

South Tyneside Local development framework

Final ADOPTED
Version

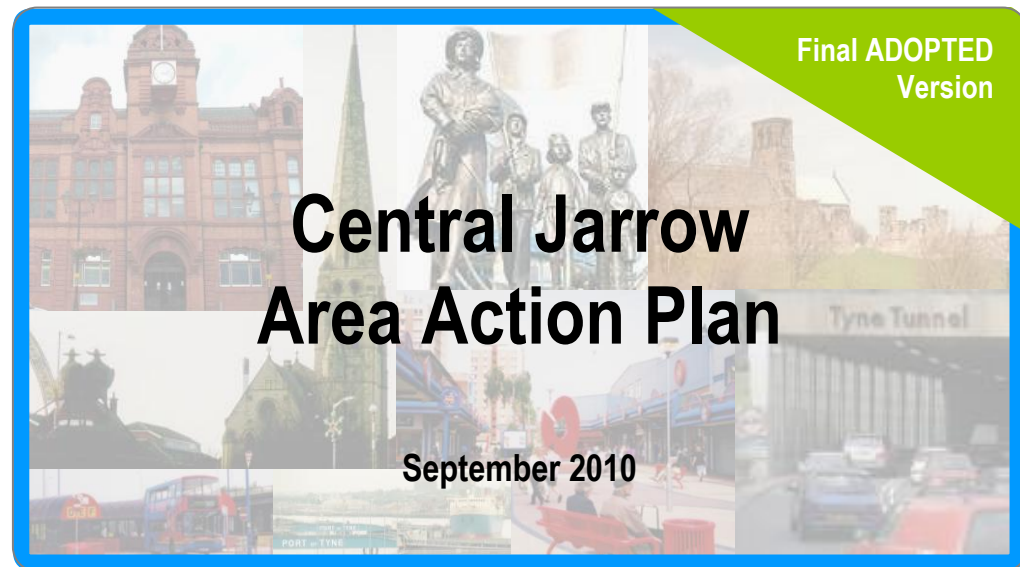
Central Jarrow Area Action Plan

September 2010



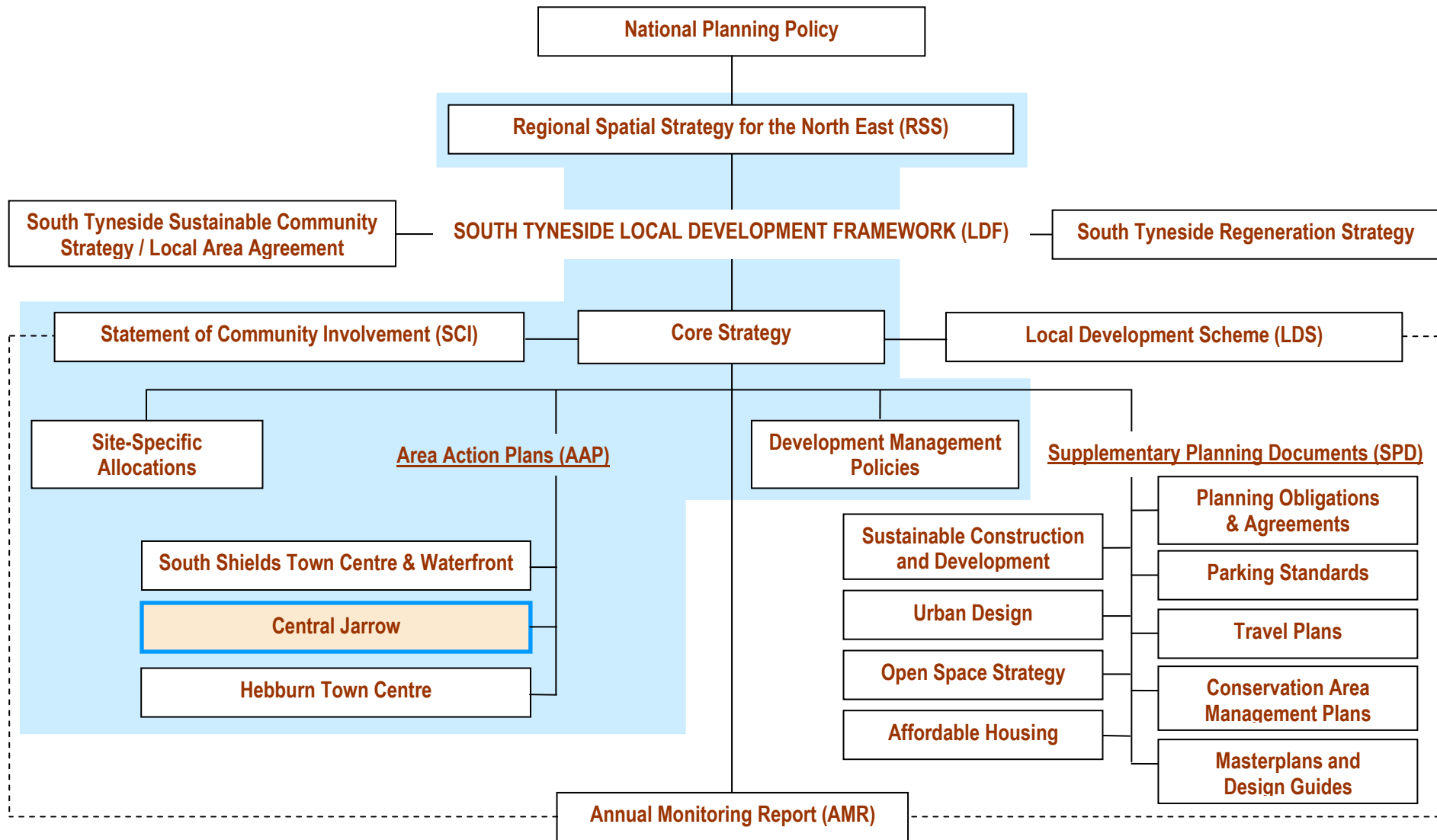
South Tyneside Council

The New Development Plan
for your Borough



Development Plan Document
Adopted by Full Council on 9 September 2010

South Tyneside Local Development Framework – Family Tree



- the statutory Development Plan

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Central Jarrow Area Action Plan

South Tyneside Local Development Framework

Local Development Scheme

Core Strategy

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)

Jarrow Community Area Plan 2008-2011

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

Transforming South Tyneside's Town Centres – Jarrow

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 and 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 Area Action Plan (AAP) is the detailed development plan document for the central Jarrow area in the north of the borough (see aerial photograph opposite). It sets out the more detailed strategy and vision, policies and site-specific land allocations for the Jarrow town centre, riverside and Bede’s World area, as illustrated on the Proposals Map inset. When adopted, these will replace the relevant ‘saved’ policies and proposals within the UDP. The adopted Area Action Plan will then have an indicative lifespan of 15 years from the date of adoption.
- 1.3 This AAP broadly covers the area to the north of the Metro line, between the Jarrow riverside industrial estates to the west and Tyne Dock to the east. It includes:
- the wider Jarrow town centre area;
 - the Tyne Tunnel corridor and southern portal roundabout; and
 - Bede’s World and the St. Paul’s Church and Monastery ~~candidate World Heritage Site~~.
- It also includes the Port of Tyne’s car terminal at Jarrow Slake, ~~which forms part of the setting of the candidate World Heritage Site~~. Areas beyond the boundary of this AAP area will be addressed in the forthcoming Site-Specific Allocations development plan document.
- 1.4 For ease of cross-referencing, this document is structured along the same broad themes as the LDF’s Core Strategy. Its context is provided by, and it should be read in parallel with, the overarching strategy and corresponding core policies within the LDF Core Strategy and the Regional Spatial Strategy for the North East (RSS), which also forms part of the statutory development plan for the borough. Key Core Strategy policies of note, and other relevant LDF documents (marked * if currently not available or only in draft form), are highlighted in the margin alongside each policy.

Note: The UK’s nomination of the Wearmouth-Jarrow twin monastic site to become a World Heritage Site was formally withdrawn in January 2014 at the recommendation of ICOMOS and UNESCO, and subsequent agreement of central Government and Sunderland and South Tyneside Councils.



The 'Spirit of Jarrow' in the Viking Shopping Centre

1.5 The Area Action Plan also seeks to implement the land use-related elements of other council documents that have implications for the Jarrow town centre, riverside and Bede's World areas, such as the 'Spirit of South Tyneside' Community and Neighbourhood Renewal Strategy / Local Area Agreement and the South Tyneside Regeneration Strategy. It also further develops ideas and recommendations from the transformational studies into the borough's town centres and riverside. The Monitoring and Implementation Framework at Annex A draws upon the proposed project timescales within these documents.

1.6 Preparation of this AAP has also been informed by continuous consultation with the local community and stakeholders, including the following Regulation 25, 26 and 28 public involvement exercises (ie. preliminary consultation in accordance with Government planning regulations that preceded the submission and formal consultation on this development plan document):

- the LDF's initial Issues and Options consultation exercise (July/August 2004) – refer to Annex B of this AAP document for details and the sustainability appraisal analysis of the Issues and Options stage;
- Jarrow-specific key stakeholder workshop events (March 2007); and
- public consultation responses received in relation to the first 'preferred options' and revised 'publication' and 'post-submission' draft versions of this Area Action Plan (July-September 2007, November-December 2008 and November-December 2009 respectively), and workshop events with the St. Paul's Area Residents' Association (SPARA).

It has also been informed by:

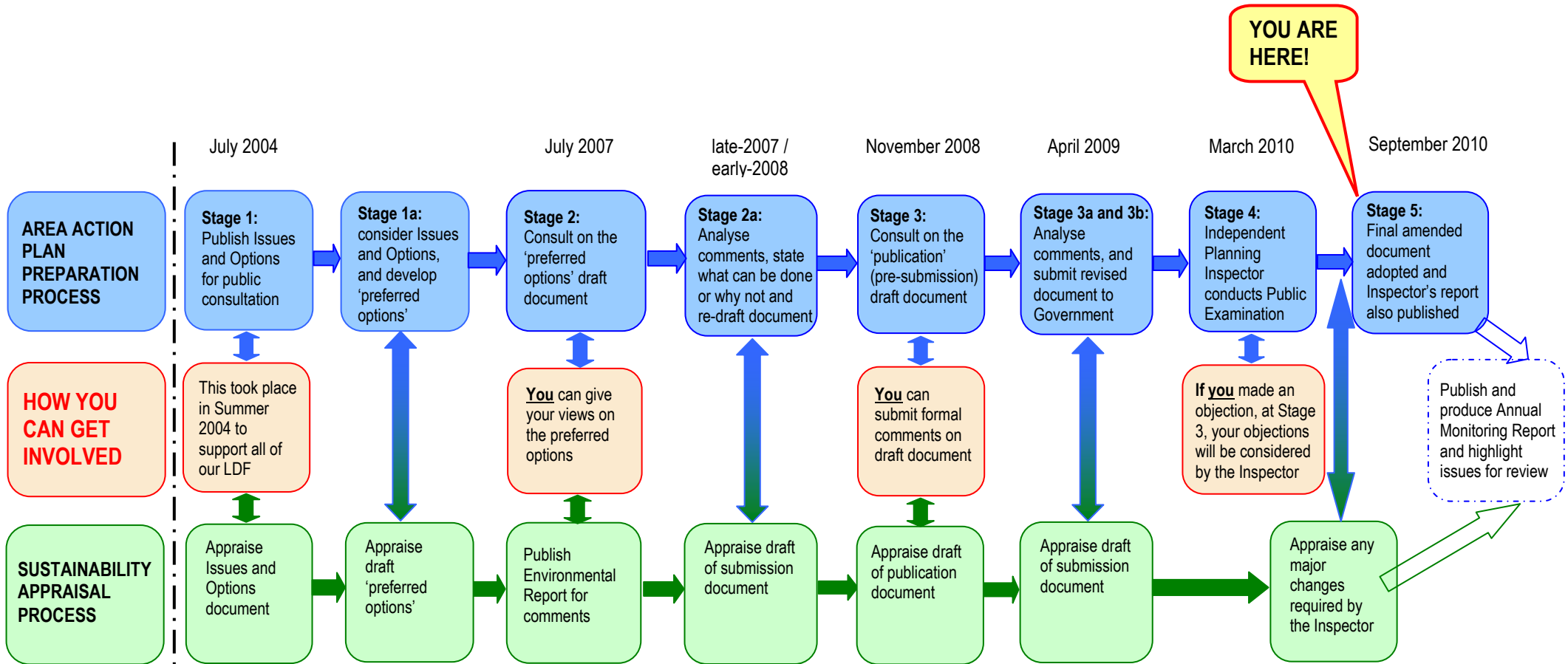
- the council's annual Summer public consultation roadshows;
- public consultation responses received in relation to the 'preferred options' and 'submission draft' versions of the Core Strategy document;
- public consultation on Supplementary Planning Guidance note 15 'New Tyne Crossing – Future Land Uses' that took place alongside the public inquiry into the proposed second Tyne Tunnel in Spring 2003 (SPD15 was subsequently approved in July 2003);
- the initial assessment against the council's Sequential Flood Risk Assessment to determine whether any of the sites are at risk of flooding;
- the initial sustainability appraisal of the social, environmental and economic effects of the draft AAP policies within this document – this report is available separately; and
- the initial habitats regulations assessment ('appropriate assessment') of this document as required under the by 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 – this report is available separately. All policies in this Area Action Plan 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 an 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 Area Action Plan area;

The strategy, policies and proposals within this document have been formulated from these preparatory stages. Background evidence is also set out within the Technical Appendices for each of the Core Strategy themes.

- 1.7 The Habitats Regulations Assessment of this Area Action Plan identified potential risks to the European 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. These issues are addressed by changes to Policies J5, J8, J11 and J12 and their supporting text to protect internationally important bird populations found at sites, including the Northumbria Coast SPA and Ramsar Site.
- 1.8 The process for the preparation of this AAP is summarised in the diagram overleaf, 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 Vision

2.1 Jarrow is the borough’s most famous and historic town, centrally located within the Tyne & Wear City Region at the southern portal of the Tyne Tunnels. Yet it is also the community that is most industrial in character, and its port operations, factories, roads and railways all contributed to the fragmentation of a town centre that is gradually recovering from a period of harder times. Relatively low employment levels and high rates of heart disease and cancer are seen as particular concerns. The challenge is to restore Jarrow’s confidence and sense of place, and reposition it as a historic town with a dynamic economy, and a key location of strategic importance on the A19 and Tyne riverside growth corridors. The second Tyne Tunnel and the joint bid for World Heritage Site status at Wearmouth-Jarrow are important opportunities for change and renewal.

LDF Core Strategy Policies:

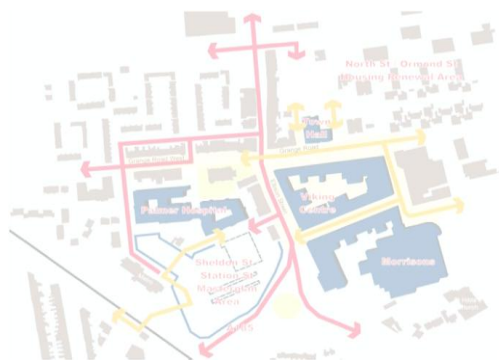
ST1, ST2, A1, E1, SC1, SC2, SC3, SC4, SC5, SC6, EA1, EA2, EA3, EA4, EA5, EA6

Local Development Documents:

LDD4* Development Management Policies
 SPD1 Sustainable Construction and Development
 SPD2* Urban Design

Urban Design Framework

Spirit of South Tyneside: Sustainable Community Regeneration Strategy and Local Area Agreement



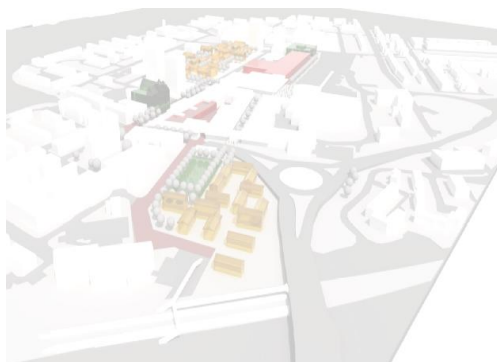
Policy J1 Strategic Vision for Central Jarrow

The spatial strategy for Central Jarrow is to restore pride and self-confidence to historic Jarrow by:

- A) re-establishing the town centre as the heart of community life and building its strength on an employment base with a sustainable core shopping area focused around the Viking Centre;**
- B) making the best use of the cultural, tourism and regeneration opportunities arising from ~~the candidate World Heritage Site at St. Paul’s~~ and its wider setting, together with Jarrow’s industrial and cultural heritage, whilst supporting the development of the Port of Tyne as a key driver of the region’s economy; and**
- C) improving connections between the town centre and Metro/bus station with Jarrow Riverside Park, ~~the candidate World Heritage Site at St. Paul’s~~, and the surrounding residential communities.**

The designated town centre area is as shown on the Proposals Map inset.

2.2 The spatial strategy for the Central Jarrow area is consistent with that set out in the LDF Core Strategy at Policy ST1, and the 22 spatial and sustainability objectives for the borough. It is also consistent with the future plans for Jarrow town centre and riverside within the ‘Spirit of South Tyneside’ Sustainable Community Regeneration Strategy and Local Area Agreement. The LDF strategy seeks to concentrate development on our key regeneration and development areas, including Jarrow town centre. We want to ensure that we maintain established communities and promote social inclusion, whilst building a sustainable environment with great housing and transport links providing full access to major facilities and developments for everyone.

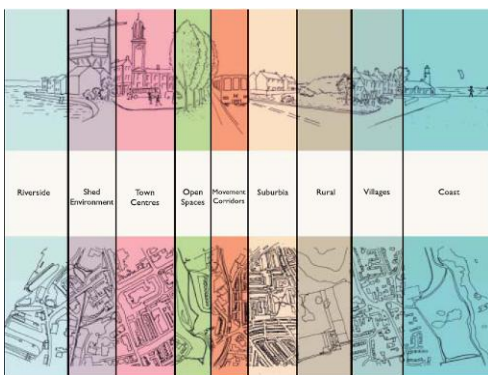


Conceptual ideas from the Transforming Jarrow Town Centre consultancy study

2.3 Having seen some roots of regeneration laid down with the comprehensive redevelopment of the Viking Centre and opening of the Morrisons superstore in 2001, Jarrow’s gradual renewal has begun to gain pace more recently. The extensive Priory Court housing development to the northern side of the town was completed in 2009, whilst construction works on the long-awaited second Tyne Tunnel are well underway. As part of the New Tyne Crossing project that is due to fully open in 2011, the second vehicular tunnel and associated local highway improvements will significantly improve the town’s accessibility on the region’s trunk road network, improving the potential for business investment as well as providing for the creation of a new strategic corridor of recreational open spaces. Opportunities to restore pride in historic Jarrow will be further boosted if the bid for World Heritage Site status for Wearmouth-Jarrow is successful in 2014.

2.4 The overall approach to the future development and regeneration of the Central Jarrow area is based on:

- creating a town centre that expresses local identity, is vibrant, with a diverse range of retail, leisure and cultural facilities that are accessible to all;
- bringing coherence to the town centre, improving key gateways into the town and improving the sense of civic pride, together with creating new links between the river and local neighbourhoods;
- promoting opportunities for the regeneration of the riverside area, integrating the expansion of the town centre community with enhancements to informal recreation and the surrounding natural environment;
- building upon and promoting greater understanding of the town’s heritage, from the Venerable Bede to the Jarrow March and to the present day; and
- supporting the future development needs of the Port of Tyne to enable it to adapt and operate efficiently as a key gateway to trade.



Urban Design Framework Character Areas

2.5 High quality design will be essential to the regeneration of the Central Jarrow area. We want to secure the highest possible quality of built environment and townscape that reflects the town’s distinctive identity and its natural setting. In accordance with Core Strategy Policy ST2, all development proposals must incorporate principles of good design and create a high quality, safe, stimulating, attractive and accessible environment for everyone. Development schemes should also give thorough consideration to the potential for:

- maximising energy and water efficiency;
- providing neighbourhood recycling facilities;
- enhancing biodiversity;
- the incorporation of ‘e-infrastructure’ to assist in reducing the need to travel; and
- minimising the adverse effects of motorised transport;

in accordance with the BREEAM ‘excellent’ rating for retail, offices and EcoHomes, and the equivalent standard in the Government’s Code for Sustainable Homes – refer also to Supplementary Planning Document (SPD) 1 ‘Sustainable Construction & Development’.

- 2.6 Reference should be made to the 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. Further useful design guidance is also set out in the ~~Wearmouth-Jarrow candidate World Heritage Site Management Plan, as well as the joint English Heritage and CABE publication "Building in Context".~~

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

AAP Policies: J1, J3, J4, J5, J6, J7, J8, J9, J10, J11, J12

Local Development Documents:

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

Urban Design Framework

South Tyneside Regeneration Strategy

South Tyneside Transportation Study

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
 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)]

Policy J2 Mixed-Use Development Opportunities in Jarrow

The creation of sustainable communities in the Central Jarrow area will be promoted by the development of key strategic regeneration sites for a mix of uses where appropriate, giving priority to the most accessible and sustainable sites within the town centre.

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

- A) within the designated town centre:**
- i) Grange Road / Ellison Street (approx.0.5ha) (A1, A2, A3, A4, A5, D1)**
 - ii) Station Road / Sheldon Street / Napier Street (approx.0.7ha) (B1(a,b), D1)**
 - iii) Grange Road / Monkton Road (approx.0.6ha) (A1, A3, B1(a,b), D1, D2)**
 - iv) Jarrow Civic Hall, Ellison Street (approx.0.2ha) (A3, B1(a,b), C3, D1, D2)**
- B) within the riverside area:**
- i) land at Mercantile wharves, Priory Road / Curlew Road (approx.7.6ha) (B2, B8)**
- C) within the Bede's World area:**
- i) land at Quay Corner, Priory Road / High Street (approx.1.0ha) (B1, B2, C1, D1)**

as shown on the Proposals Map inset and in accordance with corresponding site allocation policies in this Area Action Plan.

All developments should conform with the highest standards of urban and sustainable design. In particular, new development should include measures that would achieve the equivalent of a BREEAM or EcoHomes 'excellent' rating. Regard should also be given to the provision of integral areas of public open space in accordance with Policy J8.

- 2.7 These key redevelopment sites within the Central Jarrow area offer important 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 and layout of uses is appropriate and compatible with neighbouring uses. Where appropriate (and particularly on smaller sites where more than one or two uses cannot be physically accommodated), this policy provides an element of flexibility in the type development allowed. These are discussed in relation to the relevant policies that follow within this AAP document.

- 2.8 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, 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 J2 Mixed-Use Site Allocations		AAP Policies
A i)	Grange Road / Ellison Street	J3, J6, J7, J8
	ii) land at Station Road / Sheldon Street / Napier Street	J3, J4, J7, J8
	iii) land at Grange Road / Monkton Road	J4, J6, J7
	iv) Jarrow Civic Hall, Ellison Street	J4, J7, J9
B i)	land at Mercantile wharves, Priory Road / Curlew Road	J3, J4, J5, J8, J10, J11, J12
C i)	land at Quay Corner, Priory Road / High Street	J4, J5, J8, J10



- 2.9 All proposals should seek to avoid any significant adverse impacts on any European Sites, including the Northumbria Coast SPA and Ramsar Site. Where avoidance is not possible effective mitigation, which fully addresses any adverse effects on the integrity of any European Site will be required in line with the requirements of the Habitats Regulations 1994, as amended. Proposals should also include and be integrated with areas of public realm and open spaces, and maximise their environmental performance. 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 AAP area, and particularly in the riverside area, 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 relevant 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.

- 2.10 Guidance on the phasing of these development sites throughout the plan period is provided elsewhere in this Area Action Plan in terms of their relative priority for different uses, as well as in the Implementation Framework at Annex A.
- 2.11 Our principal mixed-use site is around the existing bus station area at Station Road / Sheldon Street / Napier Street (including land under Albert Road / Howard Street flyover) within the town centre. This site is currently occupied by a mix of predominantly highway and parking uses, together with a single-storey former supermarket (formerly Somerfield) and small vacant two-storey office block (formerly South Tyneside College's Jarrow Learning Centre). It provides the opportunity for a comprehensive office and community health facilities-led redevelopment scheme connecting between the Viking Centre shopping precincts and the Metro station, integrated with enabling improved visual and pedestrian links across this part of the town and potentially rationalising the bus station's land-take. A development brief will be brought forward to help market the potential redevelopment of this area.
- 2.12 The extensive former Mercantile dry docks site at Priory Road / Curlew Road on the riverside is currently leased by Shepherd Offshore to Cemex UK for aggregates storage and shipping, but is being temporarily used for soil disposal during the construction of the new Tyne Tunnel. The wharves along the riverfront are safeguarded for the shipping of the region's aggregates from marine sand and gravel sources under RSS Policy 43. However, rather than returning it wholly to its current industrial use, this site could alternatively provide an opportunity for a mix of industrial/commercial uses together with improving green infrastructure linkages between the Jarrow Riverside Park and the area around Bede's World and the River Don linked open space system. This would have the added benefit of enhancing the setting of, and protecting views from within, ~~the candidate World Heritage Site and Bede's World~~, whilst the Wearmouth-Jarrow Partnership also want to make use of any opportunity for extending the Bede's World site northwards to the Tyne riverside as part of any redevelopment of this land. Any development proposals for this (or any other) site in close proximity to Northumbrian Water's Jarrow pre-treatment works would need to be accompanied by an Environmental Impact Assessment to assess issues of potential odours from the works and consider whether any mitigation measures might consequently be necessary to upgrade the works. Consideration will also need to be given to the fact that the types and extent of development in many of the riverside parts of Jarrow are restricted by the Health & Safety Executive's (HSE) Control of Major Accident Hazards (COMAH) zones designated around the Rohm & Haas site at Chaytor Street / Ellison Place, the gasholder at Curlew Road (East) and the Shell Mex oil terminal at Priory Road.



- 2.13 The HSE's COMAH restrictions will also affect the potential range and scale of future land uses on the council-owned site at Quay Corner at the junction of Priory Road and High Street, particularly at the northern end of the site closest to the oil terminal. However, this site does offer the potential for a high quality landmark redevelopment appropriate to its strategic location at a key gateway into the ~~candidate World Heritage Site and~~ Bede's World area, it being located on the principal route linking to the town centre and on the main ring road around the town.

Improving Accessibility

- 3.1 Jarrow is generally well-connected to transport networks, including the Metro system. We want to make sure that the Jarrow town centre, riverside and Bede’s World areas are easy to get to and between for everyone. We want to create safe, secure and attractive routes throughout the town. Car parking areas and public realm must be attractive and accessible for everyone.

LDF Core Strategy Policies: ST2, A1

AAP Policies: J1, J2, J4, J5, J6, J7, J8, J9, J10, J11, J12

Local Development Documents:

- LDD4* Development Management Policies
- SPD1 Sustainable Construction and Development
- SPD2* Urban Design
- SPD5 Planning Obligations and Agreements
- SPD6* Parking Standards
- SPD7 Travel Plans

SPG15 New Tyne Crossing - Future Land Uses

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

South Tyneside Transportation Study (2006, updated 2008)



Policy J3 Improving the Physical Accessibility of Jarrow

The accessibility of existing and proposed development sites within the Jarrow town centre, riverside and Bede’s World areas will be improved for all modes of travel, giving priority to sustainable travel, by:

- A) improving visual and physical infrastructure links between the riverside, town centre and Bede’s World areas, particularly along the new Tyne Tunnel corridor;**
- B) creating and improving pedestrian/cycle routes to and alongside the rivers, including a direct link between Howard Street and the Tyne Pedestrian and Cycle Tunnels along the new Tyne Tunnel corridor, and improving walkway/cycleway connections between Jarrow Riverside Park and the River Don, linking with the town centre and Bede’s World areas;**
- C) upgrading pedestrian, cycle and public transport connections along the High Street and Grange Road corridors between the Bede’s World area and the town centre and Jarrow Metro station and bus interchange;**
- D) creating and improving pedestrian, cycle and public transport links between the Bede’s World area and Bede Metro station, and to Monkwearmouth via Bede’s Way, including investigating the feasibility of opening up a new pedestrian/cycle link via the old Jarrow Bridge across the River Don (by 2016);**
- E) improving pedestrian connections between the Viking Shopping Centre and the Metro/bus station interchange;**
- F) improving accessibility at the Metro/bus station interchange, particularly for disabled and mobility-impaired users, together with car parking improvements as part of any mixed-use redevelopment scheme in the Station Road / Sheldon Street / Napier Street area[#] (by 2016);**

[continued ...]



[Policy J3 continued ...]

- G) improving traffic movement, circulation and management, particularly along Ellison Street and Grange Road within the town centre, and focusing road traffic for the town centre towards main gateways at the Ellison Street / A185 Howard Street roundabout and the A185 Howard Street / Monkton Road roundabout, with a secondary gateway at the A185 Howard Street / Priory Road roundabout linking to the A19 / Tyne Tunnels interchange; and**
- H) enabling the construction of the New Tyne Crossing (second Tyne Tunnel) alongside the existing Tyne Tunnel (by 2012), including the reconfiguration of the southern interchange and other necessary highway works within the safeguarded area along the Tyne Tunnel corridor, as shown on the Proposals Map inset.**

All development proposals should be in accordance with the council’s adopted guidelines on car and cycle parking provision. The level of car parking provision should be sufficient to serve the needs of the town centre without adversely impacting on the viability of public transport or other sustainable travel initiatives.



3.2 Jarrow is currently seeing one of the biggest and most complex civil engineering projects in North East region. Construction of the second Tyne Tunnel was given the go-ahead by the Government in July 2005 following a public inquiry in Spring 2003. It is following a safeguarded alignment immediately to the eastern side of the existing vehicular tunnel, and will effectively complete the dualling of the A19 trunk road. The current vehicle tunnel, built in 1967, has been operating in excess of its 25,000 vehicles-a-day design capacity since 1984. The increased combined capacity of the tunnels (75,000 vehicles-a-day) will therefore relieve significant traffic congestion, with the additional benefit of opening up investment and employment opportunities, as well as enabling enhancements to public transport connections and improvements to the local environment around the tunnel portals and road network interchanges. The New Tyne Crossing project is therefore vital to the prosperity of the people of North and South Tyneside, Tyne & Wear and other communities along the A19 Economic Growth Corridor. Hence, it is promoted strategically through both the LDF Core Strategy (Policy A1) and the Regional Spatial Strategy, as well as in the Regional Economic Strategy and Northern Way Growth Strategy.

3.3 Construction works for the 2.6km long cut-and-cover ‘immersed tube’ tunnel commenced on site in Spring 2008. When the fully completed New Tyne Crossing finally opens in early 2012 the new tunnel will carry southbound traffic, with the existing tunnel carrying northbound traffic.



3.4 The works inevitably involve a period of local disruption and community segregation as a result of a series of temporary and permanent road and footpath closures. All efforts are being taken to minimise the disruption to local communities. The 3½-year project involves the use of an extensive area of safeguarded land-take during the construction process, both for the tunnel itself and for the disposal and storage of excavated material. Several properties have been demolished to make way for the new tunnel, including the former St. Peter’s Primary School and Grange Nursing Home plus about 40 residential properties in High Street, Salem Street and Commercial Road. The former listed Gaslight Public House overlooking Jarrow Riverside Park was also required to be demolished. The project also necessarily involves major highway works to reconfigure and improve the layout of the southern interchange which links with the A185 Howard Street and Jarrow Road.



3.5 The Tunnel also presents major regeneration opportunities for a range of new after-uses along the line of the Tyne Tunnels corridor. We started planning for these in a Supplementary Planning Guidance note (SPG15) in 2003, following public consultation in parallel with the public inquiry into the New Tyne Crossing, to inform the thinking on integrating future land uses within the Tyne Tunnels corridor. This outlined the creation of a north-south corridor of linked open spaces above the new tunnel alignment, incorporating new footpaths and cycleways, which will help to improve both visual and physical connections between the town centre and residential communities to the south with the riverside and the Grade II listed Tyne Pedestrian and Cycle Tunnels (built in 1951). These proposals (including sites for new housing) have now been taken forward into this Area Action Plan and a detailed landscape masterplan is being finalised.



3.6 There are also opportunities to improve east-west linkages between the town centre and the Bede’s World ~~and candidate World Heritage Site~~ area via Grange Road, High Street and Church Bank, enhancing legibility and accessibility, together with environmental improvements that reflect this corridor’s status as a key route between the town’s main transport interchange and ~~the candidate World Heritage Site~~. ~~Improving access to and integrating with enhancements to the setting of the candidate World Heritage Site will be crucial to its success, as well as~~ connecting with other development sites and the residential areas along this route. Extending Friar Way westwards to connect with Ferry Street will assist considerably with movement. These route enhancement proposals are being integrated with the afteruse landscape masterplanning of the Tyne Tunnels corridor where the routes interconnect.

3.7 As part of this aim, we also want to examine the potential for opening up a new pedestrian/cycle access along the southern edge of the River Don from Church Bank to and across the old Grade II listed Jarrow Bridge, thereby reinstating an ancient gateway into the ~~candidate World Heritage Site~~ area. Facilitating this link may require further negotiations with the neighbouring MH Southern timber yard and the Port of Tyne as landowners regarding the future use of some of that land. Following the new Tyne Tunnel works, the release of land along the riverside could also present the opportunity to improve footpath/cycleway links between the Tyne Pedestrian

and Cycle Tunnels and Jarrow Riverside Park with Bede's World and the Bede's Way footpath/cycleway through the River Don linked open space system. However, it is essential that any new riverside paths and cycleways are designed and routed to ensure they have no significant adverse effects on those bird species (such as turnstone and purple sandpiper) that contribute to the integrity of the Northumbria Coast SPA and are particularly susceptible to human disturbance whilst foraging (see also Policy J11). Public transport accessibility to the Pedestrian and Cycle Tunnels could also be greatly improved via a reinstated Ferry Street, together with the potential for providing a new bus lay-by and additional car parking close to the entrance of the tunnels as incorporated in the landscape masterplanning.

- 3.8 Since the creation of the large town centre car park to the eastern side of the Viking shopping centre as part of the Morrison's redevelopment, it has tended to become more attractive and convenient for people to use private cars for their main shopping and leisure trips into Jarrow. The public transport interchange to the western side of the centre has become less desirable, not helped by its poor links with the town's main shopping streets. Pedestrian links from the shopping centre to Metro station are seen as cold and inhospitable, with the Ellison Street subway being a somewhat unattractive and indirect route that is in need of environmental enhancement. We want to examine the potential for an improved at-grade crossing on Ellison Street with greater priority for pedestrians, together with creating a more direct, safe and attractive pedestrian route that also better meets the accessibility needs of the disabled and mobility-impaired between the Viking Centre entrance, Ellison Street and the footbridge access to Jarrow Metro station as part of a comprehensive redevelopment of the land around the existing bus station and surrounding uses. Rationalising the bus stands within this area could also be considered in any redevelopment of the bus station. Any revised roads and car parks layout should also seek to address issues of parking congestion in and around the adjacent Palmer Community Hospital. Additionally, there is potential to make better use of the land underneath the Albert Road / Howard Street flyover, such as for car parking.



- 3.9 There is also potential to improve the area around Jarrow Town Hall on Grange Road, by creating an attractive, safe, pedestrian-dominated environment with a new town square, and opening up links with the Viking Centre. Initial work examining options for this new high quality civic square has already been carried out. ~~Grange Road would also form part of the proposed branded Wearmouth-Jarrow World Heritage Site pedestrian route between the Metro/bus interchange and the candidate Site.~~ Improvements to traffic management and circulation in this area, including a review of access arrangements into the neighbouring residential areas, could also create the opportunity for improved bus penetration, whilst ensuring that air quality levels are not adversely affected.



- 3.10 We need to ensure that there is an appropriate balance between providing enough car parking for the town centre to be a viable place for attracting business and shoppers, but also that there is not too much provision which could dissuade people from choosing public transport, cycling or walking.
- 3.11 All development proposals will need to provide parking in accordance with Core Strategy Policy A1 and the council's adopted parking provision guidance (these are currently set out in the Unitary Development Plan, but will be revised in a new Supplementary Planning Document). Sustainable travel plans may also be required (also to be detailed in a Supplementary Planning Document). 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. Initial assessments have been carried out of the potential traffic levels likely to result from the development proposals in this Area Action Plan. These have also informed the supplementary guidance in SPD5 Planning Obligations and Agreements to ensure that any necessary transport infrastructure improvements are suitably delivered and adequately financed.

Delivering Economic Growth & Prosperity

4.1 Jarrow has a rich industrial heritage, and the wider riverside area provides a focus for a wide range of industrial and commercial activities. We want to ensure that Jarrow is an attractive and competitive place for business and commerce to locate, and a desirable place to work. We want to maximise the opportunities for inward investment, and create employment and training opportunities, whilst also protecting the town’s existing industrial and commercial areas.

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

AAP Policies: J1, J2, J3, J5, J6, J7, J8, J9, J10, J11, J12

Local Development Documents:

- LDD4* Development Management Policies
- SPD1 Sustainable Construction and Development
- SPD2* Urban Design
- SPD5 Planning Obligations and Agreements

Urban Capacity Study

Use Classes Order:

- A2 Financial and Professional – financial services (banks, building societies); professional services (estate agents, employment agencies; but not health or medical services); other services (betting shops) – principally where services are provided to visiting members of the public.
- B1 Business – offices not within Use Class A2; research and development (laboratories, studios); light industry.
- B2 General Industrial (not within Use Class B1).
- B8 Storage or Distribution.

‘Edge-of-Centre’ - PPS6 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.

Policy J4 Economic Development Opportunities in Jarrow

The economic growth and prosperity of Jarrow will be promoted by:

- A) supporting the future development needs of the Port of Tyne to enable it to adapt and operate efficiently as a key gateway to trade, where it would not adversely impact on ~~the candidate World Heritage Site at St. Paul’s and its setting;~~
- B) allocating the following priority and reserve sites for high quality office-based business, commercial and industrial developments (Use Classes as specified), where appropriate as part of a mixed-use development scheme#:
 - i) land at Station Road / Sheldon Street / Napier Street# (A2, B1(a,b))
 - ii) Grange Road / Monkton Road# (B1(a,b))
 - iii) Jarrow Civic Hall, Ellison Street# (B1(a,b))
 - iv) former petrol filling station at Howard Street (approx. 0.1ha) (A2, B1(a,b))
 - v) land at Quay Corner, Priory Road / High Street# (B1, B2)
 - vi) land at Rohm & Haas, Chaytor Street (approx. 2.0ha) (B1, B2)
 - vii) land at Mercantile wharves, Priory Road / Curlew Road# (B2, B8)
- C) supporting office-based business and commercial development opportunities on other unallocated accessible edge-of-centre sites where there are no suitable town centre sites available, and provided that they do not adversely affect the general character, function, vitality and viability of the town centre.

Proposals on sites allocated for mixed-use developments should be consistent with Policy J2, with all proposals being in accordance with Policies J10 and J11 and other site allocations and designations within this Area Action Plan, as shown on the Proposals Map inset, and any relevant site development briefs or masterplans.



4.2 To assist in meeting the requirements of Core Strategy Policy E1 and the Regional Spatial Strategy, Policy J4 will be primarily applied to business uses (Class B1) and, where appropriate within the defined town centre, financial and professional services (Class A2). General industrial uses (Class B2) may also be appropriate in some cases where it would not adversely impact on the amenity of neighbouring uses. The council recognises that there is a limited supply of sites in the town centre for high quality office-based developments and that such developments could deliver positive regeneration benefits within the Tyne riverside area. For these reasons, the riverside sites have been allocated for mixed-use including Class B1 uses. In line with the guidance contained in Policy EC5.2 of PPS4, office developments proposed on those sites allocated under Policy J4 will not be subject to sequential testing. However, the council will apply sequential testing to other office proposals, falling within both Classes A2 and B1, which come forward on unallocated sites.



4.3 Other commercial, employment-creating activities will be considered as part of mixed-use schemes in accordance with other policies in this document, as well as development control and design standards. Except where otherwise allocated in Policies J2 and J6, major new retail developments will not be permitted on these sites, although an element of ancillary retailing, leisure and entertainment uses could form part of a mixed-use scheme. However, these must be in accordance with other policies in this document, be accessible to the primary shopping area, and not adversely affect the vitality or viability of the town centre. Similarly, any residential components of mixed-use schemes should conform with our RSS housing allocations (Policy J9 and Core Strategy Policy SC3).



4.4 Together with other industrial and commercial premises in the Jarrow area, the Port of Tyne plays a significant role in promoting economic growth, investment and prosperity in South Tyneside, both directly and indirectly. However, we also need to consider the future impacts of such industrial operations and related land uses on the ~~designated protective buffer zone and wider setting of the candidate World Heritage Site at St. Paul's~~ (see also Policy J10). This area ~~for protection~~ includes the neighbouring Jarrow oil terminal and the Jarrow Slake part of the Port of Tyne. We want to encourage landscaping measures that will help screen these industrial premises and reduce their visual impact on the surrounding area, whilst also examining the potential for longer-term redevelopment of such sites should they become available in the future. The Port of Tyne benefits from 'permitted development' rights to approve port-related development on land in their ownership at Jarrow Slake and Tyne Dock to the east. Whilst we want to safeguard adjacent sites for port-related uses, where appropriate, we also need to ensure the protection of surrounding Local Wildlife Sites of nature conservation importance and features of heritage conservation importance (see also Policies J10 and J11). Consideration should therefore be given to alternative land uses, particularly where this would contribute to the regeneration of the wider area and benefit the ~~candidate World Heritage Site and its wider setting~~.



- 4.5 The construction of the second Tyne Tunnel will involve the use of large areas of existing riverside industrial land for temporary soil disposal and storage. This includes part of the Rohm & Haas premises to the western side of the Tunnels corridor and Jarrow Riverside Park, and the Mercantile wharves land to the east between the riverside park and the mouth of the River Don which is currently leased by Shepherd Offshore to Cemex UK for aggregates storage and shipping. It is currently expected that these areas of land will be returned to their existing heavy industrial uses following construction of the new Tyne Tunnel. The wharves on the former Mercantile dry docks site are safeguarded for future aggregates shipping purposes under RSS Policy 43 – Jarrow is one of five strategic sites in the region that contributes towards the RSS guideline target for the production of 1.25million tonnes of marine sand and gravel. The current capacity of these five marine wharves is estimated at about 1.5-1.8million tonnes. We are therefore investigating with the site operators the potential scope for partial alternative reuse of this land where other uses would not adversely impact on the viability of the site or constrain use of the wharves for aggregates shipping requirements. This could present an opportunity for some new industrial/commercial storage premises on the upper south-western part of the site, where compatible with the HSE COMAH zone restrictions and subject to appropriate access/junction improvements, together with expanded open spaces and improved pedestrian/cycle routes linking between Jarrow Riverside Park and Bede’s World at the mouth of the River Don (see also paragraph 2.12 and Policy J3).
- 4.6 In the area around the bus station there is the potential to make better use of the land. This area presents the opportunity to create a mix of new commercial office and health facility properties fronting onto an improved pedestrian link between the Metro station and the Viking Centre’s Bede Precinct entrance (see also Policies J3 and J7).

Tourism and Cultural Attractions

- 4.7 We want to build upon and celebrate Jarrow's rich cultural heritage, from the life of the Venerable Bede and the birth of Christianity to the Jarrow March. Bede's World in the St. Paul's area, which is based around a museum and working Anglo-Saxon farm, is Jarrow's main visitor attraction and one of the borough's premier tourist destinations. The Issues and Options consultation showed a high public desirability for making the most of our tourism assets.

LDF Core Strategy Policies:

ST1, ST2, E1, SC1, SC2, EA1, EA2, EA4

AAP Policies:

J1, J2, J3, J6, J7, J8, J9, J10, J11, J12

Local Development Documents:

LDD4* Development Management Policies
 SPD1 Sustainable Construction and Development
 SPD2* Urban Design

Catch the Spirit: South Tyneside Local Cultural Strategy
 2003-2008

Wearmouth-Jarrow Management Plan

Wearmouth-Jarrow Economic Impact and Tourism
 Assessment (2006)

Wearmouth-Jarrow Visitor Management and
 Interpretation Study (2006)

Wearmouth-Jarrow Landscape Vision (2008)

South Tyneside Hotel and Visitor Accommodation
 Futures Study (2009)

Good Practice Guide on Planning for Tourism

Policy J5 Tourism and Culture in Jarrow

A diverse range of cultural facilities and tourist attractions will be promoted and encouraged in Jarrow, and particularly in the St. Paul's and Bede's World area, by:

- A) making the best use of the cultural and tourism potential associated with Bede's World and the candidate Wearmouth-Jarrow World Heritage Site, including the provision and enhancement of associated visitor facilities and raising its profile through improvements to signage and to the surrounding public realm;**
- B) establishing a main gateway to the whole candidate World Heritage Site at Bede's World that will interpret its outstanding historical and cultural importance, with secondary gateways via the old Jarrow Bridge across the River Don and at Quay Corner at the junction of Priory Road / High Street[#]; and**
- C) allocating the Quay Corner site at the junction of Priory Road / High Street[#] to provide for any potential needs for expansion of facilities associated with Bede's World and the candidate World Heritage Site, where appropriate as part of a mixed-use development scheme (by 2016);**

whilst having regard to the need to maintain important visual links with, and respect the historic character of, the candidate World Heritage Site and its setting; and

- D) facilitating new museum facilities in Jarrow town centre, where appropriate as part of a mixed-use development scheme[#]; and**
- E) facilitating public works of art at key gateways and along key routes that reflect the heritage of Jarrow.**

Proposals on sites allocated for mixed-use developments should be consistent with policy J2, with all proposals being in accordance with Policies J10 and J11 and other site allocations within this Area Action Plan, as shown on the Proposals Map inset, and in Policy 16 of the Regional Spatial Strategy.



4.8 The attraction of Jarrow as a major tourist destination is set to be further enhanced ~~should the candidate twin sites of St. Paul's in Jarrow and Wearmouth in Sunderland be awarded UNESCO World Heritage Site status in 2010/14~~. The legacy of the Venerable Bede is perhaps South Tyneside's greatest international asset. We want to maximise the potential that Wearmouth-Jarrow, ~~as the UK's nomination for candidate World Heritage Site status in 2010~~, can bring to the local economy. ~~Inscription of World Heritage Site status will~~ heighten awareness of the site and bring an uplift in tourism, ~~potentially worth millions of pounds to the local economy~~, securing and creating many jobs, increasing education potential, and enriching community identity. The twin Wearmouth-Jarrow monastery is acknowledged as one of the most influential learning and cultural institutions in the western world, and we want to draw upon the many aspects of the life of the Venerable Bede, rather than seeing it purely as a visitor attraction.



4.9 Promoting the ~~candidate World Heritage~~ site will also require improved signage and publicity, ensuring that it is prominently signed on all access routes ~~so that visitors know that they have arrived at a World Heritage Site~~. It also offers opportunities to create new public art at gateways to Jarrow, which should seek to build upon existing artworks celebrating the history of Jarrow, such as those of the Jarrow March in Jarrow town centre. We are proposing to enhance the visitor experience of the east-west route between Jarrow Metro Station ~~and the candidate World Heritage Site~~ using the 'Bede's Way' theme. Complimenting this, it may also be possible to similarly theme the new north-south pedestrian/cycle route from Jarrow Riverside Park through the Tyne Tunnels open space corridor as the 'Jarrow March' (see also Policy J3).

4.10 We also want to investigate the potential for establishing new museum and art gallery facilities in the town centre to better highlight other aspects of the town's history besides the Venerable Bede, in particular reflecting the importance of the 1936 Jarrow Crusade. It may be possible to house a museum, possibly together with a relocated library (refer to Policy J7), within part of the existing Jarrow Town Hall or through re-use and refurbishment of the vacant Jarrow Civic Hall.



4.11 Facilitating a growth in tourism in the Jarrow area may also result in a need to provide new visitor facilities and accommodation. ~~The candidate World Heritage Site management plan identifies qualitative improvements as being the main focus for the Jarrow part of the Site, but highlights a need for new high quality educational and community space at Bede's World and St. Paul's, as well as additional coach parking provision, to provide for the likely modest growth in visitor numbers.~~ Related research also identifies a relative lack of good quality hotel accommodation in the area and suggests that should land become available new accommodation would have benefits for both Wearmouth-Jarrow and the wider area. However, specific assessment of visitor accommodation needs in the borough considers South Shields to be the more economically-sustainable focus for any new hotel provision in South Tyneside ~~notwithstanding any World Heritage Site designation for Jarrow~~. The



mixed-use site at Quay Corner at the junction of Priory Road and High Street is likely to provide the best option for meeting any growth requirements, although the scale of any new development on this site is partially restricted by the HSE's COMAH zones due to the proximity of the Jarrow oil terminal. Public consultation has shown a public desire to see exciting, high quality new buildings developed on key sites in the borough's town centres, and any new development in the Bede's World area should similarly reflect those ideals whilst also respecting the setting of the candidate World Heritage Site. Stimulating physical and social regeneration, including appropriate high quality and sustainable new development in the setting of the nominated Site also forms part of the strategic vision set out in Wearmouth-Jarrow's management plan.

Note: The UK's nomination of the Wearmouth-Jarrow twin monastic site to become a World Heritage Site was formally withdrawn in January 2014 at the recommendation of ICOMOS and UNESCO, and subsequent agreement of central Government and Sunderland and South Tyneside Councils.

Delivering Sustainable Communities

- 5.1 Jarrow town centre is the borough’s second main shopping centre, and serves as a key focus for social and community provision for the surrounding community. We want to maintain and enhance its vitality and viability as an attractive place for everyone to live, work and visit for shopping, culture and leisure and make it a destination of choice. We also want to attract further investment, both from retailers and other businesses.

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

AAP Policies: J1, J2, J3, J4, J5, J7, J8, J9, J10

Local Development Documents:

LDD4* Development Management Policies
 SPD1 Sustainable Construction and Development
 SPD2* Urban Design
 SPD5 Planning Obligations and Agreements
 SPD6* Parking Standards

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

PPS4 Definitions:

Town Centre – defined area, including the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area.

Primary Shopping Area – defined area where retail development is concentrated, generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage.

‘Edge-of-Centre’ – i) For retail purposes, a location that is well connected to, and within easy walking distance (ie. up to 300m) of, the primary shopping area;
 ii) For all other main town centre uses (except offices), this is likely to be within 300m of the town centre boundary.

Policy J6 Retailing Opportunities in Jarrow Town Centre

Jarrow town centre will be maintained and enhanced as a popular shopping centre for the local community. We will promote and encourage proposals that broaden the range of shopping opportunities and improve the vitality and viability of the town centre, maintain a sustainable retail environment, and improve its image as a high quality location to invest in.

We will manage the growth of the town centre, whilst consolidating the pattern and distribution of shopping facilities, by:

- A) within the defined town centre area, concentrating retail development within the designated primary shopping area, as shown on the Proposals Map inset, and bringing vacant sites and upper floors back into viable use;**
- B) within the primary shopping area, encouraging retail growth, focused within the designated primary frontages, as shown on the Proposals Map inset;**
- C) within the primary frontages in and around Viking Precinct and Bede Precinct, maintaining a high proportion of no less than 90% of properties in Use Class A1 retail shop use and enabling the amalgamation of retail units to facilitate larger, modern stores. Proposals for the change of use of ground floor retail shop premises will only be permitted where they would not:**
 - i) adversely affect the vitality or viability of the primary shopping area; or**
 - ii) lead to an over-concentration of non-retail shop uses in any particular block of buildings or length of street; or**
 - iii) result in the loss of a prominent retail shop unit(s) (Use Class A1) to non-retail shop uses within, or at the gateway of, the primary shopping frontages;**

[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; but not health or medical services); other services (betting shops) – principally where services are provided to visiting members of the public.
- A3 Restaurants and Cafés – use for sale of food for consumption on the premises (excludes internet cafés).
- A4 Drinking Establishments – use as a public house, wine bar or other drinking establishment.
- A5 Hot Food Takeaways – use for the sale of hot food for consumption off the premises.

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 J6 continued ...]

- D) within the secondary frontages of the primary shopping area, such as Grange Road and Ellison Street, encouraging the upgrading of property frontages with associated environmental improvements, and providing opportunities for a greater diversity of retail and non-retail uses, where they would not adversely impact on the existing character, function and vitality of the street or surrounding environment;**
- E) allocating sites for new retail-based developments in the following locations, to provide up to a maximum 500sqm net additional convenience shopping floorspace, and 3,000sqm net additional comparison shopping floorspace (including up to a maximum 1,000sqm net additional bulky goods shopping floorspace), where appropriate as part of a mixed-use development scheme#:**
- i) Grange Road / Ellison Street# (by 2016)**
ii) Grange Road / Monkton Road# (by 2016)
- F) in edge-of-centre locations outside the primary shopping area, limiting the sale of goods to bulky goods – the sale of other goods will only be permitted where they genuinely form an ancillary part of the primary function of the store.**

Proposals on sites allocated for mixed-use developments should be consistent with Policy J2, with all proposals being in accordance with other site allocations and designations within this Area Action Plan, as shown on the Proposals Map inset, and any relevant site development briefs or masterplans.

- 5.2 The retail health of Jarrow town centre is reasonably good. The main part of the shopping centre comprises the privately-owned and managed Viking Centre, together with a Morrison's superstore. The Viking Centre shopping precincts underwent significant environmental improvements alongside the construction of the new Morrisons superstore which now anchors the centre. However, the shopping centre has suffered from relatively high vacancy levels, more so in the secondary shopping streets than within the Viking Centre's primary frontages. Many of these vacancies have resulted from the centre still resettling in following the opening of Morrisons, albeit that the impact of vacant units has been somewhat offset by the opening of Peacocks, Wilkinsons and Argos at the Ellison Street entrance into Bede Precinct. Rental levels and retail property yields remain reasonably competitive within the primary frontages in particular. However, the vitality of secondary shopping streets such as Grange Road and Ellison Street is failing, partly as a consequence of the inward looking nature of the Viking Centre precincts. There are also significant levels of expenditure leakage from the borough's shopping centres for comparison goods shopping, and a public perception that there has been a decline in the range of shopping choice. We want to maintain and build upon the existing vitality, and maximise the opportunities to enhance the



retail offer in the town. This will help to attract more quality retailers to invest in developing a wide variety of new stores that provide a shopping experience to meet the needs of everyone, and that attracts more visitors back into Jarrow and claws back some of the trade leakage.

- 5.3 We have the capacity to significantly enhance South Tyneside's retail offer in the non-food durable/comparison sector (see definitions in the margin). As one of the borough's main shopping centres, our strategy is to focus the majority of this regeneration potential within the three town centres, where it is the most sustainable and accessible for everyone. This approach is in accordance with the development plan strategy and local retail hierarchy set out in Core Strategy Policy SC2, as well as regional and national policy. Nevertheless, we recognise that new developments need to be complemented by improvements to existing shopping streets. We will therefore encourage proposals that enable the creation of larger shop units that meet better modern-day retail needs, particularly within the primary frontages of the Viking Shopping Centre, through redevelopment or amalgamation of units. We also want to encourage areas of new small-scale, specialist 'niche'-market shops, and to revive secondary frontages like Ellison Street and Grange Road with a diversity of retail-based uses (ie. Use Classes A1, A2, A3, A4 and A5) where appropriate. This overall approach is also broadly endorsed by public consultation at the Issues and Options stage. We will regularly monitor the retail capacity for new shopping developments. In particular, our updated retail study provides a little more scope (up to 2026) to accommodate more convenience floorspace in South Tyneside than the limited borough-wide capacity set out in adopted Core Strategy Policy SC2. However, whilst the study suggests that Jarrow town centre could potentially accommodate about 4,000sqm net additional convenience floorspace over the next 15 years based upon existing shopping patterns, the actual capacity available to Jarrow will be much less than this since the proposed development of a new food-based superstore in Hebburn town centre (refer to the adopted corresponding Area Action Plan) as part of the council's strategic decision to rebalance shopping patterns within the largely shared catchment area of these two towns will inevitably take up a significant proportion of this indicative retail capacity. Nevertheless, the study also suggests a longer-term scope to enhance non-food comparison floorspace provision in Jarrow town centre by about 3,000sqm net, with some known interest from retailers wishing to establish new store representation in the town.



- 5.4 The high proportion of shop uses within the primary shopping frontages (currently 95% Use Class A1 in the Viking shopping centre precincts) is a clear indicator of the success in retail trade in Jarrow town centre. However, there are pressures for the change of use of shops to non-retail uses, throughout the primary shopping area and wider town centre. Cumulative changes of use can lead to concentrations of non-retail shop uses or gradually erode away the retail shop function on the edges of the primary frontages (eg. at the gateways to the Viking Shopping Centre on Ellison Street and Grange Road where there is already a variety of uses such as amusement arcades and betting shops). Such increases in non-retail shop uses, particularly where they involve



the change of use of prominent retail units (such as properties with large retail frontages or those at key gateway points) within the primary frontages, can have an adverse impact on the shopping environment. We want to maintain the strength of the town's retail sector, and the vitality of the shopping environment in the main shopping streets. This policy seeks to retain the predominantly retail character and function of the town's shopping streets in accordance with the hierarchy of primary and secondary frontages within the primary shopping area, and the rest of the town centre. The high proportion of retail shop uses within the primary frontages should not be seen as reason to support the permitting of non-retail shop uses within these streets. This policy also, therefore, discourages proposals that would lead to the loss of any shop units within the primary frontages from retail shop uses, particularly where changes of use would lead to, or intensify, an over-concentration of non-retail shop uses within the primary shopping area. This can sometimes lead to the creation of undesirable lengths of 'dead', inactive frontages during the daytime. This is considered to be more viable than favouring a complete refusal of any changes of use from retail shops within the ground floor primary shopping frontages.

5.5 The main potential sites for new retail development are in the Grange Road and Ellison Street area's secondary shopping frontages and to the eastern side of the Viking Centre. We want to examine the potential for revitalising the outer shopping frontages to the Viking Centre along Grange Road and Ellison Street to create new modern retail units, and thereby improve occupancy levels. There is considered to be potential to rejuvenate this part of the town centre as part of a mixed-use redevelopment scheme, focused around the creation of a new civic square on Grange Road outside Jarrow Town Hall, and linking more directly into the Viking Centre precincts.



5.6 Longer-term retail development opportunities could also present themselves through any future redevelopment of the Grange Road / Monkton Road area around the existing Royal Mail delivery and sorting office, library and mix of social and community facilities. This location is preferred to the Station Road / Sheldon Street mixed-use area for any future expansion of shopping provision in order to maintain the focus of the town's retail facilities in a more sustainable core around the Viking Centre. Any commercial redevelopment in this area should nevertheless have regard to surrounding residential amenity, particularly along the Grange Road frontage immediately opposite the Priory Court housing development, as well as taking into account any need to ensure continued good access to the mail delivery office facility should it remain within this location.

5.7 We also need to ensure that any potential retail warehouse-type developments and other such bulky goods outlets located towards the edge-of-the town centre (within the Area Action Plan area) do not adversely impact on the viability and vitality of town centre shops. Whilst we need to reduce the level of bulky goods trade leakage from the borough, we will continue to make use of planning conditions, obligations and other agreements to limit their business to the sale of bulky goods and genuinely ancillary products.

Entertainment and Leisure Attractions and Community Facilities

5.8 Jarrow town centre provides a focus for entertainment, commercial leisure, social and community facilities. We want to ensure that it continues to provide a popular and sustainable location for a wide variety of diverse attractions and other community facilities that meet the needs of residents and visitors alike.

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

AAP Policies: J1, J2, J3, J5, J6, J8, J9, J10, J11, J12

Local Development Documents:

- LDD4* Development Management Policies
- SPD1 Sustainable Construction and Development
- SPD2* Urban Design
- SPD5 Planning Obligations and Agreements
- SPD6* Parking Standards

South Tyneside Sport & Physical Recreation Strategy

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 J7 Entertainment, Leisure and Community Facilities Opportunities in Jarrow

The provision and enhancement of a range of quality entertainment, commercial leisure and indoor sports facilities, and other social and community facilities will be promoted and encouraged within the Jarrow town centre area.

The following sites are considered appropriate for new high quality community and leisure facilities provision, where appropriate as part of a mixed-use development scheme#:

- A) Grange Road / Ellison Street# (by 2016);**
- B) land at Station Road / Sheldon Street / Napier Street# (by 2016);**
- C) Grange Road / Monkton Road# (by 2016); and**
- D) Jarrow Civic Hall, Ellison Street# (by 2013).**

Proposals on sites allocated for mixed-use developments should be consistent with Policy J2, with all proposals being in accordance with other site allocations and designations within this Area Action Plan, as shown on the Proposals Map inset.

Proposals for entertainment, leisure or other community facilities 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 centre as shown on the Proposals Map inset.

5.9 We want to work with private sector partners to extend the range of sports and leisure facilities serving Jarrow, whilst also consolidating and strengthening social, health and community facilities provision in the town centre. However, important facilities, such as the library and community centre have become somewhat segregated from the main shopping area and public transport facilities beyond by the Morrison’s superstore car park. The library building also acts as a barrier to movement between the community centre and the shopping centre. We also need to address the poor quality design of many of the social and community buildings in the Jarrow town centre area. These facilities could be better integrated, improving how the town centre functions and restoring the heart



of Jarrow. Our Issues and Options consultation also revealed a high public desirability for developing a range of longer-stay tourist attractions integrated with shopping centres and leisure facilities.

- 5.10 The potential redevelopment of secondary frontages to the Viking Centre on Grange Road and Ellison Street, together with the creation of a new public square outside Jarrow town hall, could also present the option of relocating the library more into the centre of town as part of a mixed-use scheme. The presence of the library would also help to revitalise this secondary street.
- 5.11 The Primary Care Trust (PCT) and National Health Trust (NHS) are committed to establishing a new GP-led walk-in health centre with minor injuries/illness unit in Jarrow town centre to complement the services currently provided at Palmer Community Hospital. The council is currently working with the PCT and NHS to assess the potential options for accommodating this new facility.
- 5.12 The Jarrow Civic Hall building on Ellison Street is considered to have potential for multi-functional re-use for other social and community facilities as part of a major refurbishment scheme, possibly including a museum (see also Policy J5) or relocated library. The council are currently examining options for the restoration or redevelopment of this building with various community organisations.

LDF Core Strategy Policies:

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

AAP Policies: J1, J2, J3, J4, J5, J6, J7, J9, J10, J11, J12Local Development Documents:

LDD4* Development Management Policies
 SPD1 Sustainable Construction and Development
 SPD2* Urban Design
 SPD3* Green Infrastructure Strategy
 SPD5 Planning Obligations and Agreements
 SPG15 New Tyne Crossing - Future Land Uses

South Tyneside Open Space Strategy (2009)

South Tyneside Playing Pitch Strategy (2003, updated 2009)

South Tyneside Sport & Physical Recreation Strategy

**Policy J8 Recreational Opportunities in Jarrow**

The quality of the public realm and the provision of publicly-accessible recreational open spaces throughout the Jarrow town centre, riverside and Bede's World areas will be improved by:

- A) requiring riverside developments, where appropriate, to include the creation of public spaces along the river frontages, as part of a continuous walkway/cycleway through the riverside corridor;**
- B) requiring mixed-used developments to include high quality landscaping with a variety of public open spaces and tree cover, in accordance with our adopted standards;**
- C) protecting and enhancing recreational open spaces and playing fields, particularly as part of the strategic green infrastructure network and linked open space system along the River Don corridor, in accordance with our adopted standards and other proposals in this Area Action Plan;**
- D) creating a new 21ha corridor of linked multi-functional open spaces, with associated footpaths and cycleways, along the Tyne Tunnel corridor between Howard Street and an improved Jarrow Riverside Park (by 2011), including the provision of children's play areas as well as new playing fields on the reconfigured Dunn Street Primary School site;**
- E) restoring and enhancing Drewetts Park, including improved visitor facilities as part of the candidate Wearmouth-Jarrow World Heritage Site, and enhancing its visual links with Bede's World, Jarrow Hall, St. Paul's Church and Monastery, and the River Don and River Tyne; and**
- F) supporting proposals for other outdoor sport, recreation and leisure uses and ancillary development associated with the River Tyne and River Don area, 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 environmental assets of the area, particularly those species that contribute to the integrity of the European Site and which are also found at the intertidal mudflats and associated habitats in the Jarrow area.**

- 5.13 We want to improve the quality of the local environment for the benefit of everyone in Jarrow. The construction of the Morrison's car park resulted in the loss of the town's main central area of public open greenspace, whilst a total of nearly 11ha of open space will also be lost in Jarrow during the construction of the second Tyne Tunnel.



This will include the temporary loss of land at Jarrow Riverside Park and some of the playing fields at Dunn Street Primary School – the school will nevertheless have access to the neighbouring former St. Peter’s Primary School playing fields during the 3½-year construction period. However, there will be opportunities to create significant new areas of landscaped public recreational open space along the Tyne Tunnels corridor as part of the afteruse scheme.

- 5.14 It is proposed to create over 21ha of new public open space and school playing fields along this strategic corridor following infilling of the cut-and-cover trench, with major investment in green space and developing strong physical links between the town centre and wider community and the Tyne riverside. We want to maximise the potential of the resultant Tyne Tunnel land uses, to link the town both visually and physically with the proposed open space corridor, the riverside and across to Bede’s World, ensuring that it provides an attractive new area of public open space for the benefit of the whole town centre community. Fundamentally, Jarrow Riverside Park will be redesigned and relandscaped to encourage local people to make more use of it, together with the reinstatement of riverside walkways and Jarrow Motor Boat Club moorings as well as the possible relocation of Jarrow Sea Cadets from their Curlew Road premises down to the riverside. There may also be an opportunity to develop a pub/restaurant (Uses Classes A4/A3) close to the pedestrian/cycle tunnels portal as part of the redevelopment of the park (see Policy J7). New playing fields will also be returned on Dunn Street Primary School’s reconfigured site, also incorporating some of the former Grange Nursing Home site. Children’s play areas, and possibly also a multi-use games area (MUGA), should be designed in to this open space corridor. Additionally, it is proposed that the ‘visor’ space above the existing Tyne Tunnel portal between Stothard Street and St. Bede’s R.C. Primary School is covered in, thus providing an opportunity to create a further area of new landscaped open space to replace the areas lost whilst also improving the setting of St. Mark’s Church. The proposed closure of St. Bede’s R.C. Primary School as part of the council’s Transforming Our Primary Schools reorganisation initiative (see paragraph 5.22) could provide an opportunity to integrate some of the school’s existing small playing field into this wider open space corridor. The visual impact of the new southern interchange on nearby residential areas should also be mitigated by high quality landscaping and appropriate screening.

- 5.15 Critically, the tunnel reinstatement works and open green space must offer a high quality park corridor with associated maintenance and management commitment. A landscape masterplan for the New Tyne Crossing open space corridor is being finalised by the development consortium following public consultation on draft options in Summer 2009. The treatment of the public realm will be of particular importance and should contribute to the surrounding area (see also paragraph 4.8). Public spaces should have a variety of functions and together create a network of attractive and useable areas with safe pedestrian and cycle routes running the length of this linked open space corridor from Howard Street to Jarrow Riverside Park (see also Policy J3).



- 5.16 We also want to investigate the potential to expand Jarrow Riverside Park eastwards along the riverfront following the construction of the New Tyne Crossing, as part of any redevelopment of the Mercantile wharves site that is currently being used by Cemex UK for aggregates storage and shipping (see paragraphs 2.12 and 4.5). This could help to better connect the Riverside Park with the River Don linked open space system at the mouth of the Don and the Anglo-Saxon farm at Bede's World, and would also improve the wider setting of the candidate World Heritage Site – the Wearmouth-Jarrow Partnership are keen to make the most of any opportunity to re-establish the Site's historic strategic estuarine setting and connection with the River Tyne at mouth of the River Don. ~~Drewetts Park lies within the boundary of the candidate World Heritage Site and~~ should also be maintained and enhanced as an important link between Bede's World, Jarrow Hall and the St. Paul's monastic site, together with enhancing visual links between ~~the candidate World Heritage Site and~~ the River Don. Any redevelopment of the mixed-use Quay Corner site at the junction of Priory Road and High Street should also seek to open up this gateway site through the incorporation of new public open space and landscaping, potentially linking with the existing areas of open space to the south of the site.
- 5.17 The proposals outlined in this Area Action Plan for a mixed-use redevelopments in the Grange Road / Ellison Street and bus station areas of the town centre would also provide the opportunity for associated environmental and public realm improvements. This includes the potential creation of a new civic square outside Jarrow Town Hall. It may also be feasible to utilise the underused space underneath the Albert Road / Howard Street flyover next to the existing bus station to develop a small covered recreational area such as a skateboarding park (as an alternative to car parking) as part of the council's aims of ensuring access to sporting activities across the borough.

Sustainable Housing Provision

5.18 Jarrow has a diverse residential community. We want to ensure the continued sustainability of these existing residential areas whilst providing opportunities for attracting new residents to the town.

LDF Core Strategy Policies:

ST1, ST2, SC1, SC2, SC3, SC4

AAP Policies:

J1, J2, J3, J4, J6, J7, J8, J12

Local Development Documents:

- LDD4* Development Management Policies
- SPD1 Sustainable Construction and Development
- SPD2* Urban Design
- SPD4 Affordable Housing
- SPD5 Planning Obligations and Agreements
- SPG15 New Tyne Crossing - Future Land Uses

South Tyneside Strategic Housing Land Availability Assessment (2009)
 South Tyneside Housing Market Assessment (2009)

Use Classes Order:

C3 Dwelling Houses

Housing Densities:

Core Strategy Policy SC3 applies indicative site densities based on accessibility zones as used in the Urban Capacity Study:

- average 50 dwellings per hectare on sites within 400m of a town or other main shopping centre or Metro station;
- average 40 dwellings per hectare on sites between 400-800m of a town or other main shopping centre or Metro station;
- average 30 dwellings per hectare on sites beyond 800m of a town or other main shopping centre or Metro station.

Policy J9 Living in Jarrow

We will promote the provision of a sustainable mix and choice of housing in the Central Jarrow area that meets the needs of everyone. Improvements to the quality of residential areas in the town 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 manage the release of the following sites for residential development, as shown on the Proposals Map inset, to bring forward net additional housing completions phased to the following RSS plan periods, where appropriate as part of a mixed-use development scheme:

- A) 2004-2011 – no need to allocate any further housing land to meet RSS allocations beyond existing commitments.**
- B) 2011-2016 priority sites [Sub-total = approx. 83 net additional dwellings]:**
 - i) land at Friar Way (approx.0.7ha) - approx. 30 dwellings**
 - ii) land at High Street / Stanley Street (approx.0.2ha) - approx. 10 dwellings**
 - iii) land at Salem Street / High Street (approx.0.1ha) - approx. 5 dwellings**
 - iv) site of St. Bede’s RC Primary School (approx.0.7ha) - approx. 30 dwellings**
 - v) Jarrow Civic Hall, Ellison Street (approx.0.2ha) - approx. 8 dwellings**

Proposals on sites allocated for mixed-use developments should be consistent with Policy J2, with all proposals being in accordance with other site allocations and designations within this Area Action Plan, as shown on the Proposals Map inset, 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 J8.

[continued ...]



[Policy J9 continued ...]

All proposals should take into consideration the identified housing needs of the area, focusing primarily on providing 2-bed starter and 3-bedroomed family homes; semi-detached houses, bungalows and upper-floor flats; for owner-occupation and some social renting. Proposals should also include provision for affordable housing that contributes substantially to meeting the identified need for at least 75 additional affordable homes in the Jarrow area in accordance with Core Strategy Policy SC4.

- 5.19 In accordance with Core Strategy Policies SC3 and SC4, this policy seeks to ensure the regeneration of existing residential areas in the town, together with the development of new housing in line with the borough's RSS allocations, so that provision genuinely meets local needs.

- 5.20 In South Tyneside we already have more than enough planning permissions for housing developments to meet the borough's full allocation in the Regional Spatial Strategy (RSS) for net additional dwelling completions up to 2011. We therefore have no need to allocate any further sites for housing development before 2011. Lower priority sites will be held back in accordance with the plan, monitor and manage approach to ensure that the RSS allocations are generally followed for each phase of the plan period. However, the council has adopted an Interim Planning Policy Statement on Residential Development to help manage the release of land for housing in accordance with PPS3, and the allocations in Core Strategy Policy SC3 and the Regional Spatial Strategy. Amongst other things, this makes provision for new housing developments to come forward in the Jarrow town centre area where economic, social and environmental benefits would significantly outweigh the potential harm associated with exceeding housing requirement figures. Copies of the Interim Planning Policy Statement are available at the council's offices and on the council's website. Permission may also be granted for schemes where housing completions are phased post-2011, but site preparation/remediation and infrastructure works could commence before this date.

- 5.21 The Priory Court development in the North Street / Ormonde Street area of Jarrow was completed in 2008, providing 164 new 1, 2 and 3-bedroom homes in the heart of Jarrow, including a mix of apartments, mews-style terraces and town houses. This followed the demolition and clearance of 102 dwellings at the former North Court and Grange Court in 2002.

- 5.22 Our Strategic Housing Land Availability Assessment (SHLAA) identified the three sites within the Tyne Tunnel corridor that had been previously proposed as being suitable for housing in the Supplementary Planning Guidance note (SPG15) on potential future land uses following construction of the New Tyne Crossing. This



guidance proposed new housing at Friar Way would occupy part of the former St. Peter's Primary School site, whilst the two smaller sites at High Street and Salem Street would effectively be replacement housing for some of the 40 properties that were required to be demolished to make way for the new tunnel's construction. The design guidelines in SPG15 suggest that housing on the Friar Way site should not exceed two storeys in height, bearing in mind the raised levels on the site. The High Street site would be suitable for replacement three-storey town houses with integral garages fronting onto High Street itself, whilst elderly-persons bungalows are considered to be most appropriate on the smallest site north of Salem Street reflecting the style of other properties adjacent. The methodology from our Strategic Housing Land Availability Assessment was applied to these potential housing sites to calculate the indicative capacities that are set out in this policy. It is, however, advised that the reclamation and regeneration of disused sites such as at Friar Way will require a mining report to be obtained from the Coal Authority, as well as gaining their permission for carrying out ground investigations and any necessary treatment works to ensure the land is safe from contaminants and stable from former mine shaft workings.



- 5.23 Additionally, the council has been consulting the public on the proposed closure of St. Bede's RC Primary School in Jarrow as part of its Transforming Our Primary Schools initiative, with view to it being potentially co-located on the Jarrow Cross C of E Primary School site to the south of the town. Following periods of formal public consultation during October/November 2007, the council's Cabinet took a provisional decision on 21 May 2008 to defer any decision on this particular proposal to allow for further consultation with the Dioceses (the Roman Catholic Diocese of Hexham and Newcastle and the Church of England Diocese of Durham respectively). Cabinet subsequently ratified this decision on 26 November 2008. The site was considered in the Strategic Housing Land Availability Assessment and, should the proposal to close the school proceed as is now intended, it is considered that the site would be most suitable and appropriate for a mix of residential development (possibly involving conversion of the existing school building) and recreational open space linking into the Tyne Tunnels open space corridor just to the eastern side of the school's small playing field.
- 5.24 The Strategic Housing Land Availability Assessment also identified the vacant former Jarrow Civic Hall site, including the adjacent car park land, as having potential for housing development through conversion and/or new build. However, this site's housing capacity will depend on whether or not the site is developed as part of a mixed-use scheme or wholly for an alternative use altogether.
- 5.25 The assessment also identified other sites across the rest of the Jarrow and Hebburn Housing Market Area that are, or could be, viable (ie. suitable, available and achievable) for potential housing development within the next 5-10 years. These sites, together with our schedule of planning permissions, provide the baseline for the borough's housing land availability. We have allocated in this policy, and the corresponding policy in the



Hebburn Town Centre Area Action Plan, all of the potentially deliverable and developable previously-developed sites identified in the study within these two town centre-based AAP areas, before developing more suburban sites (which are set out in the emerging Site-Specific Allocations document to cover the full 15-year housing land supply required for the Housing Market Area). This is in accordance with the LDF's overall spatial strategy. The redevelopment of sites in this area is generally considered to be of higher priority than those elsewhere in the Housing Market Area in meeting the borough's regeneration objectives. The reuse of 'brownfield' land for housing is also in accordance with public desirability at the Issues and Options stage.

5.26 The study 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. Whilst some such opportunities are likely to be realised within the Jarrow area, adding to the site-based capacity, these cannot be specifically identified and allocated at this stage, and are likely to arise as 'windfall' developments. 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 likely residential amenity from established surrounding uses (eg. noise and air quality issues).

5.27 Taking into account current commitments, and the potential developments in the Tyne Tunnel corridor and riverside areas, sites in this AAP area could realise around 75 new homes. 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 accordance with the Core Strategy housing allocations for the borough's Housing Market Areas in each of the RSS plan periods, 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, including the potential need to clean up contamination from past industrial uses to safeguard any new water distribution network;
- the potential extent of housing land identified as being potentially suitable and available in the Jarrow and Hebburn Housing Market Area, both within and beyond the AAP area;
- the potential extent of non-site-based dwelling opportunities across the borough as a whole, of which some will be likely to arise within the Jarrow town centre area as 'windfall' developments; and
- the potential for higher densities than the indicative capacity suggested by the Strategic Housing Land Availability Assessment (SHLAA), particularly in the light of the recent proposals – ie. allowing for an element of flexibility in the indicative site capacities.



- 5.28 It is essential that both new and existing housing meet people's needs and aspirations. We must ensure that housing meets the aspirations of new residents attracted to live in the town by new higher quality employment-generating uses, as well as providing for the needs of existing residents. We will therefore encourage schemes and 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 Jarrow genuinely meets the identified needs set out in Core Strategy Policy SC4. For example, our housing needs assessment identifies a particular need at the present time for both starter homes and family housing provision (ie. 2 and 3-bedroomed properties are most in demand) in the Jarrow part of the wider Jarrow and Hebburn Housing Market Area (ie. the Jarrow Community Area Forum-based sub-area). There is also some demand for above-ground-floor apartment flats, but again these should seek to provide for both first-time buyers and the family market.
- 5.29 The study also identifies a need for at least 75 affordable homes in the Jarrow part of the borough over the five year period 2004-2009, representing about a third of the additional housing requirement in this sub-area. We will monitor and review the borough's housing needs in the light of the emerging Tyne & Wear Housing Market Assessment and sub-regional Housing Strategy.
- 5.30 Additionally, we want to ensure that we create high quality residential environments. The detailed planning of larger sites, such as at Friar Way, should also seek to incorporate new areas of high quality, landscaped public open space within the layout in accordance with Policy J8. Development briefs will be prepared for all proposed housing sites to help deliver these objectives.

Capitalising on our Environmental Assets

6.1 The Jarrow area 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 ~~the candidate Wearmouth-Jarrow World Heritage Site~~ and the riverside settings, whilst maintaining and enhancing the distinctive character and heritage of the historic townscape and natural riverside landscape.

LDF Core Strategy Policies:

ST1, ST2, SC1, EA1, EA2, EA3, EA4

AAP Policies:

J1, J2, J5, J7, J8, J11

Local Development Documents:

LDD4* Development Management Policies

SPD1 Sustainable Construction and Development

SPD2* Urban Design

SPD13 St. Paul's Conservation Area Management Plan

~~Wearmouth-Jarrow Management Plan~~

~~Wearmouth-Jarrow Nomination Document~~

~~Wearmouth-Jarrow Candidate World Heritage Site Conservation Plan (2006)~~

~~Wearmouth-Jarrow Candidate World Heritage Site Setting Appraisal Study (2005)~~

~~Wearmouth-Jarrow Candidate World Heritage Site Statement of Outstanding Universal Value (2005)~~

~~Wearmouth-Jarrow Statement of Significance (2004)~~

~~Wearmouth-Jarrow Landscape Vision (2008)~~

Catch the Spirit: South Tyneside Local Cultural Strategy 2003-2008

Policy J10 Protecting the Built Environment Assets of Jarrow

The built environment and heritage assets of the Jarrow town centre, riverside and Bede's World areas will be protected, together with their settings. We will promote and encourage schemes and proposals that protect, preserve and enhance the historic, cultural and architectural character and heritage, particularly where associated with the Venerable Bede and Jarrow's industrial past.

Development proposals should especially seek to protect and enhance the contextual importance, character and visual appearance, through views to, from and within, the existing and proposed heritage designations of:

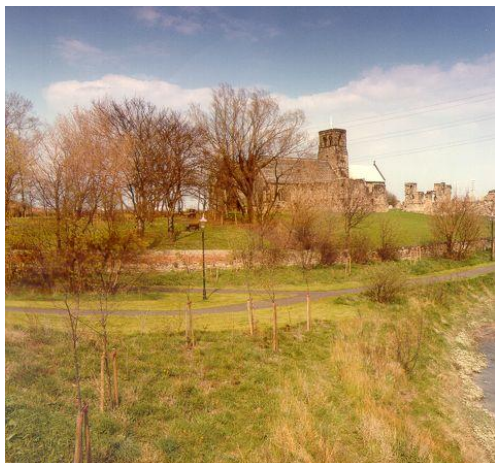
- A) ~~the candidate Wearmouth-Jarrow World Heritage Site at St. Paul's;~~**
- B) the Scheduled Ancient Monuments comprising the remains of St. Paul's Monastery and the site of the former Village of Jarrow, and the Grade I listed St. Paul's Church, ~~that form the focus of the candidate World Heritage Site;~~**
- C) the predominant area of potential archaeological importance surrounding the St. Paul's monastic site ~~that defines the proposed buffer zone of the candidate World Heritage Site;~~ and**
- D) the St. Paul's Conservation Area; as shown on the Proposals Map inset.**

We will work with partners to increase the sense of historic place of the ~~candidate Wearmouth-Jarrow World Heritage Site and its twin settings through the implementation of the Wearmouth-Jarrow Management Plan and~~ protecting the integrity and setting of the area by:

- E) investigating ways to reduce the visual impact of existing large structures; and**

[continued ...]

Note: The UK's nomination of the Wearmouth-Jarrow twin monastic site to become a World Heritage Site was formally withdrawn in January 2014 at the recommendation of ICOMOS and UNESCO, and subsequent agreement of central Government and Sunderland and South Tyneside Councils.



[Policy J10 continued ...]

F) working in partnership with the Port of Tyne Authority to integrate and balance the needs and aspirations of the working Trust Port with those associated with the candidate World Heritage Site.

6.2 We want to ensure the preservation and conservation of the historic built environment. Development proposals (including for advertising and lighting) therefore need to preserve and respect the area's historic character and appearance, giving consideration to the appropriateness of scale, form, street pattern, materials and detailed design, and other relevant development control policies and guidelines. Similar considerations also apply to listed buildings and other buildings acknowledged locally as being of architectural quality or historic significance.

6.3 St. Paul's church and monastery ruins are two of only four Grade I listed buildings in South Tyneside. Formally founded by Northumbrian Nobleman Benedict Biscop in 681, the monastery became a birthplace of European culture and learning in the 7th and 8th centuries, and is most importantly associated with the Venerable Bede (673-735) who is said to have been instrumental in the founding of Christianity. ~~Wearmouth-Jarrow, based around the twin Anglo-Saxon monastic sites of St. Peter's in Sunderland and St. Paul's in Jarrow, which functioned as a single institution, was selected in October 2006 as the UK's nomination for a new UNESCO World Heritage Site. The outcome of the nomination process will be announced in 2012, and if successful South Tyneside would become the first UK local authority in the North East (and only the second outside London) to have two different World Heritage Sites within its administrative area. Achieving World Heritage Site status for Wearmouth-Jarrow would inevitably raise levels of awareness and pride in the Site from local communities as well as gaining international recognition for its historical and cultural significance, and ensure that the Site is managed and protected for years to come.~~

6.4 All proposals in relation to the Grade I Listed St. Paul's Church and Monastery remains, and the site of the former Village of Jarrow, and within their wider setting will need to take account of the candidate World Heritage Site as a material consideration, as required by Regional Spatial Strategy Policies 9 and 32 and LDF Core Strategy Policy EA4, ~~together with the Wearmouth-Jarrow World Heritage Site management plan. National planning policy (notably PPS5 Planning for the Historic Environment and Circular 07/2009) should also be taken into consideration alongside development plan policies, both during the candidature period and beyond should designation be awarded. The Wearmouth-Jarrow Partnership consulted on draft versions of the management plan and nomination document during Spring/Summer 2009, before finalising them as part of the bid for submission to UNESCO in January/February 2011. The management plan seeks to create a single identity to the twin monastic site, ensuring that the historic fabric and character of the area is conserved whilst encouraging~~





appropriate and sensitive development changes that will markedly improve the townscape and quality of the public realm and increase the sense of historic place. ~~The proposed buffer zone area reflects both the visual setting of the candidate World Heritage Site and the known predominant extent of potentially important archaeological deposits that surrounds it. Its purpose is to maintain the special character and setting of the Site, and to promote the protection, preservation and enhancement of the components that are thought to contribute to its potential Outstanding Universal Value. In promoting the Partnership's bid during the candidature period, it is similarly important to protect these components of the candidate World Heritage Site alongside the existing designations and their settings.~~ Proposals should also have regard to the recently adopted St. Paul's Conservation Area Management Plan, which forms a Supplementary Planning Document to the Local Development Framework, and seeks to positively contribute to the council's vision to protect and improve the borough's unique historic areas both now and in the future. The conservation area boundary will also be reviewed in parallel with any future monitoring review of this SPD. An archaeological impact assessment may be required as part of any planning application, and developers may also be required to provide an archaeological evaluation even if the potential effect of a proposal is uncertain.

- 6.5 ~~We want to maintain and enhance the setting and approaches to the candidate World Heritage Site. Any development proposals within the proposed buffer zone of the candidate World Heritage Site must have regard to their visual impact on the monastic site, particularly in terms of the siting, massing and design of any tall or large buildings and structures. It is also essential that any screening measures such as tree planting are designed to ensure they have no significant adverse effects on those bird species (such as turnstone and purple sandpiper) that contribute to the integrity of the Northumbria Coast SPA and require a wide open aspect in order to forage in safety (see Policy J11). Developers and landowners are strongly advised to contact the Local Planning Authority to request a screening opinion to establish whether an Environmental Impact Assessment (EIA) would be required for any developments (particularly those of a large scale) that are considered to be likely to have significant adverse impacts on the candidate World Heritage Site or its proposed buffer zone setting, both during the candidature period and beyond, in the same way as applies in relation to Scheduled Ancient Monuments and other sensitive environmental designations. This European legislative requirement also applies to development proposals that might otherwise be progressed under permitted development rights without the need for planning permission.~~
- 6.6 To this aim, we are working with private landowners to encourage appropriate refurbishment of boundary structures and enhanced landscaping measures to help screen and thus reduce the visual impact of neighbouring industrial land uses, such as the Jarrow Oil Terminal at Quay Corner and the Port of Tyne's developments at Jarrow Slake. We are also investigating the potential for extending the Bede's World site to the Tyne riverside as part of any potential redevelopment of the Mercantile wharves site, as well as pursuing the

conservation and repair of the Jarrow Bridges at Church Bank over the River Don, and enhancing the link between Jarrow Slake, the old Grade II listed Jarrow Bridge and the River Don (see Policy J3).

LDF Core Strategy Policies:

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

AAP Policies:

J1, J2, J3, J5, J8, J10, J12

Local Development Documents:

LDD4* Development Management Policies
 SPD1 Sustainable Construction and Development
 SPD2* Urban Design
 SPD3* Green Infrastructure Strategy

Candidate Local Wildlife Sites: Technical Appendices

Catch the Spirit: South Tyneside Local Cultural Strategy 2003-2008



Policy J11 Protecting the Natural Environment Assets of Jarrow

We will seek to protect and enhance the natural environmental assets of the Jarrow town centre, riverside and Bede’s World areas. We will promote and support high quality schemes that enhance nature conservation and management, preserve and restore historic and landscape character, and maximise benefits for geological conservation and the enhancement of biodiversity in line with the Durham Biodiversity Action Plan targets.

Proposals for development:

- A) must ensure that any individual or cumulative impacts on the integrity of any European Site beyond the Area Action Plan area are avoided, in particular on bird species for which the Northumbria Coast Special Protection Area (SPA) is important and for which the intertidal mudflats at Jarrow Slake, the River Don salt marsh and associated habitats provide feeding and roosting areas; and**
 - B) will only be permitted where they would not adversely affect the integrity, landscape character or biodiversity and geodiversity value of:**
 - i) the designated Local Wildlife Sites (LWS) of Jarrow Slake Mud Flats and River Don Salt Marsh;**
 - ii) the new Local Wildlife Site (LWS) designation at Straker Street;**
 - iii) the wildlife corridors along the River Tyne and River Don; and**
 - iv) the parks and linked open spaces within the riverside and Bede’s World areas;**
- as shown on the Proposals Map inset.**

6.7 We want to ensure that all environmental assets are preserved and enhanced wherever possible, in accordance with Core Strategy Policy EA3. In particular, we want to enhance the biodiversity value of the inter-tidal habitats in the River Tyne and River Don wildlife corridors – being close to the Northumbria Coast Special Protection Area (SPA) and Ramsar Site, these are internationally important for waterfowl, waders and other coastal birds protected under the European designations for wading, feeding and roosting. Together with the Durham Coast Special Area of Conservation (SAC), these sites of European and international importance for biodiversity are afforded statutory protection as set out in Planning Policy Statement 9, Government Circular 06/2005 and the Habitats Regulations 1994, as amended. A new Local Wildlife Site (LWS – formerly know as Sites of Nature

Conservation Importance or SNCIs) is being designated on land south of Straker Street and north of the Metro railway line to help protect its mix of priority habitats (as defined in the Durham Biodiversity Action Plan, including significant areas of lowland meadow and pasture, broadleaf woodland and pond). The western edge of this wildlife site is bounded by the reconfigured roadways for the New Tyne Crossing's southern interchange. This proposed designation comes into effect upon adoption of this Area Action Plan. Further details about the borough's existing and candidate Local Wildlife Site designations and their special attributes are set out in a Technical Appendices document to the Local Development Framework.



- 6.8 Development proposals should therefore respect and be sustainable with the local natural environment, both within and beyond immediate site boundaries, particularly in terms of ensuring that visual links with the river are maintained. The cumulative impact of development proposals and enhancements to accessibility also need to be taken into consideration to avoid or appropriately mitigate against any potential adverse impacts on the designated nature conservation areas.
- 6.9 We also recognise that previously-developed 'brownfield' sites, particularly those that have lain vacant for a period of time, often also accrue value as wildlife habitats through natural colonisation. In some cases, 'brownfield' sites can be of greater biodiversity value than some poor quality 'greenfield' sites. Development proposals involving the reclamation of derelict sites should therefore recognise, and protect and preserve where appropriate, the biodiversity potential, and seek to build upon opportunities for further promoting and facilitating new and improved natural wildlife habitats and corridors.
- 6.10 The riverside area around Jarrow may also have potential as a wind energy resource location. The Regional Spatial Strategy identifies in Policy 41 'Onshore Wind Energy Development' that South Tyneside would be supported for small wind farm(s) development. Examining the potential for constructing wind turbines both onshore and offshore received a high level of public desirability through that consultation. Should any scheme arise in the future proposing the erection of wind turbines, it should not only ensure that the structural and historic integrity of key structures such as the river frontages are maintained (see Policy J12 below), but also give consideration to issues of cultural heritage and avoiding adverse impacts on visual amenity, of noise disturbance, and on roosting and feeding birds and their flight paths.

LDF Core Strategy Policies:

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

AAP Policies: J1, J2, J3, J4, J5, J8, J10, J11Local Development Documents:

LDD4 Development Management Policies
 SPD1 Sustainable Construction and Development
 SPD2* Urban Design
 SPD5 Planning Obligations and Agreements

Central Jarrow AAP Sequential Flood Risk Assessment

Tyne & Wear Strategic Flood Risk Assessment (SFRA)

Policy J12 Protecting Jarrow from River Flooding

We will seek to protect the Jarrow town centre, riverside and Bede's World areas from flooding and erosion by:

- A) managing and minimising the risks associated with flooding and natural erosion by river waters; and**
- B) only permitting development proposals along the riversides where they are not at risk from flooding and do not increase the risk of flooding to other areas. Full flood risk assessments will be required with any application for sites which are shown to be at risk from flooding, with the detailed layout of any built development designed to avoid those parts of the site within any flood risk area in accordance with the compatibility of uses set out in the PPS25 sequential approach. If measures are to be incorporated to protect water frontages and promenade areas, they must be designed so as to have no detrimental impact on the site or neighbouring sites, and do not detract from the natural or built environment, including those species that contribute to the integrity of the Northumbria Coast Special Protection Area that are found at the intertidal mudflats and associated habitats in the Jarrow area as designated in Policy J11.**

- 6.11 The Environment Agency's flood risk maps show that there are some small sections of Jarrow riverside that are at risk from flooding by the River Tyne, although the steep banks of the Tyne in this area tend to restrict any potential for wider impacts. Similarly, land alongside the River Don is also at a high risk of river flooding and associated erosion. Any future works in these areas, in particular relating to the construction works for the New Tyne Crossing at Jarrow Riverside Park and the adjacent potential mixed-use redevelopment site at the Mercantile wharves, should therefore include provision for preventing overtopping by tides, calculations in relation to sea level rise, and flood prevention measures. These areas are also known to be potentially sensitive from an archaeological point of view and such aspects should also be taken into consideration (see Policy J10).
- 6.12 The council has prepared a Strategic Flood Risk Assessment (SFRA) in partnership with neighbouring authorities to further assess the risks of flooding in accordance with PPS25. This clarifies the extent of the areas at risk from flooding (as shown on the Proposals Map inset), and will enable the Local Planning Authority to adopt a strategic approach to managing the issue of flood risk from a planning perspective. It provides an informed basis for prioritising the allocation of development sites through the LDF using the sequential approach. It also provides an information base for developers to use when preparing individual site-specific flood risk assessments against which the Local Planning Authority can judge proposals.

PPS25 Sequential Test and Exception Test:

Zone 1 Low Probability – all land uses appropriate.

Zone 2 Medium Probability – water-compatible, less vulnerable and more vulnerable uses and essential infrastructure are appropriate; highly vulnerable uses only appropriate if Exception Test is passed.

Zone 3a High Probability – water-compatible and less vulnerable uses are appropriate; more vulnerable and essential infrastructure uses only permitted if Exception Test is passed; highly vulnerable uses not permitted.

Zone 3b the Functional Floodplain – water-compatible uses permitted; essential infrastructure only permitted if Exception Test is passed; less vulnerable, more vulnerable and highly vulnerable uses not permitted.

Flood Risk Vulnerability Classification:

Essential Infrastructure – essential transport and strategic utility infrastructure.

Highly Vulnerable – includes emergency services stations telecommunications installations, hazardous substances facilities, mobile homes and park homes for permanent residential use, basement dwelling houses.

More Vulnerable – includes other dwelling houses, drinking establishments, nightclubs, hotels, most residential and non-residential institutions, holiday caravans and campsites, hospitals, hazardous waste facilities.

Less Vulnerable – includes shops, service businesses, leisure, general industry, agricultural premises, etc.

Water-Compatible Development – includes marine industries, water-based recreation and tourism, etc.

The Exception Test:

- a) it provides wider sustainability benefits to the community that outweigh flood risk, informed by the SFRA;
- b) it is on developable brownfield land, or where there are no reasonable alternative options;
- c) a flood risk assessment shows it to be safe and not increasing flood risk elsewhere.

6.13 We need to ensure that potentially valuable developable land is not sterilised, particularly ‘brownfield’ regeneration sites along the riverside, by taking into consideration the long-term implications of any development proposals. All site allocations and proposals will need to be assessed against the Strategic Flood Risk Assessment, and the sequential and exception tests set out in PPS25 (as summarised in the margin). A provisional Sequential Flood Risk Assessment of sites allocated in this Area Action Plan suggests that the proposed land uses would be broadly in accordance with the sequential test, and with the exception test also likely to be satisfied where required to do so given the fact that most areas form only a very small part of much larger ‘brownfield’ mixed-use redevelopment sites.

6.14 However, whilst recognising these conflicts, there are means of addressing the potential risks. We need to ensure that both our natural and man-made river defences are adequately managed and maintained, and enhanced where necessary, to minimise the risk of the river flooding inland across the lower-lying parts of the town centre, riverside and Bede’s World areas. Proposals for developments in the riverside areas will be required to incorporate a full flood risk assessment. The extent of any built development footprint within any affected site should be restricted to those areas considered to be compatible with the proposed use as set out in the PPS25 sequential approach (see margin), such that the layout of sites in these areas should take into account the higher level of vulnerability to flooding of some parts of the site, and plan according to the permitted types of land uses wherever possible, only relying on the exception test as a last resort. This particularly applies to the allocated mixed-use site at the Mercantile wharves on Priory Road / Curlew Road, although the need to safeguard the wharves for continued shipping use together with the proposals for possible extensions to recreational open space on this site are unlikely to see any built development in the narrow strip of flood risk zone along the river frontage. Any flood defence features should also be visually well-designed given the prominence of many of these sites, whilst schemes should also seek to protect and where possible enhance biodiversity. Where necessary, planning obligations will be used to ensure that development schemes in the riverside areas incorporate and contribute financially towards coordinated measures to ensure the protection of water frontages and promenade areas.

Annex A: Monitoring and Implementation Framework

A.1 The performance of policies and proposals in this Area Action Plan 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 a revision of the Area Action Plan 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 J2 if not against specific policies]

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
J1 Strategic Vision for Central Jarrow	More detailed policies within this Area Action Plan and in the Development Control Policies DPD	Spatial Planning in liaison with Area Planning, Regeneration and Economic Development	Ongoing	Within existing budgets	(See other policies)	Not applicable
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with J1	<75% would trigger review
J2 Mixed-Use Development Opportunities in Jarrow	More detailed policies within this Area Action Plan	Spatial Planning in liaison with Area Planning, Regeneration and Economic Development	Ongoing	Within existing budgets	(See other policies)	Not applicable
	A i) Grange Road / Ellison Street	Regeneration in liaison with Spatial Planning	2016	Public and Private sector	Monitor property vacancies on an ongoing basis; Landowner/agent discussions by 2011; Development Brief by 2013; Planning Application by 2014; Redevelopment/refurbishment complete	If vacancies exceed 30% of units, meet with landowners/agents within 6 months to discuss options; 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 redevelopment project back on track; Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(J2 continued...)	ii) land at Station Road / Sheldon Street / Napier Street	Regeneration t in liaison with Spatial Planning and Transport Futures and Nexus	2016	Public and Private sector	Landowner/agent discussions by 2011; Soft-market testing by 2012 and review interest; Development Brief by 2013; Planning Application by 2014; Redevelopment complete	If market testing proves to be negative, review options to identify deliverable alternatives; 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 redevelopment project 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) land at Grange Road / Monkton Road	Regeneration in liaison with Spatial Planning and Transport Futures and Nexus	2016	Private sector	Landowner/agent discussions by 2011 (including review of options for potential library relocation); Soft-market testing by 2012 and review interest; Development Brief by 2013; Planning Application by 2014; Redevelopment complete	If market testing proves to be negative, review options to identify deliverable alternatives; 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 redevelopment project 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
(J2 continued...)	iv) Jarrow Civic Hall, Ellison Street	Regeneration in liaison with Spatial Planning	2013	Public and/or Private sector	Market the site and invite Expressions of Interest by mid-2010; Review interest and agree action plan by end-2010; Planning application by 2011; Conversion/refurbishment or redevelopment complete	If market testing proves to be negative, review options to identify deliverable alternatives; If subsequent targets not met, consider potential for demolition and clearance before re-marketing the site; If ongoing lack of progress, consider scope to work with other partners; Part of regular review assessment after 5 years
	B i) land at Mercantile wharves, Priory Road / Curlew Road	Regeneration and Economic Development in liaison with Spatial Planning	2016	Private sector	Landowner/agent discussions by 2012; Planning Application by 2013; Redevelopment complete	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 redevelopment project back on track; Review in 2012 in tandem with Wearmouth-Jarrow World Heritage Site decision – if WHS bid unsuccessful and site not required for related uses (eg. expansion of Bede’s World), site will most likely remain wholly in economic development use; 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
(J2 continued...)	C i) land at Quay Corner, Priory Road / High Street	Regeneration and Economic Development in liaison with Spatial Planning	2016	Private sector	Review temporary planning permission and potential options by 2012; Meet with existing tenant to review current temporary lease of site by time of expiry in 2014; Planning Application by 2015; Redevelopment complete	Review in 2012 in tandem with Wearmouth-Jarrow World Heritage Site decision – if WHS bid unsuccessful and site not required for related uses (eg. expansion of Bede’s World), site will most likely remain in economic development use; If subsequent targets not met, meet with tenants within 6 months to discuss potential for relocation to alternative sites, review options and agree an action plan to get redevelopment project 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 permissions complying with J2	<75% would trigger review
J3 Improving the Accessibility of Jarrow	Tyne & Wear Local Transport Plan (LTP)	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 LTP in 2011
	Grange Road Civic Square and Public Realm	Regeneration in liaison with Transport Futures, Streetscape and other LTP partners and the Wearmouth-Jarrow Partnership	2016	Public-Private Partnership	Review town square public realm options and feasibility by 2011; Discussions with potential delivery partners by 2013; Civic square complete	If subsequent targets not met, meet with potential partners within 6 months to review options and agree an action plan to get project 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
(J3 continued...)	Jarrow Bridge pedestrian/cycle link	Spatial Planning and Transport Futures in liaison with the Port of Tyne Authority	2021	Private sector	Landowner/agent discussions by 2012; Investigate options and alternatives by 2015; Planning Application by 2018; New pedestrian/cycle link to the old Jarrow Bridge open to public access	Review in 2012 in tandem with Wearmouth-Jarrow World Heritage Site decision; If subsequent targets not met, meet with landowners/agents and partners within 6 months to review options and discuss obstacles to progress, review options and agree an action plan to get project back on track; If ongoing lack of progress, meet with partners to reconsider options, or potential land assembly options; Part of regular review assessment after 5 years
	New Tyne Crossing	Tyne & Wear Integrated Transport Authority and TT2 concessionaire in liaison with Transport Futures	2012	Public-Private Partnership	Second Tyne Tunnel open by 2011; New Tyne Crossing fully open by 2012	Under construction – not required
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with J3	Target of >75% - plan, monitor manage
J4 Economic Development Opportunities in Jarrow (# see J2 for mixed-use sites)	Former petrol filling station at Howard Street	Economic Development in liaison with Regeneration and Spatial Planning	2016	Private sector	Landowner/agent discussions by 2013; Planning Application by 2015; Redevelopment complete	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 redevelopment project 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
(J4 continued...)	Land at Rohm & Haas, Chaytor Street	Economic Development in liaison with Regeneration and Spatial Planning	2016	Private sector	Land returned to industrial use by 2011; Landowner/agent discussions by 2012 Planning Application by 2015; Redevelopment complete	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 redevelopment project 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 permissions complying with J4	Target of >75% - plan, monitor, manage
J5 Tourism and Culture in Jarrow (# see J2 for mixed-use sites)	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with J5	Target of >75% - plan, monitor, manage
J6 Retailing Opportunities in Jarrow Town Centre (# see J2 for mixed-use sites)	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with J6 - up to 500sqm net convenience floorspace permitted/developed (250sqm by 2016); - up to 3,000sqm net comparison floorspace permitted/developed (1,500sqm by 2016)	<75% would trigger a review

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
J7 Entertainment, Leisure and Community Facilities Opportunities in Jarrow (# see J2 for mixed-use sites)	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with J7	Target of >75% - plan, monitor, manage
J8 Recreational Opportunities in Jarrow (# see J2 for mixed-use sites)	Tyne Tunnels corridor of public open space (including reinstatement of Jarrow Riverside Park and school playing fields)	Spatial Planning and Area Planning in liaison with the Tyne & Wear Integrated Transport Authority and the Wearmouth-Jarrow Partnership	2011/2012	Private sector	Landscape masterplan finalised and planning application submitted by mid-2010; 21ha of new public open space and landscaping created	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 project 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 permissions complying with J8	Target of >75%; Reconsider in the light of Green Infrastructure Strategy (SPD3) 2011
J9 Living in Jarrow (# see J2 for mixed-use sites)	Sites at Friar Way, High Street / Stanley Street and High Street / Salem Street	Area Planning in liaison with Spatial Planning	2016	Private sector	Soft-market testing by 2012 and review interest; Development briefs prepared by 2013; Planning applications by 2014; Redevelopments complete	If subsequent targets not met, within 6 months review options and agree an action plan to get project 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
(J9 continued...)	Site of former St. Bede's RC Primary School	Area Planning in liaison with Spatial Planning and Education	2016	Private sector	Landowner/agent discussions by end 2012; Soft-market testing by mid-2013 and review interest; Development brief prepared by 2013; Planning application by 2014; Conversion/refurbishment and/or redevelopment complete	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 redevelopment project 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 permissions complying with J9 - location, tenure, type of new housing permissions; - ~70 new dwellings completed: 2011-2021 = ~70 (at least 35 by 2016) - 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
J10 Protecting the Built Environment Assets of Jarrow	Wearmouth-Jarrow World Heritage Site	Wearmouth-Jarrow Partnership	2012	Within existing budgets	Finalise cWHS Management Plan / Nomination Document 2010; Review SPD13 St. Paul's Conservation Area Management Plan by 2011; WHS bid submitted to UNESCO by early 2011; WHS status achieved	cWHS Management Plan / Nomination Document; If bid progress further delayed, meet with partners to discuss potential for rescheduling the bid, and meet with Government and English Heritage; If bid unsuccessful, consider need for review of related site allocations and/or partial or full AAP review; Consider need for potential wider SPD guidance for WHS; Part of regular review assessment after 5 years

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
(J10 continued...)	Wearmouth-Jarrow Memoranda of Understanding with the Port of Tyne Authority and Shell UK Ltd.	Wearmouth-Jarrow Partnership in liaison with Spatial Planning and the Port of Tyne Authority and Shell UK Ltd.	2010	Within existing budgets	Port of Tyne Authority Memorandum of Understanding reviewed; Shell UK Ltd. Memorandum of Understanding adopted	MoU's in preparation – not applicable Review in 2012 in tandem with Wearmouth-Jarrow World Heritage Site decision
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with J10	Target of >75% - plan, monitor manage
J11 Protecting the Natural Environment Assets of Jarrow	Local Wildlife Site at Straker Street	Countryside team in liaison with Spatial Planning	2010	Within existing budgets	LWS designated	Designation will apply upon adoption of AAP – not applicable
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with J11	<75% would trigger review; Requirement for site level HRA would protect European species
J12 Protecting Jarrow from River Flooding	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with J12; Percentage of applications granted contrary to Environment Agency advice	Target of >90%; Safeguards of requirement for site level flood risk assessments and Environment Agency call-in powers

Annex B: Infrastructure Planning

- 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 The potential net traffic impacts generated by the proposed development site allocations in the Central Jarrow Area Action Plan on the strategic road network have been assessed in liaison with the Highways Agency. This assessment includes necessary assumptions as to the most likely potential balance of uses on each site, particularly in terms of the Mercantile wharves site (Policy J2(Bi)) and land at Rohm & Haas (Policy J4(Bvi)) taking into account the limitations of what could be feasible in terms of the COMAH restrictions - ie. that about a quarter of the Mercantile wharves site would become recreational open space with the remaining land being split between Use Classes B2 and B8, and that the re-use of the Rohm & Haas site is broadly 25% B1 and 75% B2. Should a substantially different balance of land uses on these sites ultimately be proposed through the detailed planning application stages, the traffic impacts will need to be reassessed to ensure that, where necessary, appropriate enhancements can be made to the strategic road network.

[NB. Mixed-use development sites are identified under Policy J2 if not against specific policies.]

Policy	Principle Implementation Routes / Scheme	Infrastructure Category	Delivery Mechanism / Progress	Timescale	Funding / Resource Implications	Issues / Barriers to Delivery	Contingency
J2 Mixed-Use Development Opportunities in Jarrow	A i) Grange Road / Ellison Street	Social / Physical	Mixed-use development – Use Class: A1, A2, A3, A4, A5, D1	2016	Private Sector; Public Sector; Local Transport Plan; Developer contributions	Redevelopment would require existing tenants to be relocated to alternative shop units within the privately-managed Viking Centre or elsewhere within the town centre. Such issues should be resolved prior to development commencing.	<p>If shop vacancies exceed 30% of units, meet with landowners/agents within 6 months to discuss options;</p> <p>If targets not met, meet with landowners/agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get redevelopment project back on track;</p> <p>Part of regular review assessment after 5 years.</p> <p>Jarrow Civic Hall site is being examined as an alternative option for a relocated library.</p>

Policy	Principle Implementation Routes / Scheme	Infrastructure Category	Delivery Mechanism / Progress	Timescale	Funding / Resource Implications	Issues / Barriers to Delivery	Contingency
(J2 cont...)	A ii) Station Road / Sheldon Street / Napier Street	Social / Physical	Mixed-use development – Use Class: B1(a,b), D1. The site provides the opportunity to deliver major office and health facilities-led redevelopment scheme; also to improve links in and around the bus and Metro stations.	2016	Private Sector; Local Transport Plan; Nexus; South Tyneside Primary Care Trust / NHS; Developer contributions	Nexus have provisionally indicated support for a bid for funding in the next LTP to enable necessary accessibility improvements, possibly with other enhancements to the bus/Metro interchange. PCT and NHS have funding in place for a new health facility in Jarrow and are actively examining the potential for developing it in partnership with the council. Whilst some parts are in public ownership, full land assembly will require further negotiations with private landowners of parts of the site (eg. Home Bargains store, South Tyneside College, Bede Taxis) together with appropriate relocation of existing tenants elsewhere within the town centre. Local Brownfield Strategy suggests some initial public sector input is likely to be required to create the confidence and development platform to attract private sector investment.	If targets not met, meet with landowners/agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get redevelopment project 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	Principle Implementation Routes / Scheme	Infrastructure Category	Delivery Mechanism / Progress	Timescale	Funding / Resource Implications	Issues / Barriers to Delivery	Contingency
(J2 cont...)	A iii) Grange Road / Monkton Road	Social / Physical	Mixed-use developments – Use Class: A1, A3, B1(a,b), D1, D2	2016	Private Sector; Public Sector; Developer contributions	Whilst some parts are in public ownership, full land assembly will require further negotiations with private landowners of parts of the site (eg. Royal Mail, Salvation Army) together with appropriate relocation of these existing occupiers elsewhere within or on the edge of the town centre.	<p>If targets not met, meet with landowners/agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get redevelopment project back on track;</p> <p>If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options;</p> <p>Part of regular review assessment after 5 years.</p> <p>Jarrow Civic Hall site is being examined as an alternative option for a relocated library.</p>
	A iv) Jarrow Civic Hall, Ellison Street	Social / Physical	Mixed-use developments – Use Class: A3, C3, B1(a,b), D1, D2	2013	Private Sector; Public Sector; Tyne & Wear Museums; Developer contributions	Council-owned site – council are actively seeking to dispose of the site (resolution to dispose approved June 2008) or seek alternative community use(s) and are in discussions with a number of community organisations regarding its reuse or redevelopment.	<p>If targets not met, consider potential for demolition and clearance before re-marketing the site;</p> <p>If ongoing lack of progress, consider scope to work with other partners;</p> <p>Part of regular review assessment after 5 years.</p>

Policy	Principle Implementation Routes / Scheme	Infrastructure Category	Delivery Mechanism / Progress	Timescale	Funding / Resource Implications	Issues / Barriers to Delivery	Contingency
(J2 cont...)	B i) Land at Mercantile wharves / Priory Road / Curlew Road	Social / Physical	Mixed-use developments – Use Class: B1, B2. The site could provide a mix of industrial and commercial uses and open space with linkages to Jarrow Riverside Park and Bede’s World / River Don.	2016	Private Sector; Shepherd Offshore (Cemex UK); Port of Tyne Authority; English Partnerships / Homes & Communities Agency; One North East; Local Transport Plan; Sustrans; CTC; Wearmouth-Jarrow Partnership; Bede’s World; Developer contributions	<p>The site is temporarily used for soil disposal during the construction of the second Tyne Tunnel – redevelopment cannot occur until the New Tyne Crossing project has been completed.</p> <p>The wharves along the riverfront are safeguarded for aggregates shipping purposes under RSS Policy 43 ‘Aggregate Minerals Provision’ pending further confirmation of their future need.</p> <p>Health & Safety Executive COMAH zones surrounding the neighbouring oil terminal and gasholder sites restrict the range and scale of alternative uses that this site can accommodate.</p> <p>Northumbrian Water’s neighbouring pre-treatment works could also present adverse environmental conditions (eg. odours) associated with the site.</p> <p>A small area at the eastern end of the site falls within the St. Paul’s Conservation Area boundary, whilst most of the site is within the proposed buffer zone setting of the Wearmouth-Jarrow candidate World Heritage Site. Proposed developments will need to take account of the special character and heritage of the site.</p> <p>A small area at the eastern end of the site is within the Port of Tyne Authority’s ownership, for which development proposals will also need to consider the cWHS Memorandum of Understanding.</p> <p>Small parts of the site along the river edge fall within Flood Risk Zone 2 – Medium Probability.</p>	<p>Review in 2012 in tandem with Wearmouth-Jarrow World Heritage Site decision;</p> <p>If WHS bid unsuccessful and site not required for related uses (eg. expansion of Bede’s World), site will most likely remain in economic development use.</p> <p>If targets not met, meet with landowners/agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get redevelopment project back on track;</p> <p>If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options;</p> <p>Part of regular review assessment after 5 years, including whether or not there is a continuing need to retain the wharves for aggregates shipping.</p> <p>An improved footpath/cycleway could be implemented along the southern boundary of the site should it not be possible to reroute it along the riverfront as part of an extended riverside park.</p>

Policy	Principle Implementation Routes / Scheme	Infrastructure Category	Delivery Mechanism / Progress	Timescale	Funding / Resource Implications	Issues / Barriers to Delivery	Contingency
(J2 cont...)	C i) Land at Quay Corner, Priory Road / High Street	Social / Physical	Mixed-use developments – Use Class: B1, B2, C1, D2. Proposal seeks to develop a high-quality landmark gateway redevelopment, which is appropriate to Bede’s World and the candidate World Heritage Site.	2016	Private Sector; Public Sector; English Heritage; Heritage Lottery Fund; Wearmouth-Jarrow Partnership; Bede’s World; Developer contributions	Council-owned site – land is currently leased to Expedient Training Services Ltd. until 2014. No development can occur until any lease has expired or is otherwise terminated. Health & Safety Executive COMAH zones surrounding the neighbouring oil terminal restrict the range and scale of alternative uses that this site can accommodate. Redevelopment options will largely depend upon a successful bid for the Wearmouth-Jarrow candidate World Heritage Site. The site falls within the proposed buffer zone setting of the Wearmouth-Jarrow candidate World Heritage Site. Proposed developments should take account of the special character and heritage of the site.	Review in 2012 in tandem with Wearmouth-Jarrow World Heritage Site decision; If WHS bid unsuccessful and site not required for related tourism/ cultural uses (eg. expansion of Bede’s World facilities), site will most likely remain in economic development use. If targets not met, meet with tenants within 6 months to discuss potential for relocation to alternative sites, review options and agree an action plan to get redevelopment project back on track; If ongoing lack of progress, consider scope to work with other partners; Part of regular assessment after 5 years.
J3 Improving the Physical Accessibility of Jarrow	Grange Road Civic Square and Public Realm	Social / Physical	Proposal seeks to create a new civic square outside Jarrow Town Hall	2016	Public Sector; Private Sector; Local Transport Plan; Nexus; English Heritage; Wearmouth-Jarrow Partnership; Viking Centre; Developer contributions	Initial feasibility assessment of three possible options for high quality public realm enhancements of Grange Road between Ellison Street and the Viking Centre entrance prepared in 2005/06, together with cost estimates for possible Capital Programme bid. Potential for integration with a branded east-west pedestrian route will largely depend upon a successful bid for the Wearmouth-Jarrow candidate World Heritage Site.	If targets not met, meet with potential partners within 6 months to review options and agree an action plan to get project back on track; If ongoing lack of progress, consider scope to work with other partners; Part of regular review assessment after 5 years.

Policy	Principle Implementation Routes / Scheme	Infrastructure Category	Delivery Mechanism / Progress	Timescale	Funding / Resource Implications	Issues / Barriers to Delivery	Contingency
(J3 cont...)	Jarrow Bridge pedestrian/cycle link	Physical	Proposal seeks to open up a pedestrian / cycle access via the old Jarrow Bridge.	2021	Public Sector; Private Sector; Port of Tyne Authority; Local Transport Plan; Sustrans; CTC; TT2; English Heritage; Wearmouth-Jarrow Partnership; Developer contributions	<p>Negotiations with Port of Tyne Authority (as owners of the neighbouring M H Southern timber yards) have gained provisional agreement for a small strip of land at the northern edge of this site to be acquired to facilitate the creation of a new footpath/cycleway along the southern edge of the River Don.</p> <p>Council has funding from TT2 to improve the A185 Jarrow Road cycle route east from the New Tyne Crossing interchange, including a link with the old Jarrow Bridge.</p> <p>Any proposal must take consideration of impact upon bird species using the River Don mudflats which contribute to the integrity of the Northumbria Coast SPA.</p>	<p>Review in 2012 in tandem with Wearmouth-Jarrow World Heritage Site decision;</p> <p>If targets not met, meet with landowners/agents and partners within 6 months to review options and discuss obstacles to progress, review options and agree an action plan to get project back on track;</p> <p>If ongoing lack of progress, meet with partners to reconsider options, or potential land assembly options;</p> <p>Part of regular review assessment after 5 years.</p>
	New Tyne Crossing	Physical	The New Tyne Crossing incorporates the construction of the second Tyne Tunnel. Construction work began on site in Spring 2008 and is expected to be completed in early 2012.	2011	Public-Private Partnership: Tyne & Wear Integrated Transport Authority (TWITA); TT2 concessionaire (Bouygues, HSBC, HB02); Local Transport Plan; Highways Agency; Port of Tyne Authority	Under Construction – not applicable	Under Construction – not applicable

Policy	Principle Implementation Routes / Scheme	Infrastructure Category	Delivery Mechanism / Progress	Timescale	Funding / Resource Implications	Issues / Barriers to Delivery	Contingency
J4 Economic Development Opportunities in Jarrow (# see J2 for mixed-use sites)	Former petrol station at Howard Street	Physical / Social	High quality office-based business / commercial development – Use Class: A2, B1	2016	Private Sector	The site’s previous use as a petrol filling station may mean some latent potential for land contamination and associated underground tanking. Redevelopment may require negotiation with current tanning salon business regarding appropriate relocation elsewhere within the town centre.	If targets not met, meet with landowners/agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get redevelopment project 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.
	Land at Rohm & Haas, Chaytor Street	Physical / Social	Reserved Site for Use Class: B1, B2	2016	Private Sector (Rohm & Haas)	Prior to development consideration should be given to Health and Safety Executive COMAH zones, relating to the existing Rohm & Haas operations. The site is safeguarded for temporary use for soil disposal during the construction of the new Tyne Tunnel, but will revert to Rohm & Haas industrial use afterwards. Development cannot occur until the Tyne Crossing Project has been completed.	If targets not met, meet with landowners/agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get redevelopment project 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	Principle Implementation Routes / Scheme	Infrastructure Category	Delivery Mechanism / Progress	Timescale	Funding / Resource Implications	Issues / Barriers to Delivery	Contingency
J8 Recreational Opportunities in Jarrow (# see J2 for mixed-use sites)	Tyne Tunnel corridor of open public space (including the reinstatement of Jarrow Riverside Park and Dunn Street school playing fields)	Green	21ha of new public open space is proposed along a strategic corridor to develop stronger links between the Tyne riverside, town centre and surrounding residential neighbourhoods.	2012	Private Sector; Public sector; Local Transport Plan; Tyne & Wear Integrated Transport Authority; TT2 concessionaire (Bouygues, HSBC, HB02); Groundwork; Sustrans; CTC; Arts Council; Wearmouth-Jarrow Partnership; Developer contributions	The landscape masterplan for the proposed parkland along the construction path of the new Tyne Tunnel is being finalised. Its creation cannot commence until the second Tyne Tunnel cut-and-cover construction is complete – currently under construction.	If targets not met, meet with landowners/agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get project back on track; If ongoing lack of progress, consider scope to work with other partners; Part of regular review assessment after 5 years. New Tyne Crossing under construction – not applicable. New Tyne Crossing landscape masterplan being finalised early 2010 for submission of planning application.

Policy	Principle Implementation Routes / Scheme	Infrastructure Category	Delivery Mechanism / Progress	Timescale	Funding / Resource Implications	Issues / Barriers to Delivery	Contingency
<p>J9 Living in Jarrow (# see J2 for mixed-use sites)</p>	<p>Sites at Friar Way and High Street / Stanley Street / Salem Street</p>	<p>Social / Physical</p>	<p>Erection of approx. 40-50 dwellings to replace residential properties demolished to facilitate the second Tyne Tunnel construction.</p>	<p>2016</p>	<p>Private Sector; Developer contributions</p>	<p>The proposed development sites are located within the construction land-take of the new Tyne Tunnel. Development cannot commence until the new Tyne Crossing construction is complete – currently under construction.</p> <p>Highways Agency informs that these sites would each generate less than 30 two-way trips at the strategic route (trunk road) network, such that traffic levels should not be a barrier to delivery of these sites.</p> <p>Northumbrian Water advise that there are no water supply or sewerage / waste network capacity restrictions in the Jarrow area. However, both a water main and sewer cross the Friar Way site, which would be required to be diverted or within an easement.</p> <p>The indicative scale of housing development on the Friar Way site is compatible with the Health & Safety Executive COMAH zones surrounding the nearby gasholder and oil terminal. No other sites are affected.</p> <p>Also re. Friar Way site, the Coal Authority advise that a mining report and their permission should be obtained for any ground investigation or treatment works to ensure the land is safe from potential contaminants and stable from former mine workings in the area.</p>	<p>If targets not met, within 6 months review options and agree an action plan to get project back on track;</p> <p>If ongoing lack of progress, consider scope to work with other partners;</p> <p>Part of regular review assessment after 5 years.</p>

Policy	Principle Implementation Routes / Scheme	Infrastructure Category	Delivery Mechanism / Progress	Timescale	Funding / Resource Implications	Issues / Barriers to Delivery	Contingency
(J9 cont...)	Site of St. Bede's RC Primary School	Social / Physical	Erection of approx. 30 dwellings.	2016	Private Sector; Developer contributions	<p>The proposed development site cannot commence until after the school has closed in Summer/Autumn 2013 and been co-located onto the Jarrow Cross CE Primary School site.</p> <p>Whilst the council owns the land around the school building (including the small school playing field), the diocese owns the building itself. Discussions are ongoing in relation to overcoming the church's restrictive covenants that currently apply to the use of the building for only educational use.</p> <p>Highways Agency informs that this site would generate less than 30 two-way trips at the strategic route (trunk road) network, such that traffic levels should not be a barrier to delivery of these sites.</p> <p>Northumbrian Water advise that there are no water supply or sewerage / waste network capacity restrictions in the Jarrow area.</p>	<p>If targets not met, meet with landowners/agents within 6 months to discuss obstacles to progress, review options and agree an action plan to get redevelopment project back on track;</p> <p>If ongoing lack of progress, consider scope to work with other partners, or potential land assembly options;</p> <p>Part of regular review assessment after 5 years.</p>
J11 Protecting the Natural Environment Assets of Jarrow	Local Wildlife Site at Straker Street	Green	Designation of a new Local Wildlife Site (LWS) on land at Straker Street.	2010/2011	Public Sector; Developer Contributions; Groundwork	<p>Designation would be implemented upon adoption of the AAP. However, due to the proposed site's location abutting the New Tyne Crossing southern interchange, full designation of the LWS may be impacted upon by the construction of the new Tyne Tunnel's southern interchange. Any mitigation opportunities should seek to recreate valuable wildlife habitats that will complement the remainder of the LWS.</p> <p>Some parts of the site fall within Flood Risk Zones 2 and 3, although this would not affect any LWS designation.</p>	Designation will be effective upon adoption of the AAP – not applicable.

Annex C: Replacement of Unitary Development Plan Policies

The following 'saved' UDP policies and proposals were superseded upon adoption of this Area Action Plan:

ENV14/1	St. Paul's Area, Jarrow
H4/1(e)	Identified Housing Development Sites
RL7/1(g)	Sites for Public Open Space Designation
RL8/1(d)	Sites to be Included within the Linked Open Space System
T6/6(d and e)	Pedestrian Access to the Riverside
S5	Jarrow Town Centre
S5/1	Jarrow Town Centre – Primary Shopping Frontages
S5/2	Jarrow Town Centre – The Shopping Precinct (non-primary shopping frontage)
S5/4	Jarrow Town Centre – Grange Road, Grange Road West and Ellison Street

The following 'saved' UDP policies and proposals are also particularly relevant in the context of this Area Action Plan:

ENV7	Conservation Areas
ENV7/1	Conservation Areas: Enhancement Schemes
ENV7/9	Conservation Areas: New Development
ENV7/10	Conservation Areas: Alterations to Unlisted Buildings
ENV7/11	Conservation Areas: Changes of Use
ENV8/1	Archaeology: Nationally Important Remains
ENV8/2	Archaeology: Other Important Remains
ENV12/2	Pollution Control – River Don and its Tributaries
ENV14	Existing Hazardous and Potentially Polluting Installations
ENV14/3	Contaminants Store, Jarrow
ENV19/3	Nature Conservation: Other Protected Sites

* These policies and proposals were deleted from the UDP in September 2007:

T6/1*	Cycle and Pedestrian Routes
T11/1*	River Bus Facilities

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

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Visit: **www.southtyneside.info/planning**

If you know someone who would like this information in a different format, for example Braille, audio tape and languages other than English, these can be provided, on request, by contacting the Communications Unit on 0191 424 7385.