding land for new Metro stations in the following locations:**
 - i) Monkton Fell, Lukes Lane, Hebburn (by 2026);**
 - ii) High Lane Row, Hebburn (by 2026); and**
 - iii) Mill Lane, Hebburn (by 2026);**
- C) enabling the dualling of the Metro line between Pelaw and Jarrow/Bede Metro Stations by track-sharing with the parallel freight line (by 2026);**
- D) safeguarding the following transport corridors for a possible new Metro link between South Shields and Sunderland (by 2016):**
 - i) the existing (and part former) Tyne Dock mineral line between Tyne Dock and Brockley Whins Metro Stations (including the Brockley Whins curve); or**
 - ii) the former West Harton mineral line (existing footpath/cycleway) between Tyne Dock and East Boldon Metro Stations;**
- E) safeguarding the former Leamside railway line corridor for possible reinstatement for strategic freight services and/or public transport (by 2026);**
- F) safeguarding land to enable additional park-and-ride facilities at East Boldon Metro Station (by 2021);**

[continued ...]



[Policy SA2 continued ...]

- G) improving car parking facilities to serve the existing Epinay Business and Enterprise Centre at Clervaux Terrace, Jarrow (by 2021);**
- H) creating a new access and car parking for Monkton Stadium on part of the former Lukes Lane Primary School site at Marine Drive, Hebburn, to help reduce congestion in the Monkton Conservation Area (by 2013);**
- I) enabling enhancements and highway infrastructure improvements for traffic movement and the reduction of congestion at the following junctions and sections of our Strategic Road Network:**
 - i) A1018 Westoe Road between the Dean Road and Beach Road junctions (by 2016);**
 - ii) A1018 Westoe Road / B1298 Chichester Road (Westoe Bridges) junction (by 2016);**
 - iii) A194 Western Approach / West Way junction (by 2016);**
 - iv) A194 Slake Terrace / B1302 Hudson Street (Tyne Dock) junction (by 2016);**
 - v) A194 Newcastle Road / A185 Jarrow Road (Arches) roundabout (by 2016);**
 - vi) A1300 John Reid Road / A194 Leam Lane roundabout (by 2016);**
 - vii) A194 Leam Lane between the A19(T) Lindisfarne interchange and A1300 John Reid Road (by 2016);**
 - viii) A19(T) / A194 Lindisfarne interchange (by 2016);**
 - ix) A1018 King George Road / A1300 John Reid Road / Prince Edward Road roundabout (by 2016);**
 - x) A1300 John Reid Road / B1298 Boldon Lane / Whiteleas Way junction (by 2016);**
 - xi) B1298 Galsworthy Road / Benton Road junction (by 2016);**
 - xii) B1298 New Road / Boldon Lane junction (by 2016);**
 - xiii) A184 Newcastle Road / B1298 Abingdon Way junction (by 2016);**
 - xiv) A194 Western Approach between the A185 Jarrow Road (Arches roundabout) and B1302 Hudson Street (Tyne Dock) (by 2021);**
 - xv) B1298 Abingdon Way / B1298 Henley Way junction (by 2021);**

[continued ...]

[Policy SA2 continued ...]

- xvi) **B1298 Abingdon Way between the A184 Newcastle Road and the B1298 Henley Way (by 2021);**
 - xvii) **A185 Victoria Road West / B1306 Mill Lane junction (by 2021);**
 - xviii) **B1306 Mill Lane / Monkton Lane junction (by 2021);**
 - xix) **A194 Western Approach / A194 Crossgate / B1303 Station Road junction (by 2026);**
 - xx) **B1298 Boldon Lane between the B1298 Stanhope Road and the A1300 John Reid Road (by 2026);**
 - xxi) **A1018 King George Road / Shields Road / Sunderland Road between John Reid Road and the A184 Newcastle Road (by 2026);**
 - xxii) **A184 Front Street / Sunderland Road / B1299 Station Road junction (by 2026);**
 - xxiii) **A19(T) / A184(T) / A184 Newcastle Road interchange at Testos roundabout, including providing for the safeguarding of land to enable grade separation of the A19(T) (by 2026);**
 - xxiv) **A194 Leam Lane between the B1516 York Avenue and the A19(T) Lindisfarne interchange (by 2026);**
 - xxv) **A194(M) / A194 Leam Lane / A184(T) White Mare Pool interchange (by 2026); and**
- J) safeguarding land, subject to feasibility studies, to allow for any future need to realign the Coast Road at Marsden (by 2026) and for the relocation of the Lizard Point car park, within the corresponding designated Coastal Change Management Area;**

as shown on the Proposals Map.

Planning contributions towards these transport infrastructure schemes will be required from future development proposals in accordance with Core Strategy Policies ST1 and A1.



- 3.2 South Tyneside has had a long-running programme of creating new and improved cycle routes as part of its expanding cycle network, as set out in the South Tyneside Cycling Strategy. This policy supports the continued establishment of this comprehensive network together with other public rights of way as part of encouraging a healthy and sustainable lifestyle. This route network integrates with the borough's wider multi-functional network of green infrastructure, which includes parts of disused railway lines, the established Linked Open Space System (LOSS – see Core Strategy Policy SC6) and general green open space corridors, and provides the opportunity for sustainable physical access that supports healthier lifestyles.

- 3.3 The Tyne & Wear Metro system provides two key public transport corridors through South Tyneside, linking the borough with key destinations in the city region, including Newcastle and Sunderland city centres and Newcastle International Airport. The Newcastle-South Shields line serves Hebburn, Jarrow and South Shields town centres, whilst the Newcastle-Sunderland line runs through the urban fringe areas of the borough.
- 3.4 The Metro system has been operating since the 1980s and is in need of substantial investment to maintain and enhance high quality travel. Nexus (the Tyne & Wear Passenger Transport Executive) has secured £385m for the Metro 'All Change' (formerly Metro Reinvigoration) programme between 2010-2019, aimed at delivering a range of improvement measures to existing public transport infrastructure in Tyne & Wear, including the refurbishment of Metro stations. Projects in South Tyneside are programmed during 2013-2019. Long-term proposals to effectively dual the single-track alignment between Pelaw and Jarrow/Bede, by way of track sharing with the parallel freight line that runs between Pelaw and the Jarrow oil terminal, remains a priority. However, this will have to be progressed as part of a separate Major Scheme Bid to the Regional Funding Allocation through the Local Transport Plan process. This proposal would remove the operational constraints along this section of the line and the use of passing loops at stations. It is estimated that this will reduce travelling time along this section of the network by over a minute whilst also providing capacity for potentially increasing the frequency of Metro services along this line in the future. Whilst the proposals would not require additional land-take outside the existing railway boundaries, safeguarding the route will help to facilitate these improvements and provide an element of certainty to surrounding land and property owners along this corridor.
- 3.5 Development of a new Metro Station at High Lane Row is likely to be progressed in tandem with the track-dualling project. Major new housing and business developments proposed in the School Street and Argyle Street areas of Hebburn, as well as at the nearby Green Business Park at Jarrow Staithes, as set out in Policies SA3 and SA9 of this document, will enhance the critical mass of the catchment area for this station making it more economically viable, whilst it will also enhance the accessibility and sustainability of existing residential, commercial and industrial areas in the riverside corridor. The safeguarding of land likely to be required to enable the provision of a new Metro Station in this location will ensure that it is not prejudiced by any new development proposed on the School Street housing site, and has been highlighted as a key consideration in the development brief for this site. The proposed housing scheme accordingly takes into account the safeguarded land. Planning contributions towards the development of this new Metro station will be sought from the proposed surrounding housing and employment developments – further guidance on planning obligations and agreements is set out in Supplementary Planning Document 5.





3.6 Land is also reserved at Monkton Fell to support the provision of a future Metro Station. Feasibility studies have recommended the most appropriate location to be close to the humped-back bridge on Lukes Lane, rather than siting it on Mill Lane, although this will be kept under review in the light of potential housing and economic developments in the Monkton Fell and south Hebburn areas. This new station would significantly increase the accessibility and sustainability of the existing Monkton Business Park and surrounding residential estates, as well as the proposed strategic housing and economic development land allocations at Monkton Fell. However, it is understood that Nexus funding is unlikely to be forthcoming for this station such that, subject to a detailed assessment of economic and development viability, it is likely that this Metro station will need to be largely funded through developer contributions. The comprehensive development of land at Monkton Fell will inevitably require the need for significant strategic and local road and junction improvements.

3.7 An additional Metro station option is located in the south-west of Hebburn to the rear of Victoria Road West fire station opposite the junction with Mill Lane and the Hebburn campus of South Tyneside College. However, it is also understood that Nexus funding is unlikely to be forthcoming for this option due to the relatively limited potential patronage in the surrounding area, particularly since development potential is constrained by Hebburn Riverside Park and the associated Local Wildlife Site to the west and Green Belt land to the south of the college.

3.8 Land will also continue to be safeguarded for a future potential Metro network extension to connect South Shields directly with Sunderland via either the Tyne Dock or former West Harton mineral line corridors. It is generally considered more likely that the Tyne Dock route would be the more favoured option for facilitating this new link, given that it is currently an operational rail corridor serving the Port of Tyne’s multi-modal terminal at Tyne Dock, and also the re-opening of the ‘Brockley Whins curve’ to enable the direct running of freight trains between Tyne Dock and Sunderland. Whilst the former West Harton mineral line is now a footpath/cycleway which forms part of the strategic cycle network, this option would nevertheless have the potential to serve a more extensive catchment of suburban South Shields, and it is therefore considered prudent to safeguard both route options pending a full feasibility study.



3.9 Policy SA2 also provides safeguarding for long-term proposals for re-opening the Leamside railway line along the western boundary of South Tyneside with Gateshead. This corridor could potentially provide for a dedicated freight rail line to complement the East Coast mainline (possibly directly serving the Follingsby business park in Gateshead), and/or possibly for public transport (eg. future Metro extension or guided bus link to Washington). This proposal is likely to be taken forward through the new Local Enterprise Partnership.

3.10 There are emerging proposals for an extension to the car park at East Boldon Metro station to provide a park-and-ride facility. This could necessitate a small intrusion (approximately 0.5ha) into the Green Belt, together with

a further amendment to the boundary of Boldon Flats Local Wildlife Site, and thus appropriate mitigation/compensation would be necessary. The scheme would be assessed against national policy in PPG2 Green Belts, PPG13 Transport (Annex E regarding Park-and-Ride in the Green Belt) and PPS9 Biodiversity and Geological Conservation, as well as related local policies.

- 3.11 Lukes Lane Primary School at Marine Drive in Hebburn is proposed to close in 2012 as part of the Transforming Our Primary Schools initiative. It is proposed that this site could provide the opportunity to create a new access road and car park for the adjacent Monkton Stadium sporting complex, and thereby avoid the need for traffic to access the site through the Monkton Conservation Area as at present.



- 3.12 The South Tyneside Transport Study (2010/2011) assesses the potential impact of proposed development projects right across the borough on the strategic road network. It also assesses the benefits that 'smarter choice' travel measures can have on reducing the level of traffic that future development in the borough is likely to generate. The study identifies which road links, roundabouts and junctions on our strategic road network that are expected to exceed existing capacity in the future and will therefore require highway infrastructure improvements. Achieving the level of development proposed through the LDF as a whole will require a combination of highway and smarter choice infrastructure enhancement measures, funded through a mix of public and private sector funding, using developer contributions as appropriate and necessary, and supported by robust and monitored travel planning. Those highway infrastructure improvements requiring future investment that lie outside the three town centre-based Area Action Plan areas are highlighted in Policy SA2. Some of these links and junctions are identified as exceeding their existing capacity from 2011, and therefore are the immediate priorities for improvements. The updated study (2011) specifically assesses the impact that LDF development traffic in addition to 'smarter choice' and proposed mitigation schemes will have on the capacity on the Strategic Highway Network and its junctions. This has informed the subsequent phasing of proposed schemes and clarifies that they will provide sufficient mitigation. Strategic Highway Network schemes will be agreed with all relevant parties such as the Highways Agency, and funding and implementation details for all proposed schemes are set out in the Infrastructure Delivery Plan.

- 3.13 Testo's roundabout is a major highway intersection on the borough's strategic trunk road network. It is currently an at-grade signalised roundabout which suffers from severe congestion problems, particularly at peak times. The junction also has an accident record 50% higher than the national average. The Highways Agency has therefore proposed to improve this junction by grade-separating the roundabout from the A19(T) and creating dedicated links between the A184(T)/A184 and the A19(T)/A1290 junction, which would also help to eliminate traffic 'weaving' problems. The Highways Agency sees this scheme as a priority for investment and improvement post-2016. To facilitate these improvements, it is necessary to safeguard land around the roundabout and

Planning Policy Statement 25: Development and Flood Risk

Planning Policy Statement 25 Supplement: Development and Coastal Change

North East Coast Shoreline Management Plan (SMP2)

Policy Zone 2: Frenchman's Bay to Souter Point

2A North of Lizard Point – retreat or realignment up to 2055, and then no active intervention (through to 2105)

2B Lizard Point – no active intervention (through to 2105)

2C Harbour Quarry – hold defence up to 2025, and then retreat or realignment (through to 2105)

2D Harbour Quarry to Souter Point – no active intervention (through to 2105)

alongside the A19(T) and A184(T)/A184 to accommodate the proposed flyover and associated approach and link roads.

- 3.14 Due to the ongoing gradual coastal erosion of parts of the borough's coastline in the vicinity of Marsden Quarry and the adjacent Marsden Limekilns scheduled monument, and the likely impact on the A183 Coast Road, a Coastal Change Management Area (CCMA) is being designated based upon evidence from the North East Shoreline Management Plan. There is generally considered to be very limited future development potential within this CCMA zone, particularly taking into consideration other environmental and planning designations such as the Green Belt, Great North Forest, the undeveloped coast zoning, and the existence of European protected sites and Sites of Special Scientific Interest (SSSI). There is considered to be a likely need for part of the Coast Road at Marsden to be re-aligned in the future, and hence this CCMA designation provides for the safeguarding of land that may be required for this scheme. We are currently undertaking a feasibility study to investigate options for this realignment and the timescales for when it will most likely need to be implemented. One potential option could be the diverting of traffic along Lizard Lane between Marsden and Whitburn, with necessary associated junction and road improvements. The nearby Lizard Point car park to the north of Souter Lighthouse, which has already had to be closed due to recent erosion of the cliff edge and will therefore need to be relocated, is also included in this CCMA designation.
- 3.15 All development proposals will need to provide parking in accordance with Core Strategy Policy A1, the Development Management Policies document and the council's adopted parking standards as set out in Supplementary Planning Document 6. Transport Assessments or Statements may also be necessary to assess traffic movements associated with proposed major redevelopment sites, including taking into account the implications for air quality and noise pollution. Sustainable travel plans may also be required (as detailed in the corresponding Supplementary Planning Document 7).

Delivering Economic Growth and Prosperity

Introduction

LDF Core Strategy Policies: ST1, ST2, E1, SC2, SC6

DPD Policies: SA1, SA2, SA4, SA5, SA7, SA12

Local Development Documents:

LDD4* Development Management Policies
 LDD6 South Shields Town Centre & Waterfront AAP
 LDD7 Central Jarrow Area Action Plan
 LDD8 Hebburn Town Centre Area Action Plan
 SPD1 Sustainable Construction & Development
 SPD2* Urban Design
 SPD3* Green Infrastructure Strategy
 SPD5 Planning Obligations & Agreements
 SPD6 Parking Standards
 SPD7 Travel Plans
 SPD8 South Shields Riverside Regeneration

* Denotes document in draft or yet to be prepared

South Tyneside Urban Capacity Study (2006)

South Tyneside Employment Land Update (2007)

South Tyneside Local Brownfield Strategy (2010)

South Tyneside Employment Land Review (2011)

Use Classes Order:

B1 Business (a) office, (b) research and development, (c) light industry
 B2 General Industrial
 B8 Storage & Distribution

'Edge-of-Centre' – PPS4 Definition:

For office development, locations outside the defined town centre area, but within 500m of a public transport interchange (including rail and bus stations), and within the urban area, are generally considered to be edge-of-centre locations for the purposes of the sequential approach.

- 4.1 We want to ensure that South Tyneside is an attractive and competitive place for business and commerce to locate, and a desirable place to work. In accordance with Core Strategy Policy E1, we want to maximise the opportunities for inward investment, and create employment and training opportunities, whilst also protecting the borough's existing and proposed employment areas for business, general industrial and storage and distribution purposes (B1, B2 and B8 Use Classes respectively).

Policy SA3 Economic Development Opportunities

Economic growth and prosperity will be promoted and facilitated, in accordance with local and regional aspirations for growth and the sub-regional Low Carbon Economic Area vision, by allocating the following sites for office, business and commercial developments (Use Classes as specified), and where appropriate as part of a mixed-use development scheme#:

- A) supporting the future development of the Port of Tyne at Tyne Dock and Jarrow Slake to enable it to adapt and operate efficiently as a key strategic gateway to trade, including the infilling and reclamation of the former Tyne Dock to create new economic development land for predominantly port-related uses (approx. 5.6ha).**
- B) Major Priority Sites over 2 hectares (by 2016):**
- | | | |
|------|---|------------|
| i) | Jarrow Staithes Green Business Park, Hebburn/Jarrow Staithes (approx. 5.0ha) | (B1,B2,B8) |
| ii) | Argyle Street / Caledonian Street, Hebburn (approx. 2.5ha) # | (B1,B2,B8) |
| iii) | Land at former Hawthorne Leslie shipyard, Ellison Street, Hebburn (approx. 3.7ha) | (B1,B2,B8) |
- C) Priority Sites under 2 hectares (by 2016):**
- | | | |
|------|--|------------|
| i) | Garwood Street, South Shields (approx. 1.6ha) | (B1,B2,B8) |
| ii) | Garwood Street (former Jerry's Drums site), South Shields (approx. 0.3ha) | (B1,B2,B8) |
| iii) | Middlefields Industrial Estate, South Shields (approx. 0.9ha) | (B1,B2,B8) |
| iv) | Land at Bedesway/Jarrow Road, Bede Industrial Estate, Jarrow (approx. 0.2ha) | (B1,B2,B8) |
| v) | Land East of Pilgrims Way, Bedesway, Jarrow (approx. 0.5ha) | (B1,B2,B8) |
| vi) | West of Pilgrims Way (East of Mitsumi), Bedesway, Jarrow (approx. 1.2ha) | (B1,B2,B8) |

[continued ...]

South Tyneside Employment Land Requirements Summary:

Regional Spatial Strategy (2005-2021)	= up to 70ha
LDF Core Strategy (2007) (2004-2021)	= 40ha
Employment Land Update (2007)	
- 'Limited change scenario' (2007-2021)	= 42ha
Employment Land Update (2007)	
- '5% Aspirational Growth scenario' (2007-2021)	= 70ha
Employment Land Review (2011): (2011-2026 / 2011-2036)	
- Nerip Public Sector Austerity Scenario	= 5.3ha / 9.3ha
- Nerip Baseline Scenario	= 8.3ha / 11.7ha
- Experian Baseline Scenario	= 38.9ha / 64ha
- Preferred Aspirational Scenario	= 42ha / 70ha
- Historic Take up Scenario	= 57.7ha / 96.1 ha

LDF Site Allocations and take-up against Employment Land Requirements: [*Denotes assumed LDF Site Allocations sizes in Employment Land Review 2011]

South Shields AAP	11.4ha (4.7ha*)
Hebburn AAP	1ha (0ha*)
Jarrow AAP	2ha (0ha*)
Site-Specific Allocations (Excluding Port Land)	32ha (29.2ha*)
Total	46ha (34ha*)

Employment Land Take-up (2004-2010)	35ha
Employment Land Take-up (2005-2010)	14.6ha
Employment Land Take-up (2007-2010)	6 ha

Regional Spatial Strategy (2008)	61ha (-9ha) *48.6ha (-21ha)
LDF Core Strategy (2007)	81ha (+31ha) *69ha (+29ha)
Employment Land Review (2007)	
- 'Limited Growth Scenario	52ha (+10ha) *40ha (-2ha)
Employment Land Review (2007)	
- '5% Aspirational Growth Scenario'	52ha (-18ha) *40ha (-30ha)
Employment Land Review (2011-26)	
- Preferred Aspirational Scenario	46ha (+4ha) *34ha (-8ha)

[Policy SA3 continued ...]

- vii) **West of Pilgrims Way (South of Mitsumi), Bedesway, Jarrow (approx. 0.5ha)** (B1,B2,B8)
- viii) **Land at Towers Place, Shaftsbury Avenue, South Shields (approx. 1.3ha)** (B1,B2,B8)
- ix) **Cotswold Lane / Hutton Street, Boldon Colliery (approx. 1.1ha)** (B1,B2,B8)
- x) **Land at Boldon Business Park, Brooklands Way, Boldon Colliery (approx. 0.2ha)** (B1,B2,B8)
- xi) **Land west of 16 Brooklands Way, Boldon Business Park (approx. 0.8ha)** (B1,B2,B8)
- xii) **Former Dougie's Tavern, Blakett Street, Jarrow (approx. 0.3ha)** (B1,B2,B8)
- xiii) **Land at Wagonway Road Industrial Estate, Hebburn (approx. 0.5ha)** (B1,B2,B8)
- xiv) **Blue Sky Way (Phase 2), Monkton Business Park South, Hebburn (approx. 0.7ha)** (B1)
- xv) **Apollo Court (Phase 2), Monkton Business Park South, Hebburn (approx. 0.9ha)** (B1)
- D) Major Secondary Sites over 2 hectares (by 2026):**
 - i) **Land at Short Circuit Testing Station, Victoria Road West, Hebburn (approx.2.4ha)** (B1,B2,B8)
 - ii) **Land at Leam Lane/Lukes Lane, Monkton Fell (south), Hebburn (approx. 4.0ha)** (B1,B2,B8)
- E) Secondary Sites under 2 hectares (by 2026):**
 - i) **Boldon Lane, South Shields (car showroom and petrol filling station) (approx. 0.4ha) #** (B1,B8)
 - ii) **Filtrona Park, Shaftsbury Avenue, Jarrow (approx. 1.8ha)** (B1,B2,B8)
 - iii) **Ashworth Frazer Industrial Estate and Hebburn Community Centre (approx. 1.0ha) #** (B1a,b)
 - iv) **Land at Hebburn Riverside, Prince Consort Road (approx. 0.5ha) #** (B1, B8)
- F) Expansion land for existing businesses (by 2016):**
 - i) **Land at Be Modern to rear of Tyne Point, Simonside Industrial Estate (approx. 0.4ha)** (B1,B2,B8)
 - ii) **Land at Palmer Street, Jarrow (approx. 0.25ha)** (B1,B2,B8)
 - iii) **Land at Trench UK, South Drive, Hebburn (approx. 1.6ha)** (B1,B2,B8)

Proposals on sites allocated for mixed-use developments should be consistent with Policy SA1, with all proposals being in accordance with other site allocation policies and designations, as shown on the Proposals Map, and any relevant site development briefs or masterplans.

Particular regard should be given to the provision of integral and buffer zone areas of public recreational open space and structural landscape planting in accordance with Policy SA7.

Employment areas / sites containing vacant premises (June 2011):Office

- Waverley Market Dock, South Shields
- Tedco Business Works, South Shields
- South Tyneside House Westoe Road, South Shields
- Market Dock, South Shields
- Tedco Business Centre, Jarrow
- Viking Business Park, Jarrow
- Monkton Business Park South, Hebburn
- Boldon Business Park, Boldon Colliery

Industrial/Warehouse

- Simonside East Industrial Park, South Shields
- Simonside Industrial Estate, South Shields
- Middlefields Industrial Estate, South Shields
- Tedco Business Works, South Shields
- St Hilda's Industrial Estate, South Shields
- Rekendyke Industrial Estate, South Shields
- Western Approach/Maxwell Street Industrial Estate, South Shields
- Garwood Street, South Shields
- Boldon Business Park, Boldon Colliery
- Cotswold Lane/Hutton Street, Boldon Colliery
- Warehouse within A&P Tyne Ltd, Hebburn
- Bedewell Industrial Estate, Hebburn
- Victoria Industrial Estate, Hebburn
- Wagonway Road, Hebburn
- Monkton Business Park South, Hebburn
- Holystone Industrial Estate, Hebburn
- Tyne Point Industrial Estate, Jarrow
- TEDCO Business Centre, Jarrow
- Royal Industrial Estate, Jarrow
- Bede Industrial Estate, Jarrow
- Viking Business Park, Jarrow
- Lindisfarne Court, Jarrow
- Bladen Street, Jarrow
- Bailey Industrial Estate, Jarrow

- 4.2 We are committed to ensuring that the borough has a sufficient employment land portfolio to meet current and future economic demands. Core Strategy Policy E1 set out a need to provide for 40ha of employment land between 2004-2021 to realise the borough's economic development aspirations, which broadly tallies with the 'limited change scenario' in the 2007 ELU, which equated to a need for 42ha from 2007-2021. However, the final RSS allocation of 70ha from 2005-2021 broadly compared to the 2007 ELU's recommended 'aspirational growth scenario'. The Employment Land Review 2011 provides a more robust evidence base taking into account the recent economic recession and future economic growth potential. The study recommends that the borough requires approximately 42ha of land allocations over the plan period (2011-2026) and 70ha over the longer term 25 year period (2011-2036).
- 4.3 The economic development sites in the adopted Area Action Plans and Site-Specific Allocations Development Plan Documents provide for a range of 34-46ha of land for B1, B2 and B8 uses. In combination with previous employment land that has been taken-up, it is considered that the LDF allocations are structured to ensure general conformity with the adopted Core Strategy and Regional Spatial Strategy, as well as the Employment Land Review (2011) 'preferred aspirational growth' scenario. The evidence base has identified a slight shortfall of available employment land over the plan period and in the longer term. It recommends a review of the Core Strategy and Green Belt boundary to assess potential new land allocations to meet the borough's requirements. It also recommends the retention of existing employment areas; especially those that contain vacant premises that are fit-for-purpose for being reoccupied by new businesses that can help alleviate some of the existing shortfall.
- 4.4 Priority and secondary sites are proposed for allocation reflecting their assessment of deliverability within the local evidence base, and how they conform with the overall spatial plan. To ensure that there is a suitable amount of available sites for economic development, and that sites are released in conformity with national, regional and local planning guidance, previously-developed sites over 2 hectares are regarded as a priority compared to previously-undeveloped 'greenfield' sites. Accordingly, these priority sites have been given a provisional implementation date of 2016. We will continue to monitor employment land take-up in accordance with the plan-monitor-manage approach to ensure that priority sites are released, and secondary sites (ie. reserve sites to meet additional requirements over and above our Core Strategy) are brought forward as necessary, to meet our employment land requirements both before and beyond 2016. Sites under 2 hectares and land held for expansion are generally considered to be capable of coming forward for development at any point in the plan period.



- 4.5 We also have an identified need to provide larger format units to better meet demand (such as already provided by the vacant ST160 factory at Simonside East Industrial Park). We will therefore monitor the range of economic development types coming forward against economic trends, and to ensure that employment land is released or safeguarded for specific B1, B2 and B8 uses where and when necessary. The council's approach to safeguarding employment land for B1, B2 and B8 purposes is set out in Development Management Policy DM2.
- 4.6 The Port of Tyne plays a significant role in promoting economic growth, investment and prosperity in South Tyneside, both directly and indirectly. The port benefits from 'permitted development' rights to approve port-related development on land in their ownership. Whilst we want to safeguard sites for port-related uses, it is recognised that there has been a recent trend for the port to accommodate less directly related business premises, such as land for the general office market. The current infilling of the former Tyne Dock is making use of some of the spoil extracted as part of the New Tyne Crossing project just upstream in Jarrow. The infilling will create an additional 5.6ha of developable land permitted for port-related uses. It is also recognised that as the Port of Tyne continues to evolve, there may be future proposals for industrial and business type uses at the site that do not fall within class B of the Use Classes Order. We will assess such proposals on their own merits should they come forward, whilst the future amount of port land used for unrelated uses will be monitored through the borough's take-up calculations.
- 4.7 South Tyneside has been designated as a Low Carbon Economic Area for ultra-low-carbon vehicles in partnership with the City of Sunderland and the former district of Easington in County Durham. The Green Business Park site at Jarrow Staithe is already identified as a priority in the adopted Core Strategy for the development of environmental industries. Planning permission has been granted for the initial remediation and access works required on-site. Appropriate employment development proposals focussing on the 'green' and 'renewable energy' sector of the economy are encouraged to consider the suitability of this site as a first preference. Development of the Green Business Park should also seek to open up opportunities for new public access to the riverside. The nearby former Hawthorne Leslie shipyard site in Hebburn could similarly provide opportunities for new industries associated with the renewable energy sector (eg. manufacturing of wind turbines). The Argyle Street / Caledonian Street mixed-use site in Hebburn could also provide for some economic development in an eco-business park setting to ensure that the most valuable wildlife habitats on this site are protected and integrated within any development scheme (see paragraph 2.9 and Policy SA7). The underused land around the British Short-Circuit Testing Station in Hebburn is also considered capable of potential economic development in association with low carbon technologies (eg. linked to the Nissan car plant's new electric vehicles initiative).



- 4.8 Land at Monkton Fell, Lukes Lane, to the east of Monkton Business Park is non-Green Belt, largely agricultural land (about 28 hectares across three sites). South Tyneside has a shortage of land to provide for its combined housing and employment land allocation requirements, and it is therefore considered essential that these 'greenfield' sites are allocated for development, with the southern parcel of land being allocated for economic development uses to help meet these needs. The potential for a Metro station at Monkton Fell would significantly increase the accessibility and attractiveness of what would essentially be an extension to Monkton Business Park, as well as for the existing Business Park itself. Whilst being an out-of-town location, Monkton Business Park already provides for some office space, such that some B1(a) office development may be considered acceptable on this adjacent new employment site. This would also increase patronage for a potential new Metro station, thereby increasing its viability.



- 4.9 The Employment Land Review 2011 evidence base also assessed which of those sites put forward through representations for alternative uses on economic development land are 'fit for purpose' and therefore should be retained for B1, B2 and B8 use. Whilst sites such as the Bailey Industrial Estate in Jarrow and the ST160 (former Onwa/PDG) factory at Simonside East Industrial Park have been put forward for alternative uses, the local evidence base has demonstrated that these sites located within our established Predominantly Industrial Areas remain suitable and viable for retention in terms of valuably contributing to the borough's overall employment land portfolio.

- 4.10 Land at the former Wardley Disposal Point (5.8ha), within the Green Belt adjacent to the former Wardley Colliery spoil tip on the western edge of the borough, has also been put forward for possible future economic development (possibly including waste-related uses), effectively as an extension of the Follingsby business park in Gateshead and potentially in association with the longer-term re-opening of the safeguarded Leamside railway line (see Policy SA2). However, the extant planning permission for this rail-linked freight disposal point requires the reclamation of the site as part of the Green Belt upon cessation of operations, whilst the extensive former colliery spoil tip (43.9ha) is designated as a new Local Wildlife Site (see Development Management Policy DM7). We are also aware that Sunderland City Council's emerging Core Strategy includes a proposed strategic employment site in the Green Belt to the north of the Nissan car manufacturing plant. This site alongside the A19(T) comes right up to the borough's southern boundary, such that there may be natural scope for it to extend into part of South Tyneside (taking in approximately 3.5ha of land) should Sunderland's LDF allocation proposal ultimately be approved and given the go-ahead. These sites have therefore also been assessed in the Employment Land Review 2011 in terms of their potential suitability and deliverability. However, exceptional circumstances for any such Green Belt deletions (as required by PPG2) have not been determined at the present time, such that it is not considered appropriate or prudent to seek to allocate these Green Belt sites in this document as this would conflict with the council's strategic spatial approach in the adopted Core Strategy (and

RSS) which, in particular, seeks to protect and enhance the openness of the Green Belt. The future potential of these sites to contribute towards the borough's economic development land requirements will therefore be considered more appropriately as part of the overarching Core Strategy review.

4.11 Employment land specifically held for expansion of existing businesses does not contribute to meeting the borough's employment land requirements as this relates to land for new business creation. However, if any of these sites were to come forward separately for development by new B1, B2 and B8 businesses, rather than being developed for expansion purposes, they would then contribute towards meeting our overall employment land requirements. It is therefore considered to be important for them to be identified as such in this policy to demonstrate the full extent of where potential employment development land may come from. These sites will only be released for other B1, B2 or B8 economic development purposes where they are no longer required, or not likely to be required in the longer-term, by the businesses that currently hold them for expansion.



4.12 To ensure that the proposed employment land allocations are flexible and can respond to market shifts, the majority of sites are likely to be suitable to accommodate a mix of general industrial, commercial office, and warehousing and distribution uses. Office development will be focused towards the town and district centres, key regeneration areas along the riverside (such as the South Shields riverside regeneration area) and key public transport hubs in accordance with Development Management Policy DM2 and the sequential approach. This spatial approach seeks to ensure that future B1(a) office development does not have adverse impacts upon the vitality and viability of town and district centres, or on the potential success of priority regeneration projects. Also that it does not result in unsustainable travel patterns, and does not adversely impact on the functionality of the borough's business parks and industrial areas which supply the majority of B2 and B8 employment land. However, it is recognised that some office development may be appropriate on other less central sites to assist their deliverability where there are particular constraints. Such uses can also provide a more satisfactory separation between the rest of the site and any neighbouring residential areas, thereby helping to protect the amenity of residents and the functionality of the employment land, such as at:

- the former Hawthorne Leslie Shipyard, Ellison Street, Hebburn;
- Argyle Street / Caledonian Street, Hebburn; and
- land at Monkton Fell, Lukes Lane (south), Hebburn.

4.13 Similarly, appropriate open spaces, landscaping and structural planting should also be incorporated into the design of economic development sites to provide buffer zones from neighbouring residential areas.

LDF Core Strategy Policies: ST1, ST2, E1, SC1, SC6

DPD Policies: SA1, SA2, SA3, SA6, SA7, SA9,

Local Development Documents:

LDD4* Development Management Policies
 SPD1 Sustainable Construction & Development
 SPD2* Urban Design
 SPD3* Green Infrastructure Strategy
 SPD5 Planning Obligations & Agreements
 SPD6 Parking Standards
 SPD7 Travel Plans

* Denotes document in draft or yet to be prepared

Building Schools for the Future: South Tyneside –
 Gateshead: Strategic Business Case (2006)

Transforming Our Primary Schools Project (2009)

Special Educational Needs Review (2008-11)

The Future of Historic School Buildings (English
 Heritage)

Use Classes Order:

C2 Residential Institutions – residential education
 and training centres; hospitals, nursing homes.

D1 Non-Residential Institutions – medical and health
 services, museums, public libraries, art galleries,
 exhibition halls, non-residential education and
 training centres, places of worship, religious
 instruction and church halls.

Educational Establishments

- 4.14 Educational provision within the borough is essential to the delivery of economic growth and prosperity. By providing new educational and training facilities, as well as enabling the refurbishment and redevelopment of existing assets whilst recognising the historic character of many older buildings, the borough's population will be encouraged to develop their skills and qualifications helping them and business prosper.

Policy SA4 Educational Provision and Development Opportunities

We will promote the provision and enhancement of educational opportunities and facilities, to improve the quality of educational establishments and maximise the opportunities for educational attainment for everyone.

We will support and enable the remodelling/redevelopment of new and improved educational facilities on the sites allocated through the following initiatives:

- A) South Tyneside College's proposed rebuild/refurbishment scheme at the Westoe campus, Grosvenor Road, South Shields# (by 2016).**
- B) the Building Schools for the Future programme for new build and refurbished secondary schools at:**
- i) Harton Technology College, Lisle Road, South Shields (by 2011);**
 - ii) St. Wilfrid's RC College, Temple Park Road, South Shields (by 2012);**
 - iii) St. Joseph's RC VA Comprehensive School, Mill Lane, Hebburn (by 2012);**
 - iv) Hebburn Comprehensive School, Campbell Park Road, Hebburn (by 2012);**
- C) the Building Schools for the Future programme for new alternative education and learning projects:**
- i) co-location of a new Learning Centre for the Oakleigh Gardens and Greenfields Special Schools on the Keelman's Way School (former Bedewell Primary School) site, Victoria Road East, Hebburn (by 2012);**
 - ii) co-location of the Alternative Education Service's St. Mary's Centre Pupil Referral Unit (PRU) and Galsworthy Centre Special School on part of the St. Wilfrid's RC College site, Temple Park Road, South Shields (by 2013);**

[continued ...]



[Policy SA4 continued ...]

D) the Transforming Our Primary Schools programme for new build and refurbished primary schools:

i) co-location of a new school for the Lukes Lane and Bedewell Primary Schools on the Hebburn Comprehensive playing fields (Hebburn Lakes Primary), Campbell Park Road, Hebburn (by 2012);

Proposals on sites allocated for mixed-use developments should be consistent with Policy SA1, with all proposals being in accordance with other site allocation policies and designations, as shown on the Proposals Map, and any relevant site development briefs or masterplans.

4.15 South Tyneside College are proposing to consolidate their operations within the existing Westoe campus in South Shields, and to dispose of the existing Hebburn Campus for alternative development. The Westoe campus currently comprises various college buildings, halls of residence and playing fields. The remodelling of the campus is likely to release between 1.9ha and 2.6ha of the site for potential housing development (see Policy SA9).

4.16 Building Schools for the Future (BSF) is a current joint partnership between South Tyneside and Gateshead Councils that is seeking to improve schools and educational facilities by building new and redeveloped secondary schools. Schools within the project have been prioritised based on the criticality of educational need and deliverability. This has informed the proposed phasing for each project. The BSF programme will ensure the community has access to improved and relevant educational and other facilities within an extended school framework.

4.17 Following on from the construction of a new PFI-funded secondary school at Boldon, we have recently seen the completion of the new Whitburn C of E VA Comprehensive School in partnership with the Durham Diocese, the remodelling of Mortimer Community School in South Shields and development of the new South Shields Community School on the site of the former King George V Comprehensive School, and the new Jarrow 'Learning for Life' School on the site of the former Springfield Comprehensive School as part of its merger with the former Hedworthfield Comprehensive School. A new 25m community swimming pool will be sited at the new Jarrow School which would be for the use of the school together with swim teams and organised groups (see Policy SA6). In South Shields, building work is also nearing completion on the remodelling of St. Wilfrid's RC College and the new-build section at Harton Technology College, the remodelling of which includes the creation





of a new 260-place sixth form facility and the refurbishment of the older Edwardian building. The redevelopment of St. Joseph's RC Comprehensive School and the refurbishment of Hebburn Comprehensive School are also underway in Hebburn.

- 4.18 The council's 'Transforming Our Primary Schools' (TOPS) project and the review of provision for Special Educational Needs (SEN) have assessed the borough's primary and special educational schools provision and what their future requirements are likely to be. The overriding aim of the TOPS project is to help raise educational standards by ensuring primary schools are fully equipped to support national policy aims, whilst also reducing the high numbers of surplus pupil places at schools across the borough. The SEN review aims to move to a more inclusive approach to special needs education, giving more pupils the opportunity to learn alongside their mainstream peers, where appropriate and with the right inclusion support, and to provide a more appropriate number of special school places in relation to need. Both assessments have undergone extensive public consultation from 2007-2011, which has informed the decision-making as to which schools are considered surplus to requirements and can be proposed for other uses, and which sites/schools will be refurbished or developed for new primary schools and also Special Educational Needs schools.
- 4.19 Permission has been granted to close Luke's Lane and Bedewell Primary Schools and create a new school (to be called Hebburn Lakes Primary) on the Hebburn Comprehensive site. The adjudicator has also granted permission for the closure of Oakleigh Gardens and Greenfields Special Schools and the opening of one new school (Keelman's Way School) on the closing Bedewell Primary School site. New schools have already opened at Horsley Hill in South Shields through the co-location of the Bamburgh Special School, Sea View Primary School and the Horsley Hill children's centre, and at Cleadon Village CE VA Primary School through amalgamation of the village's infant and junior schools. The council also now proposes to further extend the remit of the Bamburgh School in South Shields following closure of the Margaret Sutton School, whilst the Epinau School in Jarrow is no longer proposed to close. It is also now proposed to co-locate the St. Mary's Centre Pupil Referral Unit (PRU) and Galsworthy Centre on a campus with St. Wilfrid's and the 'Open Zone' complex in South Shields. The Holy Trinity CA CE Primary School in South Shields has also been remodelled.
- 4.20 As a consequence of Government funding cuts, the council's Cabinet resolved on 5 October 2011 to halt the proposed building and remodelling work on six primary schools throughout the borough, specifically those that had not reached financial close. This has resulted in the decision not to proceed with the:
- redesignation of surplus space at Laygate Primary School for use by the EMTRAS Service;
 - reducing the size of Biddick Hall Junior School through selective demolition;
 - relocation of St Bede's RC Primary School in Jarrow (see the previously-adopted Central Jarrow AAP), onto the site of Jarrow Cross CE Primary School, nor the remodelling of the buildings;

- closure of Lord Blyton Primary, Monkton Infant and Monkton Junior Schools, nor the creation of a new primary school to replace them;
- closure of Fellgate Primary and Hedworthfield Primary schools, nor the creation of a new primary school to replace them; and
- relocation of St Mary's RC Primary School and Simonside Primary into a new building with some shared facilities.

These recent decisions have been reflected in Policy SA4 and associated site allocations.



- 4.21 Throughout all of the school new-build, rebuilding and refurbishment projects it will be important to ensure that where any new or redeveloped educational and training facilities are proposed to be built on existing school playing fields, such as through an effective land swap exercise, that these are replaced by new playing fields and associated outdoor recreational space of a sufficient quantity to meet the school's curriculum and playing pitch needs and requirements. New playing fields provision should also be of an equivalent or better quality to those being replaced. Additional proposals for the creation of new playing fields are set out in Policy SA7. These will help to meet Sport England requirements (see Sport England Planning Bulletin 8: Playing Fields for Sport Revisited) to replace some of the school playing fields and sports pitches likely to be lost through the school closures programme where alternative development is being proposed for those sites.
- 4.22 It is not considered to be appropriate to allocate the Oakleigh Gardens Special School and former Boldon CE Primary School sites at this stage since they may be required for further education and training or community uses. As with all faith schools, the school buildings on the Boldon CE Primary site are owned by the church/diocese and thus presently have a restrictive covenant for use as a school only.

Tourism and Cultural Attractions



South Tyneside Hotel & Visitor Accommodation Futures Study (2009)

- 4.23 The South Tyneside coast is recognised as an important tourist and cultural asset for the borough and wider region and is protected accordingly through the Core Strategy. However, the majority of tourism and cultural attraction developments are likely to take place within and around the three town centres of South Shields, Jarrow and Hebburn, as covered within the corresponding adopted Area Action Plans.
- 4.24 Assessment of the potential for the future development of hotel and visitor accommodation identifies scope for existing 3-star hotels in the borough to upgrade and/or develop additional bedrooms and new facilities, such as leisure and conference/banqueting facilities. Whilst the report does not specifically identify a need for new hotels outside the South Shields town centre area, it does identify some market potential for other forms of visitor accommodation such as the provision of guest accommodation linked to a golf course, or for new holiday park/touring caravanning and camping facilities. The council recently sold the existing Lizard Lane caravan park in the Marsden/Whitburn area to a private sector operator.
- 4.25 There are no specific proposals or allocations for these forms of accommodation at the present time, particularly given the broad restrictions of the Green Belt and European biodiversity designations along the coast. We are also aware that the Ministry of Defence are seeking to dispose of land at the nearby Whitburn Rifle Ranges for alternative uses following the closure of the ranges. The site lies wholly within the designated Green Belt, although it is recognised that the previously-developed 'camp' part of the site may have potential for some development that may be broadly compatible with the Green Belt status (eg. use for camping/caravanning may be possible). However, it is not considered appropriate to specifically allocate this site at this stage, such that any planning application for development will be considered on its own merits.

Delivering Sustainable Communities



LDF Core Strategy Policies: ST1, ST2, SC1, SC2

DPD Policies: SA1, SA2, SA6, SA7, SA9

Local Development Documents:

LDD4* Development Management Policies
LDD6 South Shields Town Centre & Waterfront AAP
SPD1 Sustainable Construction & Development
SPD2* Urban Design
SPD5 Planning Obligations & Agreements
SPD6 Parking Standards
SPD7 Travel Plans
SPD8 South Shields Riverside Regeneration

* Denotes document in draft or yet to be prepared

Retailing & Shopping Patterns in South Tyneside 2001
South Tyneside Retail Health and Capacity Study
2006-2026

North East Retail and Leisure Study (2010)

Shopping Centre Hierarchy in South Tyneside

Town Centres:

- South Shields town centre
- Jarrow town centre
- Hebburn town centre

Other Main (District) Shopping Centres:

- Harton Nook
- Frederick Street
- Boldon Colliery
- Westoe Bridges
- Dean Road
- Boldon Lane

Introduction

- 5.1 We want to maintain and enhance the vitality and viability of our district and local neighbourhood centres as attractive places for everyone to live, work and visit for shopping, culture and leisure. We also want to attract further investment, both from retailers and other businesses.
- 5.2 Core Strategy Policies SC1 and SC2 provide the strategic context for the provision of retail, leisure and community facilities across South Tyneside, focusing development on the town, district and local neighbourhood centres in accordance with the borough's shopping centre hierarchy (see margin).

Policy SA5 Retailing Opportunities

We will promote and encourage proposals that broaden the range of shopping facilities, to improve the vitality and viability of the Borough's district and other local neighbourhood shopping centres.

We will manage the future development of our district and local neighbourhood centres, whilst consolidating the pattern and distribution of shopping facilities across the Borough, by allocating sites for new retail-based developments to provide up to a maximum 500sqm net additional convenience shopping floorspace and 6,500sqm net additional comparison shopping floorspace (including up to a maximum 500sqm net additional bulky goods shopping floorspace) over and above existing committed development schemes, where appropriate as part of a mixed-use development scheme#:

- A) enabling the creation of a new local neighbourhood shopping centre within the Westoe Crown Village development#, South Shields, comprising a small food-based convenience store (approx.280sqm gross) and eight other local shops (approx.850sqm gross) (by 2011);**
- B) consolidating Frederick Street district shopping centre, South Shields, into a more sustainable core north of Walpole Street and around Laygate, whilst enabling supporting new retail and commercial leisure provision appropriate to the centre's scale and function in the New George Street area, in accordance with the South Shields Riverside Regeneration area# (max. 1,300sqm gross, by 2016);**

[continued ...]

Use Classes Order:

- A1 Shops – retail sale of goods to the public (shops, post offices, travel agencies, ticket agencies, hairdressers, funeral directors and undertakers, domestic hire shops, dry cleaners, sandwich bars (sandwiches or other cold food purchased and consumed off the premises), internet cafés).
- A2 Financial and Professional – financial services (banks, building societies); professional services (estate agents, employment agencies; other services (betting shops) – principally where services are provided to visiting members of the public.
- A3 Restaurants and Cafés (excludes internet cafés).
- A4 Drinking Establishments – public house, bar, etc.
- A5 Hot Food Takeaways.

Convenience Goods – everyday items (eg. food, drinks, groceries; newspapers/magazines (not books), confectionery, tobacco, alcohol; cosmetics, toiletries, medicines, cleaning materials).

Durable/Comparison Goods – electrical goods (eg. TV, video, radio, hi-fi, computers; domestic appliances, power tools; CDs/DVDs, records, cassettes, videos; etc.); furniture, carpets and floor coverings; DIY and gardening goods (eg. hardware, tools (not power tools), ironmongery; garden tools, plants; wallpaper, paint; etc.); and other consumer durable goods (eg. clothing, footwear; household textiles, soft furnishings, glassware, china, cutlery; books, toys; animals and pets; cars and cycle maintenance goods, sports, recreational and camping equipment).

Bulky Goods – bulky electrical goods, furniture, carpets and floor coverings, bulky DIY and garden goods, motor vehicle and cycle goods. [NB. Does not include small items which, as part of the store's operation, are sold in bulk.]

[Policy SA5 continued ...]

- C) facilitating the provision of a small local convenience store (approx.150sqm net) as part of the proposed redevelopment of the petrol filling station site at 393 King George Road, South Shields#;**
- D) facilitating the provision of a small local convenience store at The Wynde, South Shields, as part of the redevelopment of the former Kwik Save store and adjacent retail units#; and**
- E) facilitating improvements to the Brighton Parade local neighbourhood centre in the Lukes Lane Estate, Hebburn, to help serve the proposed new Monkton Fell development area.**

Proposals on sites allocated for mixed-use developments should be consistent with Policy SA1, with all proposals being in accordance with other site allocation policies and designations, and any relevant site development briefs or masterplans.

Proposals for retailing provision on other sites will only be permitted where they would not adversely impact on the vitality and viability of existing facilities and allocated sites within the designated town, district and local neighbourhood centres as shown on the Proposals Map and in adopted Area Action Plans.

- 5.3 Core Strategy Policy SC2 identifies only a limited capacity for additional food-based convenience shopping provision in the borough, but a greater potential for new non-food consumer durable goods shopping facilities. Our updated Retail Health and Capacity Study (2007) broadly support this situation. Taking into account the sequential strategy and proposals for new retailing in the three designated town centres, which are covered separately in their corresponding adopted Area Action Plan documents, there is likely to be residual capacity for around 500sqm of net sales floorspace for convenience retailing by 2021, although evidence suggests that this may increase to around 1,000sqm net by 2026. Current convenience retail planning permissions already provide for approximately 250sqm, such that there is approximately 250sqm of potential convenience retail capacity remaining up to 2021. Capacity for additional comparison/durable goods retailing has been assessed to be around 6,500sqm net floorspace, including a limited amount for bulky goods retailing (ie. DIY, electrical and furniture goods). Furthermore, it is noted that the updated North East Retail and Leisure Needs Study (2010) indicates that over the medium term, there will be much less expenditure available to support new retail floorspace in the region than in the past 10 years, and hence the capacity for new floorspace will be significantly reduced from that forecast prior to the recent economic recession.



- 5.4 The consolidation and reconfiguration of Frederick Street district shopping centre is in accordance with Core Strategy Policy SC2. It will further help to refocus the centre following the recent opening of a new Lidl supermarket on the Laygate / New Green Street site following demolition of several smaller shops, as well as reducing the extent of shop vacancies which have had a detrimental impact on the health and vitality of the centre. The proposals are supported in further detail by the South Shields Riverside Regeneration area masterplan's vision for the Trinity South neighbourhood (see also paragraph 2.6 above and Policies SA3, SA6, and SA9). Any new retail and leisure development within or on the edge of the shopping centre should remain commensurate with its scale and function as a district shopping centre, and not adversely impact on the strategic role and function of South Shields town centre or the vitality and viability of other nearby shopping centres.



- 5.5 The development of Westoe Crown Village on the former Westoe colliery site is currently under construction. Phase 5 of the approved plans for this major residential development includes provision for a new village centre comprising nine retail units with apartments on the upper floors and a community centre (see Policies SA1, SA3, SA6 and SA9).
- 5.6 Outline planning permission was previously approved for the demolition of the petrol filling station and general store on King George Road, South Shields, and the redevelopment of the site for a 157sqm net convenience store with 8 residential flats above (see Policy SA9 below). This retail element will help to continue to serve the southern end of the Cleadon Park area following the clearance of the Park Avenue shops as part of the estate's comprehensive regeneration.
- 5.7 The former Kwik Save supermarket and local shops at The Wynde local neighbourhood shopping centre in South Shields have been largely vacant for a number of years. Whilst we would like to retain some small-scale local convenience retail provision in this location to provide for the local community, it is likely that the majority of this site will be developed for housing (see Policy SA9), probably in conjunction with the adjacent Murtagh Diamond House site for which part is proposed for conversion to provide a new respite care facility.
- 5.8 The proposed development allocations in the Monkton Fell area are considered to provide an opportunity to strengthen the current Brighton Parade local neighbourhood centre in the nearby Lukes Lane housing estate to serve the surrounding communities. Alternatively, it may be appropriate to incorporate some small-scale local convenience retail outlet(s) within the Monkton Fell development, such as near to the potential new Metro station where it could serve both the housing and business park development sites.

LDF Core Strategy Policies: ST1, ST2, SC1, SC2

DPD Policies: SA1, SA2, SA5, SA7, SA8, SA9

Local Development Documents:

LDD4* Development Management Policies
 LDD6 South Shields Town Centre & Waterfront AAP
 SPD1 Sustainable Construction & Development
 SPD2* Urban Design
 SPD3* Green Infrastructure Strategy
 SPD5 Planning Obligations & Agreements
 SPD6 Parking Standards
 SPD7 Travel Plans
 SPD8 South Shields Riverside Regeneration

* Denotes document in draft or yet to be prepared

South Tyneside Sport & Physical Recreation Strategy

Building Schools for the Future: South Tyneside -
 Gateshead: Strategic Business Case (2006)

Use Classes Order:

D1 Non-Residential Institutions – medical and health services, museums, public libraries, art galleries, exhibition halls, non-residential education and training centres, places of worship, religious instruction and church halls.

D2 Assembly and Leisure – cinemas, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos, and most other indoor and outdoor sports and leisure uses.

Policy SA6 Social, Community and Leisure Facilities Opportunities

We will promote and encourage proposals that broaden the range of indoor sports and leisure facilities, and other social and community facilities, to serve local needs. Opportunities for improving and broadening leisure and community facilities provision will be created by:

- A) enabling new commercial leisure provision in the New George Street area of South Shields to support retailing in Frederick Street shopping centre, in accordance with the South Shields Riverside Regeneration area[#] (by 2016);**
- B) enabling the development of a new community centre within the Westoe Crown Village neighbourhood centre[#], South Shields (by 2011);**
- C) enabling the consolidation and improvement of leisure facilities on the South Shields & Westoe Sports Club site[#] at Dean Road, South Shields (by 2016);**
- D) enabling the development of enhanced leisure facilities associated with the Hebburn Riverside site[#] and Hebburn Riverside Park, including expanding facilities onto adjacent vacant land, together with a visitor centre with café/restaurant/public house (by 2016);**
- E) facilitating the development of strategic Community Hubs and Local Access Points at:**
 - i) Brinkburn Comprehensive School, McAnany Avenue, South Shields[#] (by 2016);**
 - ii) Chuter Ede Educational Centre, Galsworthy Road, South Shields[#] (by 2016)**
 - iii) Horsley Hill Square, Horsley Hill, South Shields (by 2016);**
 - iv) Boldon Lane district centre, South Shields (by 2016);**
 - v) Perth Green, Inverness Road, Jarrow (by 2016);**
 - vi) former Hedworthfield Comprehensive School, Cornhill, Fellgate, Jarrow (by 2016)**
- F) facilitating new community facilities at:**
 - i) Temple Park Infants School, Reynolds Avenue, South Shields[#] (by 2012);**
 - ii) the Ashworth Frazer Industrial Estate and Hebburn Community Centre site, Station Road / Argyle Street, Hebburn[#] (by 2017);**
 - iii) the Hebburn civic site, Campbell Park Road, Hebburn[#] (by 2017);**

[continued ...]

[Policy SA6 continued ...]

- G) integrating new social and community facilities within new and improved educational establishments, particularly as part of the Building Schools for the Future, Transforming Our Primary Schools and review of Special Educational Needs programmes;**
- H) establishing strategic hubs for a variety of community and sports/leisure/recreation facilities on the following (former school) sites:**
 - i) Lukes Lane Primary School and adjacent land, Marine Drive, Hebburn, as an extension of the Monkton Stadium site (by 2013);**
 - ii) Brinkburn Comprehensive School, McAnany Avenue, South Shields[#] (by 2016);**
 - iii) Hedworthfield Comprehensive School, Cornhill, Fellgate, Jarrow (by 2016).**
- I) enabling the development of a new community swimming pool at the new Jarrow 'Learning for Life' School, Jarrow (by 2016).**

Proposals on sites allocated for mixed-use developments should be consistent with Policy SA1, with all proposals being in accordance with other site allocation policies and designations, and any relevant site development briefs or masterplans.

Proposals for leisure, entertainment and other social and community facilities provision on other sites will only be permitted where they would not adversely impact on the vitality and viability of existing facilities and allocated sites within the designated town, district and local neighbourhood centres as shown on the Proposals Map and in adopted Area Action Plans.



5.9 The provision of new leisure and entertainment facilities in the Trinity South neighbourhood of the South Shields Riverside Regeneration area is set out in more detail in paragraphs 2.6 and 5.4 above. The proposed new Westoe Crown Village community centre is described in paragraph 5.5 above. The proposed new 25m community swimming pool at the new Jarrow School would be for the use of the school together with swim teams and organised groups.

5.10 The Hebburn riverside site is considered to be suitable for a mix of recreational uses, including improvements to the boatyard site itself and the redevelopment of the adjacent vacant former W&S Wharf and A&B Cranes yards. A new boat clubhouse building could have potential to also provide shared changing facilities for both boat club users and footballers using the nearby King George V playing pitch, together with a Riverside Park visitor centre and park rangers' facilities, and a café/restaurant/public house. The western edge of the site would be reserved to provide an extended riverside walkway (see Policy SA7 below).

5.11 The creation of a new community facilities campus within the Cleadon Park regeneration project has now been completed at the north-western corner of the estate adjacent to the Prince Edward Road / King George Road roundabout, in close proximity to the Harton Nook district shopping centre. It brings together several social and community facilities into a new high quality and easily accessible core, serving as a strategic community hub providing for a relocated community centre and library (the respective former Sunderland Road sites will be redeveloped for housing – see Policy SA9) and a primary care centre. As part of the council’s community facilities review, a range of sites are allocated as strategic Community Hubs and Local Access Points to provide accessible services for local communities. This initiative also seeks to consolidate and rationalise the council’s building stock whilst bringing together the borough’s array of public sector community facilities into modern, multi-use one-stop-shop style facilities.



5.12 The Building Schools for the Future (BSF) programme has seen the merged Brinkburn and King George V comprehensive schools (South Shields Community School) move to a new school on the latter site, and Hedworthfield Comprehensive has already merged onto the Springfield site as part of the new Jarrow School. This will potentially release some of the Brinkburn and Hedworthfield sites for alternative development. Both sites are also currently occupied by community associations and other non-school community facilities, as well as possessing extensive playing fields including an athletics track on the Brinkburn site. They are allocated as focal hubs for a range of community, sporting and recreational facilities. The Brinkburn site is being considered as one option for a potential new home for the South Shields & Westoe Sports Club’s rugby and cricket teams (see also paragraph 2.8), as well as for the South Shields Harriers as part of enabling the redevelopment of the Gypsies Green stadium site on South Shields foreshore (see the South Shields Town Centre & Waterfront Area Action Plan. Its allocation also provides for the potential of some residential development on part of the site (see Policy SA9).

Green Infrastructure:

“Green Infrastructure is a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to health and quality of life of sustainable communities”

Planning Policy Statement 12 ‘Local Spatial Planning’
DCLG (2009)

LDF Core Strategy Policies:

ST1, ST2, SC1, SC6, EA1, EA2, EA3, EA5

DPD Policies: SA1, SA2, SA6, SA8, SA9,

Local Development Documents:

- LDD4* Development Management Policies
 - SPD1 Sustainable Construction & Development
 - SPD2* Urban Design
 - SPD3* Green Infrastructure Strategy
 - SPD5 Planning Obligations & Agreements
- * Denotes document in draft or yet to be prepared

South Tyneside Sport & Physical Recreation Strategy

South Tyneside Open Space Strategy (2009)

South Tyneside Playing Pitch Strategy (2003/2009)

South Tyneside Playing Pitch Strategy and Open Space Strategy studies Addendum (2009)

Sport England Planning Bulletin 8: Playing Fields for Sport Revisited

Sport England’s Design Guidance Note: Natural Turf for Sport

Green Infrastructure

5.13 Our adopted Core Strategy already seeks to protect and enhance our green infrastructure, with the principal wildlife corridors and strategic linked open space system being broadly shown on the Proposals Map. Green infrastructure is the planned network of multi-functional green spaces and inter-connecting links, which are designed and managed to meet the environmental, social and economic needs of communities. It includes areas of recreational open space, playing fields and allotments as well as natural and semi-natural habitat areas and agricultural land. Well-designed green infrastructure provides a number of benefits including improving the quality of life of residents, promoting healthier lifestyles and helping to strengthen local economies as well as being culturally important, providing a focal point and landmark for communities and contributing to a sense of place. It can also help to mitigate climate change through creating cooler microclimates, improving carbon storage and helping to manage flood risk. In terms of biodiversity, green infrastructure provides habitat corridors and a more permeable landscape to help wildlife adapt to climate change. We want to ensure that these are maintained and enhanced, and where necessary and appropriate to create new green corridors to link the rural and urban fringe areas of the borough with our inner urban and riverside green spaces.

Policy SA7 Green Infrastructure and Recreational Opportunities

We will seek to improve the quality of the public realm and the provision of publicly-accessible recreational open spaces throughout South Tyneside by:

- A) ensuring that all major and large-scale developments include high quality landscaping with a variety of public open spaces, in accordance with our adopted standards;**
- B) protecting and enhancing the parks, recreational open spaces and playing fields in the borough, particularly as part of the linked open space system, in accordance with our adopted standards and other proposals in this document;**
- C) encouraging proposals that maintain and enhance the recreational viability of the seafront beaches and riversides and associated landscape features;**
- D) creating new public recreational open spaces on the following sites:**
 - i) land within Westoe Crown Village, South Shields[#] (approx. 4.0ha) (by 2011);**
 - ii) site of electricity substation at Hawthorne Street, Jarrow (approx. 0.4ha) (by 2016);**
 - iii) within the Argyle Street / Caledonian Street[#] mixed-use site in Hebburn, to protect the most valuable biodiversity areas (by 2016);**

[continued ...]



Major and large-scale developments

A major application is defined as an application for 10 or more dwellings or development comprising 1,000 sq m of floor space for retail, business, storage or other purposes.

[Policy SA7 continued ...]

- E) creating new publicly-accessible playing fields on the following sites:**
- i) Temple Park Junior School, Manet Gardens, South Shields (approx. 2.3ha) (by 2012);
 - ii) land at Lukes Lane Primary and Infants Schools and adjacent open space land at Marine Drive, Lukes Lane, Hebburn (approx. 3.7ha) (by 2012);
 - iii) former Brinkburn Comprehensive School, McAnany Avenue, South Shields[#] (by 2016);
 - iv) land to the south of the existing Chuter Ede playing fields, South Shields (approx. 6.9ha) (by 2016);
 - v) land to the south of Perth Green Community Centre, Inverness Road, Jarrow (approx. 1.0ha) (by 2017).
- F) creating new public allotments on underused 'backland' areas within residential areas, and on the following sites:**
- i) land to the south of Green Lane allotments, Brockley Avenue, South Shields (approx. 0.6ha) (by 2013); and
 - ii) land within the School Street residential development, Hebburn (approx. 0.1ha) (by 2013).
- with reserve sites at:**
- iii) land at Temple Park Junior School, Manet Gardens, South Shields (approx. 2.3ha) (by 2016);
 - iv) land to the south of the existing Chuter Ede playing fields, South Shields (approx. 6.9ha) (by 2016);
- G) facilitating the extension of Jarrow Cemetery, Cemetery Road, Jarrow (approx. 0.8ha) (by 2026);**
- H) enabling the enhancement of the quality and provision of water sports and associated recreational facilities at Hebburn Boat Club[#] on Hebburn Riverside, including the creation of a new extended riverside walkway; and**

[continued ...]

[Policy SA7 continued ...]

l) supporting proposals for other outdoor sport, recreation and leisure uses and ancillary development associated with the River Tyne and coastal and Great North Forest areas, where they do not compromise the safety and operation of commercial river-related uses or other recreational pursuits, or adversely impact on the natural and built assets of the area, particularly the integrity of the European interest species found at designated sites.

#Proposals on sites allocated for mixed-use developments should be consistent with Policy SA1, with all proposals being in accordance with other site allocation policies and designations, as shown on the Proposals Map, and any relevant site development briefs or masterplans.

5.14 Development should be designed to contribute positively towards the different green infrastructure functions where sustainable and appropriate. In support of Core Strategy Policy SC6, updated guidance and standards for open space and playing pitch provision in South Tyneside are being prepared as part of the forthcoming Green Infrastructure Strategy supplementary planning document. This will also set out a detailed action plan for delivering the improvements identified as necessary to enhance the quantity, quality, attractiveness and management of recreational land and natural habitat areas.

5.15 New public recreational open space is planned within the Westoe Crown Village development that is currently under construction. New school playing fields have already been created as part of the Westoe Crown Primary School, as well as a new all-weather pitch as part of the rebuilding of Whitburn Church of England VA Comprehensive School.

5.16 Land is allocated to provide for the creation of new playing fields as part of strategic sporting hubs to the south of the existing Chuter Ede Education Centre playing fields in South Shields, and through the extension of the Monkton Stadium site onto the closing Lukes Lane Primary and Infants School site and adjacent open space land in Hebburn. This would also have the benefit of increasing the viability of those facilities. The proposed creation of new community sports and recreational facilities on the Brinkburn and Hedworthfield Comprehensive School sites is set out in paragraph 5.12 above. We also want to create new publicly-accessible playing pitches on disused former playing field land to the south of the Perth Green Community Centre in Jarrow, and on the closing Temple Park Junior School site in South Shields. Providing these new and enhanced good quality playing fields will help to off-set the loss of existing playing fields associated with the proposed closure of various primary schools (see Policy SA4 and paragraph 4.21, and the council’s addendum paper to the Playing Pitch Strategy



and Open Space Strategy studies) in accordance with Sport England guidelines (see Sport England Planning Bulletin 8: Playing Fields for Sport Revisited). Further guidance will be provided in a forthcoming supplementary planning document on green infrastructure.

- 5.17 To help address the identified needs for more allotment gardens, additional land is allocated at the existing Green Lane allotments. Whilst allocated primarily to provide for playing fields, should they not be required for playing pitches in the future then some or all of the land at the closing Temple Park Junior School and to the south of Chuter Ede playing fields could also provide for some new allotments. Recent public consultation on 'backland sites' in residential areas has also highlighted the potential for some such plots of underused land to be managed differently, such as for new allotments or wildlife habitat areas. Whilst considered for potential alternative uses, other existing open spaces, such as at Kirkstone Avenue and Holland Park Drive in Jarrow, are considered more appropriate to be retained as public open space at the present time.
- 5.18 As part of the regeneration of Hebburn riverside we want to improve the quality of the public realm in the area around the Hebburn boat club, including enhancements to publicly-accessible open space provision and the redevelopment of the adjacent vacant former W&S Wharf and A&B Cranes yards (see Policy SA6 and paragraph 5.10 above). The western edge of the site would be reserved to provide an extended riverside walkway.
- 5.19 As allocated in the adopted South Shields Town Centre & Waterfront Area Action Plan, part of the investment along the South Shields foreshore will see the development of a new multi-million pound swimming pool and leisure facility. The permitted scheme includes a new 25-metre eight-lane pool, learner pool and leisure waters, together with a fitness suite, sauna, café and exhibition space as well as multi-purpose rooms. This will replace the existing leisure pool at the Temple Park Leisure Centre, although this outdated facility is currently proposed to be refurbished alongside the existing sports hall, gym, and ancillary facilities.
- 5.20 Development proposals should seek to ensure that existing networks of open spaces and wildlife corridors are protected and enhanced wherever possible, particularly to minimise the potential fragmentation of wildlife habitats. For example, it is considered essential that the extent of potential development of 'greenfield' land in the Monkton Fell area does not harm or break up the green infrastructure and wildlife corridors running through the River Don valley, via the Lukes Lane playing fields and the adjacent candidate Local Wildlife Site at Monkton Pond, into 'greenfield' and Green Belt land to the south and west. Some land in this corridor, such as alongside the Metro line at Marine Drive and Leam Lane, has been considered for alternative uses, however we consider that in order to ensure no adverse impact on the green infrastructure network, the River Don Valley Habitat Creation Zone and implementation of the Great North Forest strategy, this land is not appropriate for built development.





LDF Core Strategy Policies:
ST1, ST2, SC1, SC2, SC3, SC4

DPD Policies: SA1, SA2, SA6, SA7, SA9

Local Development Documents:

LDD4* Development Management Policies
SPD1 Sustainable Construction & Development
SPD2* Urban Design
SPD4 Affordable Housing
SPD5 Planning Obligations & Agreements
SPD6* Parking Standards
South Tyneside Housing Market (Needs) Review (2004)

* Denotes document in draft or yet to be prepared

Use Classes Order:

C3 Dwelling Houses

Sustainable Housing Provision

5.21 South Tyneside has a diverse residential community. We want to ensure the continued sustainability of our existing residential areas whilst providing opportunities for attracting new residents to the borough and stabilising population levels. In accordance with Core Strategy Policies SC3 and SC4, the following policies seek to ensure the regeneration of existing residential areas in the borough, including the demolition and clearance of properties in areas of low demand or where they have become economically unviable to maintain, together with the development of new housing and accommodation in line with the borough's RSS and Core Strategy allocation requirements, so that provision genuinely meets local needs. The housing regeneration projects in particular will help to reduce the borough's dwelling vacancy rates in line with regional and local targets, with this being monitored through the LDF's Annual Monitoring Report.

Policy SA8 Living in South Tyneside – Housing Regeneration

We will promote the provision of a sustainable mix and choice of housing in South Tyneside that meets the needs of everyone. Improvements to the quality of residential areas in the borough will be encouraged, including proposals for the restoration of existing properties, bringing upper floors of premises back into viable use, and the reclamation and regeneration of disused sites.

We will facilitate the following key neighbourhood housing regeneration schemes, involving the demolition of low demand properties and those that would otherwise be economically unviable and unsustainable to refurbish, and the construction of new high quality homes in accordance with relevant site development briefs [Sub-total = approx. 183 net additional dwellings]:

- A) Cleadon Vale, Cleadon Park estate, South Shields # – demolition of 538 properties and the construction of 707 new homes (by 2014);**
- B) Charles Street / John Street, Boldon Colliery – demolition of 59 properties and the construction of 80 new homes (by 2015);**
- C) Druridge Crescent, Horsley Hill, South Shields – demolition of 44 properties and the construction of 20 new homes (by 2012);**
- D) Simonside Park, Ebchester Street / Aldbrough Street, South Shields – demolition of 124 properties and the construction of 150 new homes (by 2016);**
- E) West Way, South Shields – demolition of 36 properties and the construction of 27 new homes (by 2014).**

as shown on the Proposals Map.



- 5.22 The regeneration of the Cleadon Park housing estate is already well underway. The ongoing demolition of over 500 predominantly council-rented properties, largely vacant local shops and other outmoded community facilities (see also Policy SA6 and paragraph 5.11 above) is enabling the reconfiguration of the estate’s layout in parallel with the construction of some 700 new family homes. The overall masterplan has outline planning permission, with about 212 housing association properties and 495 homes for private sale being brought forward in five redevelopment phases between 2006-2017. It will see a net increase in housing on the estate of about 169 dwellings, and provide for a range of housing needs including 1 and 2-bedroom apartments, 3 and 4-bedroom family homes and 2-bedroom bungalows for the elderly.
- 5.23 The demolition of predominantly council-rented housing in Boldon Colliery New Town, at Druridge Crescent in Horsley Hill and in the Ebchester Street / Aldborough Street area of Simonside has now also been completed. Replacement new build housing is expected to progress in accordance with the corresponding site development briefs. The Druridge Crescent scheme will see 20 eco-friendly bungalows built, part-funded by the HCA.
- 5.24 The high priority redevelopment of Hebburn New Town, as set out in the adopted Hebburn Town Centre Area Action Plan, is also fundamental to the council’s housing regeneration objectives.

LDF Core Strategy Policies:

ST1, ST2, SC1, SC2, SC3, SC4, EA1

DPD Policies:

SA1, SA2, SA5, SA6, SA7, SA8

Local Development Documents:

- LDD4* Development Management Policies
- SPD1 Sustainable Construction & Development
- SPD2* Urban Design
- SPD3* Green Infrastructure Strategy
- SPD4 Affordable Housing
- SPD5 Planning Obligations & Agreements
- SPD6 Parking Standards
- SPD7 Travel Plans
- SPD8 South Shields Riverside Regeneration

* Denotes document in draft or yet to be prepared

South Tyneside Strategic Housing Land Availability Assessment (2009/2010)

South Tyneside Housing Market Assessment (2009)

Tyne & Wear Housing Market Assessment (2010)

Use Classes Order:

C3 Dwelling Houses

Policy SA9 Living in South Tyneside – New Housing Opportunities

We will manage the release of the following sites for residential development, as shown on the Proposals Map, to bring forward net additional housing completions phased to the following intermediary plan periods and Housing Market Areas, where appropriate as part of a mixed-use development scheme#:

A) 2004-2016 – existing commitments and priority schemes [Sub-total = approx. 2,581 net additional dwellings]:

within the South Shields/Urban Fringe Housing Market Area [Sub-total = approx. 1,506 net additional dwellings]:

i)	Westoe Crown Village# (former Westoe Colliery)	-	598 dwellings
ii)	Garth Crescent, Horsley Hill (former Highfield Infants School)	-	14 dwellings
iii)	St. Michael’s Avenue (former Mowbray Clinic conversion)	-	12 dwellings
iv)	Trinity South, Frederick Street# (Riverside Regen. area) (Phase 1)	-	approx. 140 dwellings
v)	Reed Street	-	21 dwellings

[continued ...]

South Tyneside Housing Land Allocations Summary:

Core Strategy Housing Land Requirements	
2004-2011	av.320pa = 2,240
2011-2016	av.330pa = 1,650
2016-2021	av.330pa = 1,650
2021-2026	<u>av.325pa = 1,625</u>
2004-2026	= 7,165

- the PPS3 +/-10-20% reasonable deviation gives a maximum range from 5,730 to 8,600 net additional dwellings for 2004-2026. For conformity with both Core Strategy and RSS during the 2004-2016 phases the reasonable range would be from 3,564 to 4,668. For 2016-2021 the Core Strategy range would be 1,320 to 1,980 (or from 2,160 to 3,240 against the RSS).

Permitted sites and net completions (2004-2011) = 3,163

Net dwelling allocations	2004-16	2016-21	2021-26	Total
Regional Spatial Strategy (2008)	4,455	2,700	2,100	9,240
Core Strategy (2007)	3,890	1,650	1,625	7,165
South Shields AAP (updated phasing)	746 (331)	520 (510)		1,266 (841)
Hebburn AAP (updated phasing)	106 (20)			106 (20)
Jarrow AAP (updated phasing)	53 (45)			53 (45)
Site-Specific Allocations (updated phasing)	2,764 (2,717)	1,152 (933)	161	4,077 (3,811)
Small sites (75) + conversions (20/yr) (2010-2026)	100	100	100	300
Total allocation including completions (updated phasing) + windfall	4,651** (4,095)**	1,772 (1,543)	261	6,684 (5,899)
+/- RSS (updated phasing)	4% (-8%)	-34% (-43%)	-88%	-28% (-36%)
+/- Core Strategy (updated phasing)	20% (+5%)	7% (-6%)	-84%	-7% (-18%)

**882 completions on sites built out 2004-2011

[Policy SA9 continued ...]

vi)	Wyvestow Lodge, Sunderland Road	-	7 dwellings
vii)	South Shields & Westoe Sports Club, Dean Road #	-	approx. 75 dwellings
viii)	281 Sunderland Road (conversion)	-	6 dwellings
ix)	Cleadon Park Library, Sunderland Road	-	approx. 6 dwellings
x)	393 King George Road # (former petrol station)	-	8 dwellings
xi)	McAnany Avenue (part of former Brinkburn Comp School) #	-	approx. 50 dwellings
xii)	Former Kwik Save site, The Wynde #	-	approx. 15 dwellings
xiii)	Murtagh Diamond House, The Wynde #	-	approx. 15 dwellings
xiv)	Harton Grange (former Harton & Westoe Collieries Welfare Ground) -		126 dwellings
xv)	Temple Park Infants School, Rubens Avenue #	-	approx.19 dwellings
xvi)	Chuter Ede Educational Centre, Galsworthy Road #	-	approx. 30 dwellings
xvii)	Former Brydan Court Nursing Home, Galsworthy Road	-	approx. 41 dwellings
xviii)	Westfield, Orwell Close, Biddick Hall	-	approx. 103 dwellings
xix)	Rackly Way / Holly Avenue, Whitburn	-	77 dwellings
xx)	Church Lane, Whitburn (former Church Lane House)	-	5 dwellings
xxi)	Cleadon Lane / Sunderland Road, Cleadon (former Cleadon Infants School) -		6 dwellings
xxii)	The Copperfields (part of former Boldon Comprehensive School site) -		90 dwellings
xxiii)	Hindmarch Drive, West Boldon (residential garages and former shop) -		approx. 6 dwellings
xxiv)	Hardie Drive, West Boldon (storage yard and residential garages	-	approx. 6 dwellings
xxv)	North Road, Boldon Colliery (former Steve Watson Coachworks)	-	13 dwellings
xxvi)	Addison Road, Boldon (former Bank Top Garage)	-	17 dwellings
within the Jarrow/Hebburn Housing Market Area [Sub-total = approx. 1,075 net additional dwellings]:			
xxvii)	Former Jarrow Labour Club, Park Road (conversion)	-	5 dwellings
xxviii)	Balgownie House & Suffolk St Registry Office, Bede Burn Road	-	approx. 10 dwellings
xxix)	Belsfield Gardens, Jarrow	-	approx. 5 dwellings
xxx)	Bedewell Industrial Estate, Adair Way, Hebburn (Phase 1)	-	approx. 130 dwellings

[continued ...]



[Policy SA9 continued ...]

xxxix)	Wark Crescent, Jarrow	-	approx. 8 dwellings
xl)	Laverick Hall, Boldon (former Laverick Hall Farm conversion)	-	14 dwellings
B)	2016-2021 priority sites [Sub-total = approx. 1,152 net additional dwellings]: within the South Shields/Urban Fringe Housing Market Area [Sub-total = approx. 380 net additional dwellings]:		
i)	Trinity South, Frederick Street# (Riverside Regen. area) (Phase 2)	-	approx. 237 dwellings
ii)	South Tyneside College, Westoe campus, Grosvenor Road #	-	approx. 90 dwellings
iii)	Associated Creameries, Egerton Road	-	approx. 20 dwellings
iv)	Land at health clinic, Boldon Lane	-	approx. 8 dwellings
v)	Boldon Lane (car showroom and petrol filling station)#	-	approx. 25 dwellings
	within the Jarrow/Hebburn Housing Market Area [Sub-total = approx. 772 net additional dwellings]:		
vi)	Porlock Gardens, Low Simonside	-	approx. 10 dwellings
vii)	Police Station and Magistrates Court, Clervaux Terrace, Jarrow	-	approx. 14 dwellings
viii)	Bedewell Industrial Estate, Adair Way, Hebburn (Phase 2)	-	approx. 139 dwellings
ix)	Argyle Street / Caledonian Street, Hebburn	-	approx. 75 dwellings
x)	Ashworth Frazer Industrial Estate and CA, Station Road, Hebburn #	-	approx. 50 dwellings
xi)	Riverside Village, Hebburn (former VA Tech Reyrolle) (Phase 2)	-	154 dwellings
xii)	Land at Monkton Fell (central), Hebburn	-	approx. 330 dwellings

[continued ...]



[Policy SA9 continued ...]

- C) 2021-2026 priority sites [Sub-total = approx. 161 net additional dwellings]: within the South Shields/Urban Fringe Housing Market Area [Sub-total = approx. 59 net additional dwellings]:**
- i) 1 Robinson Street / Westoe Road North - approx. 8 dwellings
 - ii) Brunswick Street (residential garages) - approx. 13 dwellings
 - iii) Ambleside Avenue / Temple Park Road / Harton Lane - approx. 16 dwellings
 - iv) Hyperion Avenue (rear of Simonside Arms PH) - approx. 6 dwellings
 - v) Green Lane (former residential garages) - approx. 6 dwellings
 - vi) Coast Road Garage, Marsden View, Whitburn - approx. 5 dwellings
 - vii) Harton View, West Boldon (caravan and storage site) - approx. 5 dwellings
- within the Jarrow/Hebburn Housing Market Area [Sub-total = approx. 102 net additional dwellings]:**
- viii) Neon Social Club, Perth Avenue, Jarrow - approx. 20 dwellings
 - ix) Land to the north of day care centre, Black Road, Hebburn - approx. 50 dwellings
 - x) Social Club and car park, Witton Road, Hebburn - approx. 16 dwellings
 - xi) St. John's Avenue, Hebburn (residential garages) - approx. 6 dwellings
 - xii) Monkton Hall, Monkton Lane, Hebburn - approx. 10 dwellings

Proposals on sites allocated for mixed-use developments should be consistent with Policy SA1, with all proposals being in accordance with other site allocation policies and designations, as shown on the Proposals Map, and any relevant site development briefs or masterplans. Particular regard should be given to the provision of integral areas of public open space in accordance with Policy SA7.

Proposals should take into consideration the identified housing needs of each part of the borough in accordance with Core Strategy Policy SC4 and Housing Market Assessments, including the requirement to provide affordable housing that contributes to meeting the identified need for at least 520 additional affordable homes in the Borough.

5.25 Policy SA9 cites indicative site capacity figures as derived from our Strategic Housing Land Availability Assessment (SHLAA) methodology and the South Shields Riverside Regeneration area plans or, in the case of those current commitments, the permitted number of dwellings. Our SHLAA identifies other sites across the borough that are, or could be, deliverable or developable (ie. suitable, available and achievable) for potential

housing development within the next 5-10 years. It assesses the potential housing capacity of sites based on a density multipliers approach, and applies these to zones of accessibility, together with appropriate discounting to reflect good urban design and site layout considerations. These sites, together with our schedule of planning permissions, provide the baseline for the borough's housing land availability.



- 5.26 We have allocated in this policy all of the potentially deliverable and developable previously-developed sites identified in the study that lie outside the three town centre-based AAP areas and are not required for other land uses such as open space or employment land. A small proportion of the sites allocated are on previously-undeveloped 'greenfield' land, but the development of these sites is considered to be essential to meet the borough's housing allocation requirements. The reuse of 'brownfield' land for housing is also in accordance with public desirability at the Issues and Options stage. Those sites within the adopted AAP areas (which allocate for some 1,450 net additional dwellings) are considered to be of a higher priority both in terms of sustainability and in meeting the borough's regeneration objectives, ahead of developing the more suburban sites that are set out in this policy to cover the remainder of the full 15-year housing land supply required for South Tyneside's two Housing Market Areas. This is in accordance with the LDF's overall spatial strategy. The total dwelling allocations are considered to be within the PPS3 +/-10-20% range of reasonable deviation from the RSS and Core Strategy target trajectories up to 2016, and retaining broad conformity with the Core Strategy thereafter. We will continually monitor progress of housing developments to ensure that sites are brought forward if necessary from subsequent phases of the plan-period to maintain a rolling 5 year supply of deliverable housing sites.
- 5.27 However, as evidenced through the SHLAA, it is acknowledged that the borough's combined housing and employment land allocation requirements cannot be fully catered for into the longer-term (10-15 years and beyond) phases of the plan period without a more strategic review of the designated Tyne & Wear Green Belt aligned with reassessing the local economic and population growth projections and associated land allocation apportionments as part of the forthcoming LDF Core Strategy review. In the case of the identified mixed-use redevelopment areas, the location and mix of uses within these areas will be set out in relevant masterplan or site development brief documents, with view to creating sustainable communities.
- 5.28 This policy does not include in its allocations those small-scale development sites identified in the SHLAA as having a capacity of less than 5 dwellings – whilst these contribute around 75 potential dwellings to South Tyneside's overall housing land supply they are considered more likely to come forward as 'windfall' developments. The SHLAA also estimates the potential for other housing development opportunities across the borough as a whole, such as through the conversion of commercial buildings, the creation of flats above shops, the re-use of empty dwellings and the subdivision of larger dwellings. We particularly want to encourage the re-use of disused or underused buildings where beneficial and economically viable to do so, whilst taking into

account the potential need for other land uses and the likely residential amenity from established surrounding uses (eg. noise and air quality issues). Whilst some such opportunities are likely to be realised, adding to the site-based capacity, these cannot be specifically identified and allocated at this stage, and are likely to arise as 'windfall' developments. Assessment of past conversions suggests that we might expect these to generate around 20 dwellings a year, thus providing in the region of a further 300 dwellings up to 2026. 'Windfall' developments are therefore considered likely to provide for about 4% of South Tyneside's housing allocation.



5.29 In South Tyneside, we currently have a high level of planning permissions for housing developments that contribute to meeting the borough's 2004-2016 net additional dwelling completion targets. This includes existing planning permissions for several extensive residential sites (representing over 1,500 net additional new homes) outside of the three adopted AAP areas which are all currently under construction:

- Westoe Crown Village, South Shields (former Westoe Colliery) – 598 dwellings (1 and 2-bedroom apartments, 3-bedroom town houses and 2, 3 and 4-bedroom homes – 84 completed pre-2004, with the remaining completions phased 2004-2013);
- Hedgeley Court, Hedgeley Road, Hebburn (former Wailes Dove / BICC and Tyco / Pyrotenax sites) – 221 dwellings (1 and 2-bedroom apartments, and 3 and 4-bedroom houses – 16 within the Hebburn Town Centre AAP area, with completions phased 2006-2013);
- Hebburn Riverside Village, North Farm Road / St. Aloysius View, Hebburn (eastern part of the former VA Tech site) – 431 dwellings (2 bedroom apartments, and 3, 4 and 5-bedroom family homes and town houses – completions phased 2006-2020).

Additionally, the housing regeneration projects identified in Policy SA8 above will also impact on the net additional dwellings figures during the pre-2016 period, particularly the Cleadon Park estate regeneration in South Shields which will realise about 169 net additional new homes (see paragraph 5.22 above).

5.30 New council house development, funded in partnership with the Homes and Communities Agency (HCA) to deliver affordable housing to meet local needs, has recently been completed at Brancepeth Road and Hedgeley Road, Hebburn, and Sheridan Road in South Shields, although HCA funding for the Belsfield Gardens site in South Shields was withdrawn in response to the Government's spending cuts.

5.31 Other high-priority permitted sites, such as Garth Crescent in South Shields and the first phase of the School Street site in Hebburn, are also included in these allocations. The latter scheme has been allocated specifically to provide new affordable housing in order to enable the decanting of residents for the council's priority Hebburn New Town regeneration project. We will manage the release of lower priority sites in accordance with the plan, monitor and manage approach to ensure that the RSS and Core Strategy allocations are broadly followed for each phase of the plan period. However, permission may still be granted in advance for schemes where housing



completions are phased to come forward in the subsequent phase of the plan period, but where site preparation/remediation and infrastructure works could commence before this date. Where schemes are phased across more than one interim phase of the plan period, the policy simply cites an indicative approximate split in the housing numbers that might come forward within each phase.

- 5.32 Whilst the priorities for new housing sites are focused around the three town centres and South Shields riverside area, as set out in the adopted Area Action Plans, there is still a need for further residential development to be allocated outside the AAP areas during the 2004-16 phase of the plan period. The 2004-2016 allocations also take into account the need to try to catch up the expected backlog of net completions from 2004-2011 (forecast to be circa 500 net additional dwellings in terms of the LDF Core Strategy or 650 against the RSS). In addition to the continued output from the Hebburn Riverside Village and School Street developments (see above), the other priorities for this period are:
- the Trinity South neighbourhood of the South Shields Regeneration area around the former Circatex factory which has outline planning permission (see paragraph 2.6) for 401 new dwellings (377 net additional homes);
 - the former Brinkburn Comprehensive School site – it is considered that it may be possible to enable residential development on the south-western part of this site, whilst retaining the majority of the site for educational, community, sporting and recreational facilities (see paragraph 5.12 and Policies SA6 and SA7 above);
 - the Westfield site at Orwell Close on the Whiteleas estate - this 'greenfield' site is considered to offer the opportunity for delivery of housing within the current phase of the plan period, and housing developers are known to be interested in delivering this site at the earliest opportunity;
 - Rackly Way/Holly Avenue in Whitburn –construction has commenced for this affordable housing scheme comprising 27 family homes, 20 bungalows and a 30-bed sheltered housing unit, and
 - Hebburn civic site, Campbell Park Road, Hebburn – further details for this mixed-use site allocation are set out in paragraph 2.11 (and Policy SA1). The potential relocation of some or all of the existing facilities would potentially provide an opportunity for a housing scheme in this predominantly residential area.
- 5.33 The Bedewell Industrial Estate and adjacent disused playing field at Cambridge Avenue / Red House Road / Adair Way, Hebburn involves the potential redevelopment of an outdated industrial estate that has been in decline for a number of years and is now understood to be at less than 40% capacity and increasingly unviable. Existing residential areas surround the site on three sides and suffer from disturbance associated with the industrial and distribution operations. We consider that the redevelopment of this site for housing would greatly contribute to the creation of more sustainable communities. These circumstances are further supported through the findings of the updated Employment Land Review 2011. The site is allocated across the 2004-2016 and 2016-2021 phases of the plan period so as not to adversely impact upon the delivery of priority 'brownfield' and



regeneration sites both within and outside the adopted AAP areas. This also allows sufficient time for the appropriate relocation of the remaining businesses to alternative premises, either through the re-occupation of vacant premises on existing industrial estates in the borough or as part of proposed new economic development sites. The phasing of some dwellings to come forward pre-2016 is considered appropriate to facilitate delivery and to help fund necessary land assembly and infrastructure works, but also takes into account likely build rates as suggested by developers. We will nevertheless encourage full site clearance prior to the development of any part of the site for housing so as to ensure a comprehensive development and to protect future residential amenity. This will be conditioned at the planning application stage.

- 5.34 Land at Monkton Fell is considered to be suitable and available for housing and forms part of the wider proposed development at Monkton Fell for housing and economic development. The northern triangular site is allocated for housing in the 2004-2016 plan period with the larger rectangular central site allocated in the 2016-2021 period, whilst the land to the south of the Metro line is allocated for economic development (see Policy SA3). Potential developers are supportive of this approach. Monkton Fell (central) is specifically allocated post-2016 so as not to adversely impact upon the delivery of priority 'brownfield' and regeneration sites both within and outside the adopted AAP areas. It is considered that the allocation of the northern triangular parcel of land during 2004-2016 will help to facilitate the delivery of necessary infrastructure improvements for the site itself and the wider Monkton Fell development area. Planning contributions will be required (subject to feasibility and viability assessments) towards necessary infrastructure improvements/investments. This could include improvements to the adjacent Lukes Lane playing fields and neighbouring wildlife areas. It is also considered that the development of this area could also support enhancements to existing local convenience shopping and community facilities at Brighton Parade within the Lukes Lane / Marine Drive estate to serve new developments (see Policy SA5).
- 5.35 In addition to the continued development of the Bedewell and Monkton Fell (central) sites, the following key housing sites are allocated for development during 2016-2021:
- the Westoe campus of South Tyneside College in South Shields – the release of part of the college site for residential development will enable the college to consolidate and improve educational facilities within the current site (including the retention of the playing fields) (see paragraph 2.7);
 - Ashworth Frazer Industrial Estate and adjacent Hebburn Community Centre, Station Road / Argyle Street, Hebburn – further details for this mixed-use site allocation are set out in paragraph 2.10 (and Policy SA1). To facilitate flexibility in the site's delivery, an element of housing development is considered appropriate; and
 - Argyle Street / Caledonian Street, Hebburn – this 'brownfield' mixed-use site (see Policies SA1, SA3 and SA7 and paragraph 2.9) is considered to offer the opportunity to provide a sustainable mixed-use development in an accessible urban location whilst retaining the site's most valuable wildlife habitats.



- 5.36 Taking into account current commitments, together with the housing regeneration projects identified in Policy SA8 and potential developments in the Trinity South neighbourhood of the South Shields Riverside Regeneration area, these could bring the indicative yield capacity of sites outside of the three adopted AAP areas to some 4,070 net additional dwellings. The way that these new homes are phased to come forward takes account of:
- the 'plan, monitor and manage' approach to the release of sites in broad accordance with the RSS and Core Strategy housing allocations for the borough's Housing Market Areas, which are set in relation to where the borough's identified housing needs are;
 - the prioritisation of the regeneration of the town centres and riverside corridor;
 - the likely longer duration needed for more extensive site remediation works on former heavy industrial sites on the riverside;
 - the potential extent of housing land identified as being potentially suitable and available in each of the borough's two Housing Market Areas, both within and beyond the three adopted AAP areas;
 - the potential extent of non-site-based dwelling opportunities across the borough as a whole, of which some will be likely to arise as 'windfall' developments;
 - the potential for lower densities than the indicative capacity suggested by the SHLAA, particularly in the light of recent proposals – ie. allowing for an element of flexibility in the indicative site capacities; and
 - dwelling completions within the mixed-use South Shields Riverside Regeneration area that are likely to be phased over the longer period from 2011-2021.
- 5.37 The vast majority of the allocated sites in this policy would be on 'brownfield' land. However, proposals for major sites should nevertheless seek to incorporate new areas of high quality, landscaped public open space in accordance with Policy SA7, Core Strategy Policy SC6 and the emerging supplementary planning document on Green Infrastructure.
- 5.38 Development sites within conservation areas will need to take into consideration the guidance in the corresponding management plan SPDs and any site-specific development briefs. Particular consideration should be given to the desirability of protecting and enhancing the special and sensitive character and appearance of these conservation areas. Development proposals will need to acknowledge the typically lower density townscape qualities, reflecting and complementing the surrounding built environment whilst adding their own unique characteristics so as to create a sense of place. Early discussions with the Area Planning Team are advisable in relation to detailed site-specific issues.
- 5.39 It is essential that both new and existing housing meet people's needs and aspirations. In particular, there is a demand for more family homes with gardens and surrounding open space, as opposed to high density flats and apartments. We must ensure that housing meets the aspirations of new residents attracted to live in the borough

by new higher quality employment-generating uses, as well as providing for the needs of existing residents. We will therefore encourage proposals that enable the investment in and revitalisation of existing residential areas, as well as in providing new housing. This will ensure that housing in South Tyneside genuinely meets the identified needs set out in Core Strategy Policy SC4.

- 5.40 Our updated housing needs assessment also identified a need for at least 520 affordable homes in South Tyneside over the 10-year period 2009-2019. We will monitor and review the borough's housing needs in the light of the recent Tyne & Wear Strategic Housing Market Assessment and sub-regional Housing Strategy.

Providing for Gypsy and Traveller Accommodation

- 5.41 It is important for everyone to have the opportunity to live in a decent home, and we encourage developments to promote social inclusion where there is an established, genuine and proven need and demand. We want to ensure that the gypsy and traveller and travelling showpeople communities have fair and equal access to accommodation that meets their needs. We therefore consider it appropriate to allocate and safeguard options for sites that are suitable, realistic, and deliverable.
- 5.42 Core Strategy Policy SC5 provides the strategic context and key criteria for the allocation of authorised sites, whilst Development Management Policy DM5 sets out the criteria that future proposals for caravan sites will be assessed against, including applying the Core Strategy policy criteria to travelling showpeople sites too. The allocated sites within this policy have been selected in conformity with these policies.

LDF Core Strategy Policies:

ST1, ST2, SC1, SC2, SC4, SC5, EA1,

DPD Policies:

SA1, SA2, SA6, SA7

Local Development Documents:

LDD4* Development Management Policies
 SPD1 Sustainable Construction & Development
 SPD2* Urban Design
 SPD3* Green Infrastructure Strategy
 SPD4 Affordable Housing
 SPD5 Planning Obligations & Agreements
 SPD6 Parking Standards

* Denotes document in draft or yet to be prepared

Designing Gypsy and Traveller Sites Good Practice
 Guide (DCLG, 2008)

Tyne & Wear Gypsy and Traveller and Travelling
 Showpeople Caravan Accommodation Needs
 Assessment (2009)

South Tyneside Council Gypsy & Traveller &
 Travelling Showpeople Site Search and Assessment
 (2009)

South Tyneside Council Site Options Generation and
 Site Assessment Methodology Technical Appendices
 (2010)

Policy SA10 Living in South Tyneside – Gypsy and Traveller Caravan Accommodation

We will support proposals to provide for the genuine and proven needs and demands for gypsy and traveller caravan accommodation within South Tyneside in accordance with Core Strategy Policy SC5 and Development Management Policy DM5.

To provide for the borough's identified requirement for 13 permanent gypsy and traveller caravan pitches, together with the opportunity for occasional transit accommodation:

- A) land at West Pastures, West Boldon, is allocated subject to the implementation of infrastructure and landscaping works to ensure residential amenity and minimise any harm to highway safety and the Green Belt; and**
- B) land at White Mare Pool, Wardley, together with the Hebburn Riverside site[#] at Prince Consort Road in Hebburn, are safeguarded as potential reserve sites in the short-term pending full implementation of the West Pastures allocation.**

[#] Proposals on sites allocated for mixed-use developments should be consistent with Policy SA1, with all proposals being in accordance with other site allocation policies and designations, as shown on the Proposals Map, and any relevant site development briefs or masterplans.

- 5.43 Government Circulars 01/2006 and 04/2007 provide the national planning guidance for selecting sites for gypsy and traveller and travelling showpeople caravan accommodation. They set out that there is a legal obligation for local authorities to allocate site/s where there is an identified need. Whilst these circulars are currently being reviewed under the Government's new Localism Bill, local authorities will still have a legal obligation to make provision in accordance with their local needs assessment. The Tyne & Wear Gypsy & Traveller Accommodation Needs Assessment (2009) identifies a need in South Tyneside for 13 gypsy and traveller caravan pitches and 3 additional travelling showpeople plots, as well as potentially contributing to a sub-regional need for 10-15 transit pitches. It is therefore considered appropriate and necessary to allocate land for gypsy and traveller provision to meet the borough's local identified need.
- 5.44 The sub-regional Gypsy & Traveller and Travelling Showpeople Caravan Accommodation Needs Assessment identifies a need for all Tyne & Wear local authorities to provide sites. South Tyneside has an identified need for 13 permanent gypsy and traveller pitches from 2010-2018 based largely on, and inclusive of, the existing

temporarily-permitted site at West Pastures near West Boldon together with potential future family formation. It also identifies a need for three travelling showpeople plots from 2013-2018 to cater for future family formation of the established South Shields foreshore site adjacent to the Ocean Beach Pleasure Park.



- 5.45 A sub-regional need for 15 transit pitches is also identified to provide for travelling communities passing through Tyne & Wear. The five local authorities are working together to ensure that provision is located in the most suitable areas and developed in an appropriate manner. However, South Tyneside has the lowest incidence of unauthorised encampments within the sub-region, and this has significantly reduced since the current community at West Pastures have had a settled base, albeit on a temporary permission. Monitoring shows that the site has actually been also used for some minor transit purposes. It is therefore considered appropriate to incorporate any transit accommodation space within the main site for visiting friends and family of permanent residents. Whilst the White Mare Pool site at Wardley (also owned by the gypsy and traveller community) has specifically been put forward as a potential transit site, there is no specific local identified need for such a use in the borough, whilst it is required as a safeguarded reserve allocation pending full implementation of the West Pastures site.
- 5.46 A detailed borough-wide site search and selection assessment has been carried out to identify potentially suitable sites to accommodate South Tyneside's identified needs. Resident gypsy and traveller and travelling showpeople communities have also been consulted to ensure that potential sites are realistic and appropriate. This exercise demonstrated that the most suitable approach to providing for travelling showpeople plots is through the extension of the existing foreshore site, with sites being identified to meet this need. As these are located with the area covered by the already adopted South Shields Town Centre & Waterfront Area Action Plan they will not be formally allocated in this development plan document. The need to safeguard these sites (which are already fenced off) will nevertheless be flagged up through the LDF monitoring process. Pending any full or partial review of that Area Action Plan these potential sites will be dealt with as unallocated 'white' land through the planning process, but in the knowledge that they have been identified and informally safeguarded in agreement with Members as preferred and reserve sites to meet the borough's identified travelling showpeople accommodation needs. The future needs of the resident community will also be monitored and assessed in any subsequent review of the accommodation needs assessment.
- 5.47 With regard to meeting the accommodation needs of the gypsy and traveller community, the recommended preference is for a site(s) to be located either on the urban-fringe or in a rural location, and ideally in the western part of the borough to support the community's strong links with the Gateshead area. From feasibility and viability perspectives, providing a site that has the capacity to meet the entire 13 pitches is considered to be more preferable to the alternative of providing two or more smaller sites. Consultation with the gypsy community has confirmed that this is their preference to ensure the existing community is not separated. The community also

have a desire for a permanent site(s) not to be in too close proximity and/or orientation to existing residential areas, acknowledging that such circumstances can adversely impact on the residential amenity of both settled and travelling communities. Several sites were identified as being potentially suitable. We have further analysed these against key planning and deliverability criteria to ensure that the options for allocation and safeguarding in this policy are the most suitable and have a realistic chance of being delivered and used by the gypsy and traveller community.



- 5.48 Ultimately, it is considered that the most appropriate option is to formally allocate the current temporary site at West Pastures near West Boldon for the full 13 permanent pitches, whilst also providing space for temporary transit provision for visiting friends and family. The West Pastures site, which currently provides for 11 large caravan pitches, was granted a three-year temporary permission at a Planning Inquiry in 2008, partly to allow the council to fully ascertain whether there were any more suitable non-Green Belt sites. The Planning Inspector at that inquiry nevertheless considered that the site had a significant impact upon the openness of the Green Belt, its access via the central reservation of the A184(T)/West Pastures junction was potentially unsafe from a highways safety perspective, and that the site constituted an unsustainable location that would lead to not insignificant private car use.
- 5.49 The West Pastures site is the gypsy and traveller community's preferred choice as it provides the current community with a safe, settled base, with good links to local services in Boldon Colliery that they frequently use, as well as being in close proximity to Gateshead where many of the community gain their educational provision. They consider that the site provides them with sufficient space to meet their current needs, and the opportunity to accommodate future family formation, so it is therefore a sustainable long-term option which will reduce the need for additional future sites. It is also considered that its location ensures that the privacy, amenity and respect of both settled and travelling communities is not adversely impacted upon. This has also enabled both communities to peacefully co-exist and has enabled gypsy and traveller residents to be accepted into the local community.
- 5.50 Whilst a Green Belt site, our detailed site analysis has indicated that the potential alternatives are either not suitable or otherwise unavailable, particularly due to the borough's needs to make the most of non-Green Belt sites to meet new housing or economic development requirements, or to maintain the openness of key green infrastructure corridors. The absence of reasonable alternatives that are available and can meet the community's needs is considered to justify exceptional circumstances for the proposed allocation of a Green Belt site. The issues raised by the inquiry inspector will nevertheless have to be addressed and sufficiently mitigated as part of any future planning application necessary to permit the permanent residential use of the West Pastures site for gypsies and travellers. In particular, the site's impact upon its surroundings and Green Belt location will need to be effectively landscaped and screened. Sufficient mitigation will also be required to ensure the use of the site is

acceptable from a highway safety perspective, although recent discussions with the Highways Agency have concluded that they do not consider the use of the site to pose a risk to highways safety on the A184 trunk road, this being supported by there having been no reported incidents since the site was temporarily permitted. To ensure the amenity of site residents, it will be essential that direct water and electricity supplies and sewerage/sanitation for the site are implemented within a reasonable period of time in accordance with any planning permission

- 5.51 However, should it ultimately not become possible to formally implement the West Pastures site to the necessary standards, it is considered appropriate to safeguard two further reserve sites as an alternative option. However, the option for making use of these two smaller sites in combination to meet the identified need would result in the community being separated and conflict with their preferences from a feasibility and viability perspective. Land at White Mare Pool, Wardley, which is already owned by the gypsy and traveller community, is considered to be an appropriate location in general but is too small to provide for the borough's entire permanent pitch need. However, the gypsy community do not consider the site to be ideal due to its isolated access road and its proximity to the A184(T) slip road which could result in disturbance and require additional mitigation. Land adjacent to Hebburn boatyard is a mixed-use allocation and is a gateway site to Hebburn Riverside Park (see paragraph 5.10). However, whilst larger than the White Mare Pool site, the need for extensive landscaping and screening to safeguard the community's residential amenity and ensure that it would not adversely impact upon the surrounding landscape means it would also be incapable of meeting the full identified need. Furthermore, some of the site along the riverbank falls within flood risk zones which would further reduce the realistic capacity of the site (taking into consideration the PPS25 sequential approach and exceptions test).
- 5.52 It is not considered appropriate to allocate sites for the post 2010-2018 period as the Tyne & Wear assessment has not identified a need beyond this timescale. Any proposals for additional sites to cater for requirements after this period will therefore be assessed against Core Strategy and Development Management policies, in combination with future reviews of the sub-regional assessment to determine whether there might be a need to formally allocate appropriate sites.

Capitalising on our Environmental Assets

South Tyneside Green Belt – Principle Purposes:

- to check the unrestricted sprawl of the built-up area of South Tyneside;
- to safeguard the Borough's countryside from further encroachment;
- to prevent the merging of South Tyneside with Sunderland, Washington or Gateshead;
- to preserve the special and separate characters of Boldon Colliery, West Boldon, East Boldon, Cleadon and Whitburn; and
- to assist in the regeneration of the urban area, by encouraging the recycling of land, particularly along the riverside.

Introduction

- 6.1 South Tyneside possesses many natural and historic assets that we need to protect and preserve. We want to ensure that we build upon the opportunities presented by these assets, whilst maintaining and enhancing the distinctive character and heritage of the borough's historic townscape and natural landscape. The protection of our built and natural environmental assets is set out in our Development Management Policies document.
- 6.2 The principles of the control of development in Green Belts are set out in PPG2, and the council is fully committed to this requirement. However, in planning for the future needs of the borough, we have to be aware of the plans of other providers and ensure that these are properly accommodated within the Local Development Framework.
- 6.3 Any more strategic review of the borough's Green Belt is likely to take place as part of the forthcoming LDF Core Strategy review process. This would include further consideration of the potential of sites such as those at Wardley disposal point and former colliery spoil tip, land north of Nissan and at Whitburn rifle ranges (see paragraphs 4.10, 4.23 and 6.8), as well as other Green Belt sites put forward through the Strategic Housing Land Availability Assessment (SHLAA), to contribute towards providing for the borough's spatial land use needs.

Protecting Natural Resources

- 6.4 The cessation of former, particularly industrial, uses across the borough in the recent past has brought about a number of derelict and underused sites. The reclamation of despoiled sites will enable the creation of new assets or add value to existing ones, and help to enhance South Tyneside's character. However, we also recognise that previously-developed sites may also have biodiversity value and this should be taken into consideration in any reclamation and remediation works. The Durham Biodiversity Action Plan refers to such priority habitats as 'early successional brownfield land'.

LDF Core Strategy Policies:
ST1, A1, SC6, EA1, EA3, EA5

DPD Policies: SA2, SA7

Local Development Documents:

- LDD4* Development Management Policies
- SPD1 Sustainable Construction & Development
- SPD2* Urban Design
- SPD3* Green Infrastructure Strategy
- SPD5 Planning Obligations & Agreements

* Denotes document in draft or yet to be prepared

Great North Forest, Forest Plan (2003)
Durham Biodiversity Action Plan



Policy SA11 Reclaiming Despoiled Sites

To assist the conservation and enhancement of South Tyneside’s local character and distinctiveness, we will facilitate the reclamation and restoration of the following despoiled areas:

- A) land adjacent to the Tyne Dock coal terminal mineral railway line (Brockley Whins to West Park), for landscaping (approx. 3.0ha);**
- B) the former Ministry of Defence medical stores and bunkers, East Boldon, for nature conservation (approx. 6.0ha);**
- C) land at Red Barns Quarry, Mill Lane, Hebburn, for landscaping, recreation, and nature conservation (approx. 11.5ha); and**
- D) land at Marsden Quarry, Coast Road, South Shields, for landscaping, recreation, and nature conservation (approx. 26.6ha).**

as shown on the Proposals Map.

- 6.5 Land adjacent to the Tyne Dock mineral line, particularly at the ‘Brockley Whins triangle’ is currently non-operational. Some of the land may be required as part of the proposed new Metro link should this safeguarded corridor become the preferred option, particularly as Network Rail have recently re-opened the ‘Brockley Whins curve’ (see Policy SA2 and paragraph 3.8). It is proposed to reclaim this area through landscaping to secure wildlife habitat and other environmental improvements for the benefit of adjacent residential areas.
- 6.6 The former Ministry of Defence (MoD) site in the Green Belt at East Boldon, currently owned by Mayflower Glass, has lain largely derelict since being vacated by the MoD in the 1960s. As a means of enhancing the function and appearance of the Green Belt and the wildlife corridor through this area, and in furthering the aims of the Great North Forest and Durham Biodiversity Action Plan, it is proposed that the land and buildings on this site be reclaimed for nature conservation purposes, such as Magnesian Limestone Grassland habitats.
- 6.7 Planning permission was granted in July 2005 for the extension of Red Barns Quarry. Works commenced around 2006, and there is understood to be about 12-13 years worth of brick shale remaining to be extracted from this area at current extraction rates. Extraction and restoration of the quarry for new habitats and recreation are proposed to be completed around 2025. The latest extraction of Marsden Quarry was permitted in 2002 and, following completion of extractions in around 2027, restoration is expected to be completed by 2031 – a restoration scheme has already been permitted.

- 6.8 The extant planning permission for the Wardley coal disposal point alongside the disused Leamside railway line requires its restoration and reclamation as part of the Green Belt by 2047 (see paragraph 4.10). The future reclamation of this site should take into consideration the adjacent former Wardley Colliery spoil tip's designation as a new Local Wildlife Site in recognition of its early successional brownfield grassland habitat (see Development Management Policy DM7).

LDF Core Strategy Policies:
ST1, ST2, A1, E1, EA5, EA6

DPD Policies: SA2, SA3

Local Development Documents:

LDD4* Development Management Policies
SPD1 Sustainable Construction & Development
SPD5 Planning Obligations & Agreements

* Denotes document in draft or yet to be prepared

PPS10 Updated 30 March 2011

South Tyne & Wear Waste Management Partnership
Joint Municipal Waste Management Strategy

'Apportionment of Future Waste Arisings' (North East
Assembly, 2008)

Regional Waste Apportionment Update Paper (2010)
Tyne & Wear Sustainable Waste Management Study
2011

North East of England Commercial and Industrial Waste
Survey 2010 (North East Sustainable Resources Board,
2011)

South Tyne & Wear Waste Management Partnership
Identification and Assessment of Potential Waste
Management Sites: Gateshead, South Tyneside and
Sunderland (2008)

South Tyne & Wear Waste Management Partnership
Identification and Assessment of Potential Support
Waste Management Sites (2010)

Waste Management

- 6.9 Sustainable waste management is a key element in ensuring South Tyneside can contribute to protecting natural resources and using them more wisely in order to capitalise on environmental assets and combat the causes of climate change. We want to encourage the diversion of waste from landfill so as to reuse, recycle, and recover energy from it. Core Strategy Policy EA6 outlines the general areas considered to be suitable for waste management and emphasises the links with sustainable communities. Development Management Policy DM9 also sets out our approach to locating and determining future waste management proposals.

Policy SA12 Waste Management Facilities Opportunities

To make an appropriate contribution towards the borough's local municipal solid waste and commercial and industrial waste requirements, the following sites are allocated for waste management operations:

- A) land at Middlefields Industrial Estate, South Shields (approx. 1.0ha);**
- B) land at Middlefields Recycling Village, South Shields (approx. 0.7ha); and**
- C) land at Shaftesbury Avenue, Simonside Industrial Estate, Jarrow (approx. 1.8ha);**

as shown on the Proposals Map.

In the event that any of these sites are not required for waste management, they would be suitable for alternative economic development (Use Classes B1, B2 and B8) in accordance with Policy SA3 and Development Management Policy DM2.

- 6.10 A number of waste streams are produced in the borough that need to be managed, such as construction and demolition, commercial and industrial, municipal (including household), agricultural, and hazardous waste. Some of these wastes will be managed within the borough, and some outside on a sub-regional/regional/national basis dependant on efficiency and economies of scale factors. Whilst the majority of waste produced within the



borough has historically been sent to landfill, there are now facilities such as waste transfer stations and material recycling facilities in operation.

- 6.11 We need to allocate sufficient sites/facilities to manage waste streams such as municipal solid waste (MSW) and commercial and industrial waste (C&I). Regional waste management targets and local tonnage apportionments (as set through the Regional Spatial Strategy and reviewed through more recent evidence base) require that these waste streams are managed in a sustainable manner with increasing targets for recycling and recovery. We have already been successful in diverting MSW from landfill through the introduction of our Kerb-it, Green-it, and recycling centres. There has been a year-on-year reduction in MSW, with 80,731 tonnes being collected by the council in 2009/10, of which 32% was recycled, composted, or recovered.
- 6.12 The regional 'Apportionment of Future Waste Arisings' evidence base report (2008) calculated the borough's apportionments. As well as projecting future tonnages, the report also assessed the borough's current and planned capacity for managing the MSW and C&I waste streams. This concluded that there is a current shortfall and potential future shortfall in provision of waste management facilities within the borough. However, this conclusion is based on the assumption that waste arisings produced within the borough would be managed within that locality in accordance with self-sufficiency and proximity principles to ensure that waste is not transported over long distances in an unsustainable manner. The report accepts that this is unrealistic as waste is imported and exported over local authority boundaries depending on waste facility provision and contracts. It subsequently reviewed the capacity within adjacent local authorities, and identified that there is sufficient additional MSW and C&I capacity that South Tyneside could utilise. However since this data was published, regional studies have indicated a marked decline in waste arisings that require management. We have subsequently reviewed planning permissions for current/proposed operational waste facilities and Environment Agency permitted licences held by facilities within the borough. This has identified that in South Tyneside there is broadly 200,000 tonnes of material recycling capacity per annum, which could potentially provide for the borough's MSW and C&I recycling/recovery targets. There is also in the region of 380,000 tonnes per annum capacity for inert (ie. non-toxic) landfill. The existing facilities at Simonside Industrial Estate and Middlefields Industrial Estate in South Shields are therefore allocated for continuing waste management operations.
- 6.13 South Tyneside Council have entered into a South of Tyne and Wear partnership with Sunderland City Council and Gateshead Council to establish a shared, strategic waste management facility that all three authorities will feed into. Through the Joint Municipal Waste Management Strategy, the partnership has identified particular waste management operations that would enable the three local authorities to deal with waste in a sustainable manner. As part of a Private Finance Initiative, the partnership have awarded a contract to SITA UK Ltd, that will



deal with residual municipal waste after recycling/composting in a permitted Energy from Waste facility in Tees Valley. It is anticipated that this 25-year waste management solution which will significantly divert waste from landfill will commence operations in 2014. In order to bulk-up waste prior to transport to the Teesside facility, Middlefields Waste Transfer Station in South Shields is accordingly allocated. As a contingency, there is existing capacity elsewhere in Tyne and Wear, and the wider region to cater for the borough's C&I and MSW arisings. Strategic scale waste management facilities include; the planned expansion to the existing facility at Monument Park, Sunderland which has been granted permission to expand to treat 280,000 tonnes of MSW per annum, as well as a recently built autoclave facility in Gateshead. MSW waste management and recycling/composting contracts have already been awarded for the interim period.

- 6.14 It is therefore considered that the borough broadly has sufficient existing and planned waste management capacity to deal with its MSW and C&I waste tonnage apportionments through the proposed site allocations and in conjunction with the South Tyne Wear Waste Management Partnership's strategic waste treatment contract. These apportionments will be kept under review, factoring in the recent marked reduction in waste production within the borough.
- 6.15 As technologies change and to potentially deal with other waste streams, there is the potential for new waste proposals to come forward in the borough. Core Strategy Policy EA6 and Development Management Policy DM9 set out the principles for determining where potential new waste proposals should be located and criteria for ensuring that any adverse impacts are minimised and mitigated against.

Annex A: Monitoring and Implementation Framework

A.1 The performance of policies and proposals in this Development Plan Document will be monitored as part of the Local Development Framework's Annual Monitoring Report process, together with a more comprehensive review as standard every 5-years to determine whether the strategy and policies might require any significant modifications through a revision of the Plan. Where relevant, monitoring against the target threshold percentages will be carried out over a 3-year rolling period. If a target is not achieved during any such timeframe, the policy and target will be reviewed to assess whether any alteration or modifications should be made, and feed into a revision of the Plan. The need to undertake any such revision of the Development Plan Document will be taken through consideration of the cumulative effects of targets not being met rather than one individual target not being achieved. This is in accordance with the plan-monitor-manage approach.

[NB. Mixed-use development sites are identified under Policy SA1 if not against specific policies]

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA1 Mixed-Use Development Opportunities	More detailed policies within this Development Plan Document	Spatial Planning in liaison with Area Planning, and Regeneration	Ongoing	Within existing budgets	(See other policies)	Not Applicable
	A) i) Westoe Crown Village	Development Control process	2011	Private sector	Development completed.	Under construction – not required.
	ii) Trinity South, Frederick Street (Riverside Masterplan)	Regeneration and ONE North East in liaison with Spatial Planning and Area Planning,	2021	Public and Private sector	Detailed 'reserved matters' for approved outline planning permission by 2011; Redevelopment completed	SPD8 adoption 2007. Outline planning permission approved 2009 in line with masterplan. If subsequent targets not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. Part of regular review assessment after 5 years
	iii) South Shields and Westoe Sports club, Dean Road	Leisure Services in liaison with Asset Management, Spatial Planning and Area Planning	2016	Public and Private sector	Landowner/agents discussions by 2011 Planning Application by 2012 Redevelopment completed	If subsequent targets not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	iv) South Tyneside College, Westoe Campus	South Tyneside College in liaison with the Education Authority, Regeneration, Spatial Planning and Area Planning	2021	South Tyneside College and Private Sector	South Tyneside College / Landowner/agents discussions by 2016 Planning Application by 2016 Redevelopment completed	If subsequent targets not met, meet with South Tyneside College / landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA1 continued...)	v) Brinkburn Comprehensive School, McAnany Avenue	Education Authority and Leisure Services in liaison with Spatial Planning and Area Planning	2016	Leisure Services, Education Authority, and Private sector	Review Leisure Services / Education Authority options and feasibility by 2011; Soft-market testing for housing element by 2012 and review interest; Development Brief by 2013; Planning Application by 2014 Redevelopment completed	If market-testing proves to be negative, review options to identify deliverable alternatives; If subsequent targets not met, meet with Leisure Services / Education Authority within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	vi) 393 King George Road (petrol station)	Development Control process	2011	Private sector	Redevelopment completed	Planning permission approved 2007. If ongoing lack of progress, meet with landowners / agents to discuss obstacles to progress, review options and agree an action plan to get completion back on track. Part of regular review assessment after 5 years
	vii) Boldon Lane (car showroom and petrol filling station)	Area Planning and Regeneration in liaison with Spatial Planning	2021	Private sector	Landowner/agents discussions by 2015 Planning Application by 2017 Redevelopment completed	If subsequent target not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	viii) Temple Park Infants School, Rubens Avenue	Leisure Services / Education Authority in liaison with Spatial Planning and Area Planning	2016	Public Sector	Review Leisure Services / Education Authority options and feasibility by 2011; Soft-market testing by 2012 and review interest; Development Brief by 2013; Planning Application by 2014 Redevelopment completed	If market-testing proves to be negative, review options to identify deliverable alternatives If subsequent targets not met, meet with Leisure Services / Education Authority within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA1 continued...)	ix) Former Kwik Save site, The Wynde	Asset Management in liaison with Spatial Planning and Area Planning	2016	Private Sector	Landowner/agents discussions by 2012 Planning Application by 2014 Redevelopment completed	If subsequent targets not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	x) Chuter Ede Educational Centre, Galsworthy Road	Leisure Services / Education Authority in liaison with Asset Management, Spatial Planning and Area Planning	2016	Leisure Services, Education Authority, and Private sector	Review Leisure Services / Education Authority options and feasibility by 2011; Soft-market testing by 2012 and review interest; Development Brief by 2013; Planning Application by 2014 Redevelopment completed	If market-testing proves to be negative, review options to identify deliverable alternatives If subsequent targets not met, meet with Leisure Services / Education Authority within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	B i) Land at Hebburn Riverside, Prince Consort Road	Asset Management in liaison with Leisure Services, Regeneration, Housing Futures, Spatial Planning and Area Planning	2016	Public and Private sector	Review Leisure Services / Housing Futures / Regeneration options and feasibility by 2012; Soft-market testing by 2013 and review interest; Development Brief by 2013; Planning Application by 2014 Redevelopment completed	If market-testing proves to be negative, review options to identify deliverable alternatives If subsequent targets not met, meet with partners within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	ii) Argyle Street / Caledonian Street, Hebburn	Regeneration in liaison with Countryside Team, Spatial Planning and Area Planning	2021	Public and/or Private Sector	Soft-market testing by 2012 and review interest; Development Brief by 2013; Planning Application by 2014 Redevelopment completed	If market-testing proves to be negative, and/or subsequent targets not met, meet with partners within 6 months to discuss obstacles to progress, and review options to identify deliverable alternatives. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA1 continued...)	iii) Ashworth Frazer Industrial Estate and Hebburn Community Centre, Station Road / Argyle Street	Regeneration in liaison with Asset Management, Business Development, Leisure Services, Spatial Planning and Area Planning	2026	Public and/or Private Sector	Landowner/agents discussions by 2013; Relocation of tenants by 2015; Development Brief by 2015; Planning Application by 2015; Redevelopment completed	If subsequent targets not met, meet with Asset Management / Leisure Services / landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	iv) Hebburn civic site, Campbell Park Road	Regeneration in liaison with Asset Management, Leisure Services, Spatial Planning and Area Planning	2021	Public and/or Private Sector	Leisure Services / Asset Management discussions by 2011; Soft-market testing by 2012 and review interest; Development Brief by 2013; Planning Application by 2014; Redevelopment completed	If market-testing proves to be negative, review options to identify deliverable alternatives If subsequent targets not met, meet with Asset Management / Leisure Services within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of major permissions complying with SA1	<75% would trigger review

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA2 Improving Physical Accessibility and Transport Infrastructure	Tyne & Wear Local Transport Plan (LTP)	Nexus / Transport Futures in liaison with Streetscape and other LTP partners	Ongoing	Within existing budgets	Percentage of permissions complying with LTP	Target of >75% Linked to review of LPA in 2011
	A) Creating and improving pedestrian / cycle / bridleway routes	Transport Futures in liaison with Countryside Team, Spatial Planning, and Area Planning	2016	Within existing budgets	Landowner/agent discussions as necessary; Routes completed	If ongoing lack of progress, meet with partners within 6 months to discuss obstacles to progress, and review options and potential land assembly options to identify deliverable alternatives. Part of regular review assessment after 5 years
	B) Safeguarding land for new Metro Stations at: i) Monkton Fell, Lukes Lane, Hebburn	Nexus in liaison with Transport Futures, Spatial Planning and Area Planning	2026	Nexus, Private and Public Sector	Landowner / agents / Nexus discussions by 2019 Planning Application by 2024 New station completed	If subsequent targets not met, meet with landowner/agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	ii) High Lane Row, Hebburn	Nexus in liaison with Transport Futures, Spatial Planning and Area Planning	2026	Nexus, Private and Public Sector	Landowner / Nexus discussions by 2019 Planning Application by 2024 New station completed	If subsequent targets not met, meet with landowner/agents / Nexus within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	iii) Mill Lane, Hebburn	Nexus in liaison with Transport Futures, Spatial Planning and Area Planning	2026	Nexus, Private Sector, and Public Sector	Landowner / Nexus discussions by 2019 Planning Application by 2024 New station completed	If subsequent targets not met, meet with landowner/agents / Nexus within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	C) enabling the dualling of the Metro Line between Pelaw and Jarrow/Bede Stations	Nexus in liaison with Network Rail, Transport Futures, Spatial Planning and Area Planning	2026	Nexus and Public Sector	Scheme agreed by 2021; Dualling completed	If subsequent target not met, meet with Nexus within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years.

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA2 continued...)	D) Safeguarded metro line extensions: i) the existing (and part former) Tyne Dock Mineral Line between Tyne Dock and Brockley Whins Metro Stations, (including the Brockley Whins Curve); or ii) the former West Harton mineral line between Tyne Dock and East Boldon Metro Stations	Nexus in liaison with Network Rail, Port of Tyne, Sustrans, Transport Futures, Spatial Planning and Area Planning	2016	Nexus and Public Sector	Landowner / Nexus discussions by 2013; Planning Application by 2014; Metro Line reopened	If subsequent target not met, meet with Nexus / Network Rail within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years.
	E) Safeguarding the former Leamside railway line corridor for a possible strategic freight services and/or public transport	Network Rail and Nexus in liaison with Transport Futures, Spatial Planning and Area Planning	2026	Private and Public Sector	Landowner / Network Rail / Nexus discussions by 2019; Planning Application by 2023; Leamside Line reopened	If subsequent targets not met, meet with Nexus / Network Rail within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners or potential land assembly options. Part of regular review assessment after 5 years.
	F) Park and ride facilities at East Boldon Metro Station	Nexus in liaison with Transport Futures, Countryside Team, Spatial Planning and Area Planning	2021	Nexus, Private and Public Sector	Landowner / Nexus discussions by 2016; Planning Application by 2018; Park and Ride facility completed	If subsequent targets not met, meet with Nexus / Landowners within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	G) Car Park improvements at Clerveaux Terrace, Jarrow	Spatial Planning and Transport Futures in liaison with the Education Authority.	2021	Within existing budgets	; Planning application by 2019; Car Park improvements completed	If subsequent targets not met, meet with partners within 6 months to discuss obstacles to progress, and review options to identify deliverable alternatives. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	H) New access and car parking for Monkton Stadium on part of the former Lukes Lane Primary School site, Marine Drive, Hebburn.	Leisure Services in liaison with the Education Authority, Spatial Planning and Transport Futures.	2013	Within existing budgets	School Closure by 2012; Scheme agreed 2012; Planning application by 2012; New access and car park completed	If subsequent targets not met, meet with partners within 6 months to discuss obstacles to progress, and review options to identify deliverable alternatives. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA2 continued...)	l) Enabling enhancements and highway infrastructure improvements for traffic movement and the reduction of congestion at the following junctions and sections of our Strategic Road Network:	Transport Futures in liaison with Highways Agency, Streetscape, Spatial Planning and Area Planning	2016	Within existing budgets and developer contributions	Schemes agreed 2013; Planning application by 2014; Schemes completed	If subsequent targets not met, meet with Transport Futures within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	i)A1018 Westoe Road between the Dean Road and Beach Road junctions (by 2016); ii) A1018 Westoe Road / B1298 Chichester Road (Westoe Bridges) junction (by 2016); iii)A194 Western Approach / West Way junction (by 2016); iv)A194 Stake Terrace / B1302 Hudson Street (Tyne Dock) junction (by 2016); v)A194 Newcastle Road / A185 Jarrow Road (Arches) roundabout (by 2016); vi)A1300 John Reid Road / A194 Leam Lane roundabout (by 2016); vii)A194 Leam Lane between the A19(T) Lindisfarne interchange and A1300 John Reid Road (by 2016); viii)A19(T) / A194 Lindisfarne interchange (by 2016);	Transport Futures in liaison with Highways Agency, Streetscape, Spatial Planning and Area Planning	2016	Within existing budgets and developer contributions	Schemes agreed 2013; Planning application by 2014; Schemes completed	If subsequent targets not met, meet with Transport Futures within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA2 continued...)	ix)A1018 King George Road / A1300 John Reid Road / Prince Edward Road roundabout (by 2016); x)A1300 John Reid Road / B1298 Boldon Lane / Whiteleas Way junction (by 2016); xi)B1298 Galsworthy Road / Benton Road junction (by 2016); xii)B1298 New Road / Boldon Lane junction (by 2016); xiii)A184 Newcastle Road / B1298 Abingdon Way junction (by 2016);	Transport Futures in liaison with Highways Agency, Streetscape, Spatial Planning and Area Planning	2016	Within existing budgets and developer contributions	Schemes agreed 2013; Planning application by 2014; Schemes completed	If subsequent targets not met, meet with Transport Futures within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	xiv)A194 Western Approach between the A185 Jarrow Road (Arches roundabout) and B1302 Hudson Street (Tyne Dock) (by 2021); xv)B1298 Abingdon Way / B1298 Henley Way junction (by 2021); xvi)B1298 Abingdon Way between the A184 Newcastle Road and the B1298 Henley Way (by 2021); xvii)A185 Victoria Road West / B1306 Mill Lane junction (by 2021); xviii)B1306 Mill Lane / Monkton Lane junction (by 2021);	Transport Futures in liaison Highways Agency, Streetscape, Spatial Planning and Area Planning	2021	Within existing budgets and developer contributions	Schemes agreed by 2016; Planning application by 2018; Schemes completed	If subsequent targets not met, meet with Transport Futures within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA2 continued...)	xix)A194 Western Approach / A194 Crossgate / B1303 Station Road junction (by 2026); xx)B1298 Boldon Lane between the B1298 Stanhope Road and the A1300 John Reid Road (by 2026); xxi)A1018 King George Road / Shields Road / Sunderland Road between John Reid Road and the A184 Newcastle Road (by 2026); xxii)A184 Front Street / Sunderland Road / B1299 Station Road junction (by 2026); xxiii)A19(T) / A184(T) / A184 Newcastle Road interchange at Testos roundabout, including providing for the safeguarding of land to enable grade separation of the A19(T) (by 2026); xxiv)A194 Leam Lane between the B1516 York Avenue and the A19(T) Lindisfarne interchange (by 2026); xxv)A194(M) / A194 Leam Lane / A184(T) White Mare Pool interchange (by 2026);	Transport Futures in liaison Highways Agency, Streetscape, Spatial Planning and Area Planning	2026	Within existing budgets and developer contributions	Schemes agreed 2022; Planning application by 2023; Schemes completed	If subsequent targets not met, meet with Transport Futures within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA2 continued...)	J) safeguarding land, subject to feasibility studies, to allow for the possible future need to realign the Coast Road at Marsden, and for the relocation of the Lizard Point car park, within the corresponding designated Coastal Change Management Area	Transport Futures / Streetscape/ Countryside Team in liaison with Environmental Health, Spatial Planning and Area Planning	2026	Public Sector	Assess situation and investigate options by 2016; Landowner discussions by 2018; Planning application by 2021; Realignment / relocation scheme completed	If subsequent targets not met, meet with partners within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of major permissions complying with SA2	Target >75% - plan, monitor, manage

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA3 Economic Development Opportunities	A) Supporting the future development of the Port of Tyne including the infilling and reclamation of the former Tyne Dock	Regeneration in liaison with Spatial Planning and Area Planning	2016	Port of Tyne	Tyne Dock infilled and development completed	Planning permission granted in 2009. Infilling commenced – not required.
(# see SA1 for mixed-use sites)	B) Major Priority Sites over 2 hectares i) Jarrow Staithes Green Business Park ii) Argyle Street / Caledonian Street, Hebburn#	Regeneration in liaison with Spatial Planning and Area Planning	2016	Private sector	Soft-market testing by 2012 and review interest; Development Brief by 2013; Planning Application by 2014 Redevelopment completed	If market-testing proves to be negative, and/or subsequent targets not met, meet with partners within 6 months to discuss obstacles to progress, and review options to identify deliverable alternatives. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	iii) Land at former Hawthorn Leslie shipyard Ellison Street, Hebburn	Regeneration in liaison with Spatial Planning and Area Planning	2016	Private sector	Landowner / agent discussions by 2012; Planning application by 2013; Redevelopment completed	If subsequent targets not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	C) Priority Sites under 2 hectares: i) Garwood Street, South Shields; ii) Garwood Street (former Jerry's Drums site), South Shields; ix) Cotswold Lane / Hutton Street, Boldon Colliery	Regeneration and Business Development in liaison with Spatial Planning and Area Planning	2016	Public and Private Sector	Soft-market testing by 2012 and review interest; Development Briefs by 2013; Planning Applications by 2014; Redevelopment completed	If market-testing proves to be negative, and/or subsequent targets not met, meet with partners within 6 months to discuss obstacles to progress, and review options to identify deliverable alternatives. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA3 continued...)	iii) Middlefields Industrial Estate, South Shields iv) Land at Bedesway / Jarrow Road, Bede Industrial Estate, Jarrow v) Land East of Pilgrims Way, Bedesway, Jarrow vi) West of Pilgrims Way (East of Mitsumi), Bedesway, Jarrow vii) West of Pilgrims Way (South of Mitsumi), Bedesway, Jarrow viii) Land at Towers Place, Shaftsbury Avenue, South Shields x) Land at Boldon Business Park, Brooklands Way, Boldon Colliery xi) Land west of 16 Brooklands Way, Boldon Business Park, Boldon Colliery xii) Former Dougie's Tavern, Blakett Street, Jarrow xiii) Land at Wagonway Road Industrial Estate, Hebburn xiv) Blue Sky Way (Phase 2), Monkton Business Park South, Hebburn xv) Apollo Court (Phase 2), Monkton Business Park South, Hebburn	Regeneration and Business Development in liaison with Spatial Planning and Area Planning	2016	Private sector	Landowner / agent discussions by 2013; Planning applications by 2015; Redevelopments completed	If subsequent targets not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree action plans to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA3 continued...)	D) Major Secondary Sites over 2 ha i) Land at Short Circuit Testing Station, Victoria Road West, Hebburn	Regeneration in liaison with Spatial Planning and Area Planning	2026	Private sector	Landowner / agent discussions by 2022; Planning application by 2023; Redevelopment completed	If subsequent targets not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	ii) Land at Lukes Lane, Monkton Fell (south), Hebburn	Regeneration in liaison with Nexus / Transport Futures, Spatial Planning and Area Planning	2026	Public and/or Private Sector	Landowner/agents discussions by 2022 Planning Application by 2023; Redevelopment completed	If subsequent targets not met, meet with Transport Futures / Nexus / landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	E) Secondary Sites under 2 hectares: i) Boldon Lane, South Shields (car showroom and petrol filling station)#	Regeneration in liaison with Spatial Planning and Area Planning	2026	Private sector	Landowner / agent discussions by 2022; Planning application by 2023; Redevelopment completed	If subsequent targets not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	ii) Filtrona Park, Shaftsbury Avenue, Jarrow	Regeneration and Business Development in liaison with Leisure Services, Spatial Planning and Area Planning	2026	Private Sector	Landowner / agent / football club discussions by 2022; Relocate football club by 2024; Planning application by 2024; Redevelopment completed	If subsequent targets not met, meet with landowners / agents / football club within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of major permissions complying with SA3 - up to 32ha permitted by 2026 (at least 22ha by 2016)	Target >75% - plan, monitor, manage

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA4 Educational Provision and Development Opportunities (# see SA1 for mixed-use sites)	A) South Tyneside College, Westoe Campus#	South Tyneside College in liaison with the Education Authority, Regeneration, Spatial Planning and Area Planning	2016	South Tyneside College	South Tyneside College / landowner / agents discussions by 2011; Planning Application by 2014; Redevelopment completed	If subsequent targets not met, meet with South Tyneside College / landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	B) Building Schools for the Future (BSF) projects for new build and refurbished secondary schools: i) Harton Technology College, Lisle Road, South Shields ii) St. Wilfrid's RC College, Ashley Road, South Shields; iii) St Joseph's RC VA Comprehensive School, Mill Lane, Hebburn; iv) Hebburn Comprehensive School, Campbell Park Road, Hebburn	Education Authority in liaison with Spatial Planning and Area Planning	2012	Education Authority	Redevelopments completed	Under construction. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	C) Building Schools for the Future (BSF) projects for new alternative education and learning projects: ii) Co-location of the Alternative Education Service's Pupil Referral Unit (PRU) and Galsworthy Centre Special School on part of the St. Wilfrid's RC College site, Temple Park Road, South Shields	Education Authority in liaison with Spatial Planning and Area Planning	2013	Education Authority	School closure by 2012; Planning application by 2011; Redevelopment and school co-location completed	If subsequent targets not met, meet with Education Authority within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA4 continued...)	i) Co-location of a new Learning Centre for the Oakleigh Gardens and Greenfields Special Schools on the Bedewell Primary School site, Victoria Road East, Hebburn.	Education Authority in liaison with Spatial Planning and Area Planning	2012	Education Authority	School closure by 2012; Planning application by 2011; Redevelopment and school co-location completed	If subsequent targets not met, meet with Education Authority within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	D) Transforming Our Primary Schools programme for new build and refurbished primary schools; i) Co-location of a new school for the Lukes Lane and Bedewell Primary Schools on the Hebburn Comprehensive Playing Fields, Campbell Park Road, Hebburn.	Education Authority in liaison with Spatial Planning and Area Planning	2012	Education Authority	School closures by 2012; Planning application by 2010; Redevelopment and school co-location completed	If subsequent targets not met, meet with Education Authority within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of major permissions complying with SA4	Target >75% - plan, monitor, manage

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA5 Retailing Opportunities (* see SA1 for mixed-use sites)	E) Brighton Parade local neighbourhood centre improvements, Lukes Lane Estate, Hebburn	Asset Management in liaison with Spatial Planning and Area Planning.	2021	Private Sector	Landowner/agents discussions by 2012; Planning Application by 2015; Improvements completed	If subsequent targets not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of major permissions complying with SA5 - up to 500sqm net convenience floorspace permitted (250sqm by 2016); - up to 6,500sqm net comparison floorspace permitted (3,000sqm by 2016)	Target >75% - plan, monitor, manage

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA6 Social, Community and Leisure Facilities Opportunities (# see SA1 for mixed-use sites)	D) i) Cleadon Park Community Facilities Campus	Housing Futures in liaison with Area Planning	2011	Private sector	Development completed	Completed.
	E) Facilitating the development of strategic Community Hubs and Local Access Points at: i) Brinkburn Comprehensive School, McAnany Avenue, South Shields#; iii) Horsley Hill Square Horsley Hill, South Avenue; iv) Boldon Lane, South Shields; v) Perth Green, Jarrow; vi) former Hedworthfield Comprehensive School, Cornhill, Fellgate, Jarrow	Leisure Services in liaison with Asset Management, Spatial Planning and Area Planning	2016	Leisure Services	Review Leisure Services options and feasibility by 2011; Planning Applications by 2014 Schemes completed	If subsequent targets not met, meet with Leisure Services within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	I) Enabling the development of a new community swimming pool at the new Jarrow 'Learning for Life' School, Jarrow	Education Authority and Leisure Services in liaison with Area Planning	2016	Leisure Services and Education Authority	Preferred location agreed by 2010. Planning application by 2011; Pool completed	If subsequent target not met, meet with partners within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of major permissions complying with SA6	Target >75% - plan, monitor, manage

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA7 Recreational Opportunities (# see SA1 for mixed-use sites)	New areas of recreational open space, playing fields, and allotments	Culture & Leisure Services in liaison with Spatial Planning and Area Planning	Various	Within existing budgets and developer contributions	Open space, playing fields, and allotments created	If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	G) facilitating the extension of Jarrow Cemetery, Cemetery Road, Jarrow	Culture & Leisure Services in liaison with Spatial Planning and Area Planning	2026	Within existing budgets	Cemetery extension completed by 2026	If subsequent target not met, meet with partners within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of major permissions complying with SA7	Target >75% - plan, monitor, manage

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA8 Living in South Tyneside – Housing Regeneration (# see SA1 for mixed-use sites)	A) Cleadon Park Estate	Housing Futures in liaison with Area Planning	2014	Private sector	Redevelopment completed	Under construction
	B) Boldon Colliery New Town	Housing Futures in liaison with Area Planning	2014	Public Sector and Private sector	Planning application by 2011; Redevelopment completed	Demolitions commenced/completed. Druridge Crescent planning permission approved 2010. Construction commenced – not required.
	C) Druridge Crescent, Horsley Hill	Housing Futures in liaison with Area Planning	2012	Public Sector	Redevelopment completed	If market-testing proves to be negative, review options to identify deliverable alternatives;
	D) Ebchester Street / Aldborough Street	Housing Futures in liaison with Area Planning	2015	Public Sector and Private sector	Planning application by 2012; Redevelopment completed	If subsequent targets not met, meet with partners within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	E) West Way, South Shields	Housing Futures in liaison with Area Planning	2014	Public Sector and Private sector	Tenants re-housed and site clearance by 2011; Soft Market Testing and review interest by 2011; Development Brief by 2011; Planning application by 2012; Redevelopment completed	If market-testing proves to be negative, review options to identify deliverable alternatives; If subsequent targets not met, meet with partners within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of major permissions complying with SA8	Target >75% - plan, monitor, manage

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA9 Living in South Tyneside – New Housing Opportunities (# see SA1 for mixed-use sites)	A) 2004-2016 – i, v, xiv, xix, xxii, xxxiii, xxxvi existing commitments	Housing Futures in liaison with Regeneration, Spatial Planning and Area Planning	2016	Private sector and Public Sector	2,581 housing completions by 2016	7 sites (1,465 homes) under construction. 986 homes already completed. If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	ii, iii, iv, vi, viii, x, xx, xxi, xxv, xxvi, xxvii, xl – existing permissions	Housing Futures in liaison with Regeneration, Spatial Planning and Area Planning	2016	Private sector and Public Sector	268 housing completions by 2016	If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	ix) Cleadon Park Library, Sunderland Road xiii) Murtagh Diamond House, The Wynde, South Shields xviii) Westfield, Orwell Close, Biddick Hall xxiii) Hindmarch Drive, West Boldon xxiv) Hardie Drive, West Boldon xxvii) Balgownie House & Suffolk St, Registry Office, Bede Burn Road, Jarrow xxix) Belsfield Gardens, Jarrow xxxix) Wark Crescent, Jarrow	Housing Futures in liaison with Regeneration, Asset Management, Spatial Planning and Area Planning	2016	Private sector and Public Sector	Planning applications by 2014; Sites completed	If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA9 continued...)	xxxiii) School Street, Hebburn (phase 1) xxxiv) School Street, Hebburn (phase 2)	Housing Futures in liaison with Regeneration and Asset Management , Spatial Planning and Area Planning	2016	Private sector and Public Sector	Planning application by 2013; 161 housing completions by 2016	Development Brief published 2009 Planning application for 71 units – registered. If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	vi) Wyvestow lodge, Sunderland Road xvii) Former Brydan Court Nursing Home, Galsworthy Road, South Shields	Housing Futures in liaison with Regeneration, Asset Management, Spatial Planning and Area Planning	2016	Private sector	Planning applications by 2014; Sites completed	If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	xxx) Bedewell Industrial Estate, Adair Way, Hebburn (Phase 1)	Housing Futures in liaison with Regeneration and Business Development, Spatial Planning and Area Planning	2016	Private sector	Tenants re-located and site cleared by 2013; Planning application by 2013; Approximately 130 housing completions by 2016	Landowner/agent discussions undertaken in 2010 If subsequent targets not met, meet with landowners / agents and within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	xxxi) Victoria Road East, Hebburn (former Greenfields Special School)	Housing Futures in liaison with Education Authority, Regeneration, Asset Management , Spatial Planning and Area Planning	2016	Public and Private sector	School closure by 2012; Planning application by 2014; Site completed	If subsequent targets not met, meet with partners within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	xxxii) Victoria Road East, Hebburn former petrol station / garage)	Housing Futures in liaison with Regeneration and Business Development, Spatial Planning and Area Planning	2016	Private sector	Landowner/agent discussions by 2013; Tenants re-located and site cleared by 2014; Planning application by 2014; Site completed	If subsequent targets not met, meet with landowners / agents and within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA9 continued...)	xxxviii) Land at Monkton Fell (north), Hebburn	Housing Futures in liaison with Regeneration, Nexus / Transport Futures, Spatial Planning and Area Planning	2016	Private sector	Landowner/agents discussions by 2011 Planning Application by 2012 170 housing completions by 2016	Landowner/agent discussions undertaken in 2010 If subsequent targets not met, meet with partners / landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	B) 2016-2021 priority sites	Housing Futures in liaison with Regeneration and Asset Management , Spatial Planning and Area Planning	2021	Private and Public sector	1,152 housing completions by 2021	If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	i) Trinity South, Frederick Street (Riverside Regen. Area) (Phase 2)	Housing Futures in liaison with Regeneration and Asset Management , Spatial Planning and Area Planning	2021	Private and Public sector	Detailed 'reserved matters' for approved outline planning permission by 2011; Redevelopment completed	SPD8 adoption 2007. Outline planning permission approved 2009 in line with masterplan. If subsequent targets not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. Part of regular review assessment after 5 years
	vi) Porlock Gardens, Low Simonside	Housing Futures in liaison with Leisure Services, Asset Management , Spatial Planning and Area Planning	2021	Private and Public sector	Planning application by 2019; Site completed	If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA9 continued...)	iii) Associated Creameries, Egerton Road iv) Land at Health Clinic, Boldon Lane vii) Police Station and Magistrates Court, Clervaux Terrace, Jarrow	Housing Futures in liaison with Spatial Planning and Area Planning	2021	Private and Public sector	Planning applications by 2019; Sites Completed	If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	viii) Bedewell Industrial Estate, Adair Way, Hebburn (Phase 2)	Housing Futures in liaison with Regeneration and Business Development, Spatial Planning and Area Planning	2021	Private sector	Landowner/agents discussions by 2010; Tenants re-located and site cleared by 2014; Planning application by 2014; Site completed (139 housing completions by 2021)	Landowner/agent discussions undertaken in 2010 If subsequent targets not met, meet with landowners / agents and within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	xii) Land at Monkton Fell (central), Hebburn	Housing Futures in liaison with Regeneration, Nexus / Transport Futures, Spatial Planning and Area Planning	2021	Private sector	Landowner/agents discussions by 2012 Planning Application by 2015 Site completed (330 housing completions by 2021)	Landowner/agent discussions undertaken in 2010 If subsequent targets not met, meet with partners / landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	C) 2021-2026 priority sites	Housing Futures in liaison with Regeneration and Asset Management , Spatial Planning and Area Planning	2026	Private and Public sector	161 housing completions by 2026	If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	ii) Brunswick Street v) Green Lane (former residential garages) ix) Land to the north of day care centre, Black Road, Hebburn xi) St John's Avenue, Hebburn	Housing Futures in liaison with Asset Management, Spatial Planning and Area Planning	2026	Private and Public sector	Planning applications by 2024; Sites completed	If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(SA9 continued...)	i) 1 Robinson Street / Westoe Road North iii) Ambleside Avenue/Temple Park Road/Harton Lane iv) Hyperion Avenue (rear of Simonside Arms PH) vi) Coast Road Garage, Marsden View, Whitburn vii) Harton View, West Boldon viii) Neon Social Club, Perth Avenue, Jarrow x) Social Club and car park, Witton Road, Hebburn	Housing Futures in liaison with Spatial Planning and Area Planning	2026	Private sector	Planning applications by 2024; Sites Completed	If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	xii) Monkton Hall, Monkton Lane, Hebburn	Housing Futures in liaison with Spatial Planning and Area Planning	2026	Private and Public sector	Planning applications by 2024; Site completed	If subsequent targets not met, meet with developers within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of major permissions complying with SA9 - location, tenure, type of new housing permissions (by housing market areas); - approx.4,159 new dwellings completed: 2004-2016 = approx. 2,581 2016-2021 = approx.1,152 2021-2026 = approx.161 - proportion of affordable housing achieved	Reviewed in SHLAA and SHMA processes; Absence of early progress would trigger review; Completions part of general review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA10 Living in South Tyneside – Gypsy and Traveller Caravan Accommodation	A) West Pastures, West Boldon, or B) safeguarded land at White Mare Pool, Wardley, together with the Hebburn Riverside site at Prince Consort Road in Hebburn	Housing Futures in liaison with Regeneration/ Asset Management, Spatial Planning and Area Planning	2013	Public and Private sector	HCA / Gypsy and Traveller community discussions by 2011; Planning Application for West Pastures site by 2012; Implementation of infrastructure works at West Pastures by 2013; Redevelopment completed	Gypsy and Traveller community discussions undertaken in 2010/2011. If subsequent target not met, meet with partners within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If not permitted/implemented as planned, undertake enforcement action if necessary, with similar implementation timescales to apply for the alternative reserve site(s) instead. If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years.”
SA11 Reclaiming Despoiled Sites	Land adjacent to Tyne Dock mineral line	Network Rail/Nexus in liaison with Environmental and Spatial Planning	2016	Public sector	approx.3.0ha land reclaimed	If subsequent target not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track.
	Former MoD site, East Boldon	Mayflower Glass in liaison with Environmental Health, Area Planning, and Countryside Team	2016	Private sector	approx.6.0ha land reclaimed	If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years
	Land at Red Barns Quarry, Hebburn	Environmental Health in liaison with Area Planning, Countryside Team, and Leisure Services	2025	Private Sector	Extraction ceases by 2022 approx. 11.5ha land reclaimed	Reclamation schemes approved. If subsequent target not met, meet with landowners / agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get completion back on track.
	Land at Marsden Quarry, South Shields	Environmental Health in liaison with Area Planning, Countryside Team, and Leisure Services	2031	Private Sector	Extraction ceases by 2027 approx. 26.6ha land reclaimed	If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options. Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
SA12 Waste Management Facilities Opportunities	Waste Management Sites A) Land at Middlefields Industrial Estate, South Shields B) Land at Middlefields Recycling Village, South Shields C) Land at Shaftsbury Avenue, Simonside Industrial Estate, Jarrow	Waste Services in liaison with Environmental Health, Spatial Planning, and Area Planning	Ongoing	Within existing budgets; Private Finance Initiative; Private Sector	Facilities operational.	If ongoing lack of progress, consider scope to work with other partners. Part of regular review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of major permissions complying with SA13	Target >75% - plan, monitor, manage

Annex B: Infrastructure Planning

South Tyneside Transportation Study (2006/2008)
South Tyneside Transport Study Update (2010/2011)
Infrastructure Delivery Plan (2011)

- B.1 Government guidance now requires consideration to be given to the wider infrastructure requirements and impacts that could be associated with the planning and delivery of proposed development projects. This infrastructure planning considers infrastructure in its widest sense, including physical transport and utilities, social and community facilities provision and recreation and leisure implications. It identifies whether there might be any potential barriers to the delivery of different schemes (other than the effects of current economic conditions), what sorts of development partners might be most likely to be involved in bringing forward the projects, and the main potential funding sources that could possibly contribute towards delivery within the envisaged timescales.
- B.2 Our Infrastructure Delivery Plan forms a strong evidence base document in support of the Local Development Framework's site allocations, building upon work already carried out in partnership with the Highways Agency and other infrastructure providers. This separate document is available to be viewed at www.southtyneside.info/planning.

Annex C: Replacement of Unitary Development Plan Policies

South Tyneside Unitary Development Plan (1999)

Local Development Scheme

The following final batch of 'saved' UDP policies and proposals were superseded by this Site-Specific Allocations document upon its adoption:

ENV6	Historic Buildings
ENV7	Conservation Areas
ENV7/2	Conservation Areas: Westoe Village
ENV7/4	Conservation Areas: Whitburn
ENV7/5	Conservation Areas: Hebburn Hall
ENV7/6	Conservation Areas: Monkton
ENV7/7	Conservation Areas: West Boldon
ENV7/8	Conservation Areas: East Boldon
ENV8/1	Archaeology: Nationally Important Remains
ENV8/2	Archaeology: Other Important Remains
ENV10/1	Sites to be Reclaimed
ENV13	New Hazards and Potentially Polluting Installations
ENV14	Existing Hazardous and Potentially Polluting Installations
ENV14/3	Contaminants Store, Jarrow
ENV17/1	High Flood Risk Areas
ENV18	The Coastal Zone
ENV18/1	The Undeveloped Coast
ENV23/1	Areas of High Landscape Value
ENV23/2	Areas of Landscape Significance
ENV23/3	Landscape in and Views from the Green Belt
ENV25	The Purposes and Boundary of the Green Belt in South Tyneside
NR2/1	Safeguarding Carbonaceous Shale at Monkton Fell
ED5/1	Sites for Economic Development
H4/1	Identified Housing Development Sites
RL7/1	Sites for Public Open Space Designation
RL8/1	Sites to be included within the Linked Open Space System
T6/6	Pedestrian Access to the Riverside
T9/2	Possible Metro Extension – West Harton and Westoe Lines
T9/3	Possible Metro Dualling – Jarrow to Pelaw
T9/4	Possible Future Metro Station – High Lane Row, Hebburn
T9/7	Possible Future Station – Monkton Fell

**To find out more about the new
Local Development Framework, contact:**

Spatial Planning Team, Housing Strategy and Regulatory Services,
South Tyneside Council, Town Hall and Civic Offices,
Westoe Road, South Shields, Tyne and Wear, NE33 2RL

Telephone: **(0191) 424 7688**

Email: ldf@southtyneside.gov.uk

Visit: www.southtyneside.info/planning

If you know someone who would like this information in a different format contact
the communications team on 0191 424 7385.