

South Tyneside
Local development
framework

Final ADOPTED
Version

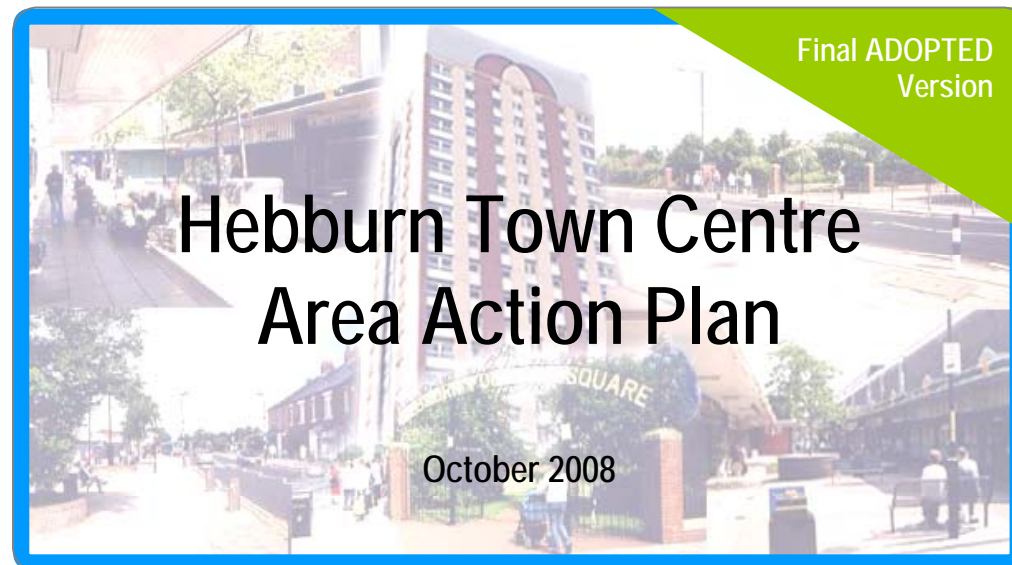
Hebburn Town Centre
Area Action Plan

October 2008



South Tyneside Council

The New Development Plan
for your Borough

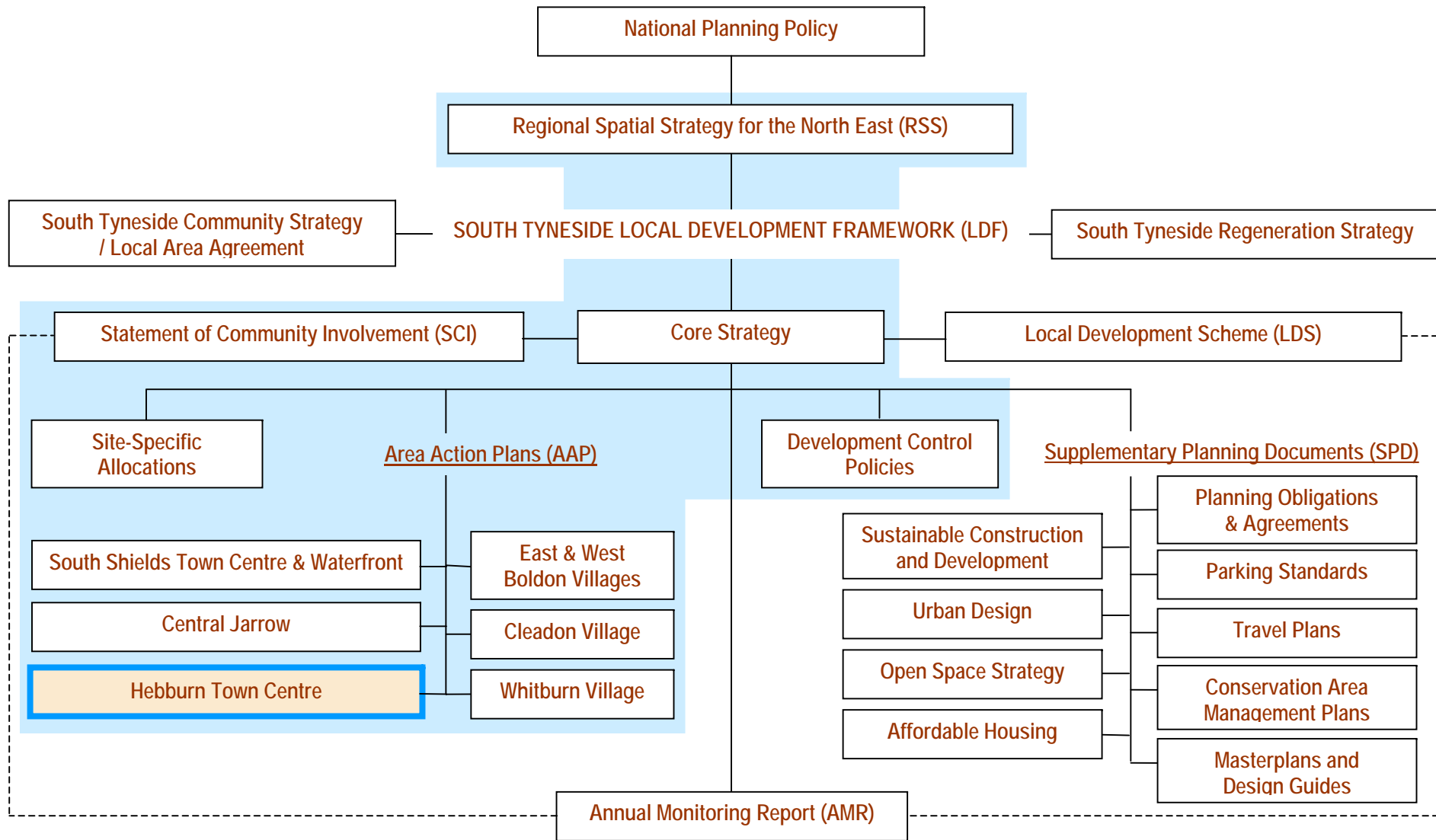


Hebburn Town Centre Area Action Plan

October 2008

Development Plan Document
Adopted by Full Council on 23 October 2008

South Tyneside Local Development Framework – Family Tree



- the statutory Development Plan

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Hebburn Town Centre 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: South Tyneside's Community and Local Neighbourhood Renewal Strategy / Local Area Agreement (2006, updated May 2008)

Hebburn Community Area Plan 2008-2011

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

Transforming South Tyneside's Town Centres – Hebburn

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 Hebburn town centre area of the Borough (see aerial photograph opposite). It sets out the more detailed strategy and vision, policies and site-specific land allocations for Hebburn New Town and the town centre, 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 wider Hebburn town centre area to the north-west of Victoria Road West and south-east of the Metro railway line, and is bounded by the extensive new housing development sites at Hedgeley Road and the former VA Tech/Reyrolle site. It includes:
 - the town’s shopping centre precincts and Station Road shopping parade;
 - the Hebburn New Town high-rise flats and blocks of maisonettes;
 - Hebburn Metro station and the Glen Street industrial area alongside the Metro line; and
 - Hebburn Fountain Square park.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. Similarly, those in 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.



1.5 The Area Action Plan also seeks to implement the land use-related elements of other Council documents that have implications for the Hebburn town centre area, such as the “Spirit of South Tyneside” Community and Neighbourhood Renewal Strategy / Local Area Agreement and the South Tyneside Regeneration Strategy – this includes the regeneration of Hebburn town centre as one of its priority projects. 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 informal consultation in accordance with Government planning regulations that preceded the publication 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 the ‘preferred options’ draft AAP document for details and the sustainability appraisal analysis of the Issues and Options stage; and
- Hebburn-specific key stakeholder workshop and special Community Area Forum (CAF) events (July and August 2006).

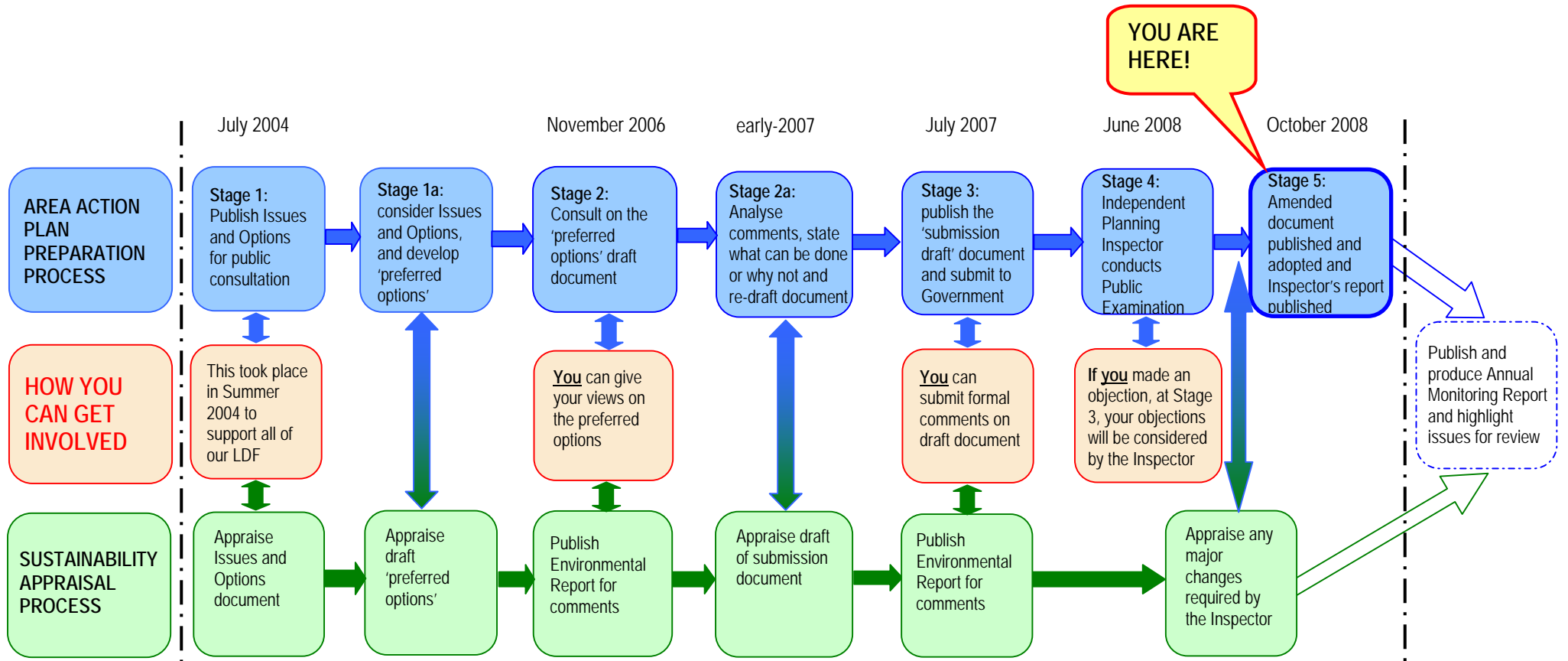
It has also been informed by:

- the Council’s annual summer public consultation roadshows;
- public consultation responses received in relation to the first ‘preferred options’ and revised ‘submission draft’ versions of the Core Strategy document;
- public consultation responses received in relation to the first ‘preferred options’ and revised submission draft versions of this Area Action Plan;
- 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 under the Habitat Directive 92/43/EEC – this report is available separately.

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

1.7 The process for preparation of this AAP is summarised in the diagram opposite, 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 Hebburn is a largely residential area with a local neighbourhood centre, Hebburn New Town, which is the smallest of the Borough's three designated town centres. Its mix of mostly affordable housing has made Hebburn an increasingly popular place to live, benefiting from good transport connections to the rest of the Tyne & Wear conurbation. However, there is a need to significantly improve its image and urban setting, as well as the retail offer in the town – the 1960s shopping centre and much of the housing stock are in need of modernisation to meet the needs of both the local and wider community. The nearby Hebburn Riverside Park is also a major area of public open space that would benefit from additional facilities and investment to attract users.
- 2.2 We want to see Hebburn transformed as a modern town with a quality of place, servicing local neighbourhoods and communities, and genuinely adding to their quality of life. To do this, it needs to be able to compete as a sustainable and accessible location offering a lively local centre for convenience shopping, and an attractive place to live with a diversity of housing stock that meets people's needs and aspirations.

LDF Core Strategy Policies:

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

Local Development Documents:

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

Urban Design Framework

South Tyneside Regeneration Strategy

Policy H1 Strategic Vision for Hebburn Town Centre

The spatial strategy for Hebburn town centre is to:

- A) reinvigorate Hebburn as a popular and sustainable town, with a good quality and well-managed local shopping centre and first-class community facilities in an attractive environment;**
- B) enhance Hebburn New Town as a popular and attractive location for sustainable urban living; and**
- C) strengthen connections for all by sustainable modes of travel between the town centre, the separate civic facilities site at Campbell Park Road, surrounding local communities and the Tyne riverside.**

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

- 2.3 The spatial strategy for the Hebburn town centre 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 Hebburn town centre within the 'Spirit of South Tyneside' Community and Neighbourhood Renewal Strategy and Local Area Agreement, and South Tyneside's Regeneration Strategy 'Transforming Together'. The LDF strategy seeks to concentrate development on our key regeneration and development areas, including Hebburn town centre. We want to ensure that we maintain established communities and promote social



Conceptual ideas from the Transforming Hebburn Town Centre consultancy study

inclusion, whilst building a sustainable environment with great housing and transport links providing full access to major facilities and developments for everyone.

2.4 The regeneration vision seeks for Hebburn New Town to be transformed with a thorough makeover, to create an attractive local shopping centre, based on a modern quality food supermarket and a popular town park, that is safe and accessible for all, and well-linked to surrounding housing areas, and is of improved quality. Securing inward investment in a high quality refurbishment and redevelopment of the town centre and New Town area will ensure that it will be an attractive place to visit, shop and relax, and have excellent community facilities, including a state-of-the-art health centre and a modern library.

2.5 The overall approach to the future development and regeneration of the Hebburn town centre area is based on:

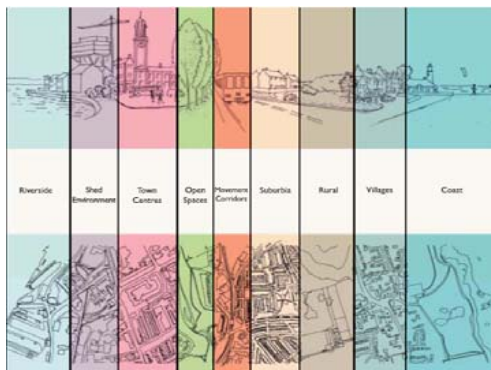
- renewing and rebuilding the town centre that local identity, is vibrant, with a diverse range of retail, leisure and cultural facilities that are accessible to all, with improved quality convenience shopping, attractions and public spaces, and encouraging high quality architecture and design throughout;
- building the town centre and New Town community to establish a lively, socially-inclusive, sustainable and attractive residential environment, and improving housing quality and choice; and
- reconnecting the town’s key assets, including linking the riverside to the daily life of the community.

2.6 High quality design will be essential to the regeneration of the Hebburn town centre area. We want to secure the highest possible quality of built environment and townscape that reflects the town’s distinctive identity. 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 achieving the BREEAM ‘excellent’ ratings 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 and Development’.

2.7 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.



Urban Design Framework Character Areas

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

AAP Policies: H1, H3, H4, H5, H6, H7, H8, H9

Local Development Documents:

LDD4 Development Control Policies
 SPD1 Sustainable Construction and Development
 SPD2* Urban Design
 SPD3* South Tyneside Open Space Strategy
 SPD5* Planning Obligations & Agreements

South Tyneside Regeneration Strategy

South Tyneside Transportation Study (2006)

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 H2 Mixed-Use Development Opportunities in Hebburn

The regeneration of the Hebburn town centre and New Town area will be promoted by the development of the following key sites for a mix of uses where appropriate (Use Classes as specified):

- A) the combined town centre and New Town areas of ...**
 - i) Hebburn shopping centre precincts and associated car parking and delivery areas, and including the sites of the Road House public house, Mountbatten Medical Centre and Protestant Conservative Club; and**
 - ii) Hebburn New Town maisonette blocks and sites of the former Northumberland Court and Cumberland Court flats;**
 in accordance with the **development masterplan** (approx.8.2ha) (A1, A2, A3, A4, A5, C3, D1, D2)
 - B) former Council works depot and industrial sites at Glen Street** (approx.0.4ha) (A2, B1, D1, D2)
- 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 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 H7.

2.8 The key redevelopment site within the Hebburn town centre and New Town area offers an important opportunity for mixed-use development, and will contribute to the creation of sustainable communities. This is in accordance with Core Strategy Policies ST1 and SC1. These sites are therefore considered to be appropriate for a general range of potential uses. In identifying these sites as appropriate for mixed-use development, each site should be developed for an appropriate and genuine mix of uses in order to contribute to the creation of sustainable communities. Uses may be a combination of any of those outlined in the policy. However, justification will be required to show that the proposed range of uses is appropriate and compatible with neighbouring land 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 of development allowed. These are discussed in relation to the relevant policies that follow within this AAP document.

2.9 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



Hebburn Town Centre and New Town Central Regeneration Area [Marketing Brief / Masterplan Area]

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 H2 Mixed-Use Site Allocations	AAP Policies
A Hebburn shopping centre and New Town residential areas	H3, H4, H5, H6, H7, H8, H9
B former Council works depot and industrial sites at Glen Street	H4, H6

- 2.10 Proposals should also 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.
- 2.11 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.
- 2.12 Our principal mixed-use site is the combined area of the town centre shopping precincts and surrounding community facilities, associated car parks and delivery areas, and the sites of the Hebburn New Town maisonette blocks and demolished former Northumberland Court and Cumberland Court blocks of high-rise flats. More detailed guidance and direction as to the spatial planning of this major part of the Hebburn town centre and New Town area will be set out through a comprehensive masterplanning process. The Council selected its preferred developer in March 2008 to deliver the mixed retail and housing redevelopment scheme within the central part of the site. This followed a competition Marketing Brief that was published alongside the first consultation draft Area Action Plan. The Council is now working in partnership with the preferred developer and the local community to develop the final scheme. The Council will then work in partnership with the preferred developer and the local community to develop a final scheme. The success of this scheme is vital to the future of Hebburn and ensuring that it better provides for the needs and expectations of the community. The mix of uses



in this town centre redevelopment area is likely to be a combination of predominantly retailing (including the provision of a major new town centre supermarket to anchor the town) and residential development (involving the demolition and replacement of some of the New Town maisonette blocks), together with ancillary supporting town centre uses. More detail on these proposals is set out in Policies H5 and H8.

Improving Accessibility

- 3.1 We want to make sure that Hebburn town centre is 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: H1, H2, H5, H7

Local Development Documents:

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

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

South Tyneside Transportation Study (2006)

Policy H3 Improving the Physical Accessibility of Hebburn Town Centre

The accessibility of existing and proposed development sites within the Hebburn town centre area will be improved for all modes of travel, giving priority to sustainable travel, by:

- A) improving pedestrian connections between the main town centre car park and the pedestrianised shopping precincts and Station Road shopping parade;**
- B) improving pedestrian connections between the Metro station and the shopping centre, including pedestrianising Station Approach;**
- C) improving the quality, safety and security of public transport facilities at the Metro station and at the bus stands along Station Road, including the development of an improved station car park accessed from Hedgeley Road (by 2008);**
- D) improving links between the town centre and the town’s separate civic facilities site at Campbell Park Road;**
- E) improving pedestrian/cycle links between the town centre and the surrounding residential areas, and improving traffic circulation and routeing within the St. Rollox Street / Tennant Street area of Hebburn New Town (by 2011);**
- F) creating and improving pedestrian/cycle routes and vehicular links between the town centre and Carr Ellison Park, Hebburn Riverside Park and the riverside; and**
- G) improving the Victoria Road / Station Road junction as the main gateway for the town centre, introducing traffic management and road safety measures, coupled with a new access route to the main town centre car park from Victoria Road West, to improve traffic flows and circulation and reduce congestion (by 2016);**

as shown on the Proposals Map inset.

All development proposals should be in accordance with the Council’s adopted car and cycle parking standards. 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 Connections in and around Hebburn town centre need to be improved, and is supported by the responses to the Issues and Options consultation stage. There are a number of issues in relation to transport and accessibility that have been identified as needing to be addressed, including:
- the unsatisfactory vehicular and pedestrian access routes to the main town centre 130-space car park, and its unattractive location behind the shops and delivery areas with limited natural surveillance;
 - the unattractive frontage given to the main Victoria Road West thoroughfare by the prominent location of the rear delivery yard to the south-eastern side of the shopping precincts;
 - better integrating the Metro station with the rest of the town centre and the main shopping precincts;
 - reducing the severance effect of Victoria Road West on pedestrian access to the town centre; and
 - the split centre nature of Hebburn, in that the town's main public and civic amenities (including the civic centre and public swimming baths) are located about half-a-mile to the east of the town centre at Campbell Park Road, outside the AAP area;
 - improving public access beyond the AAP area to the riverside and Hebburn Riverside Park.
- 3.3 We are currently undertaking a detailed masterplanning process for the potential redevelopment of the area around the existing shopping precincts and New Town maisonettes. Detailed proposals will be worked up during 2007-2008 in partnership with the Council's preferred developer and the local community. As part of that comprehensive redevelopment scheme, we want to enable the provision of a new supermarket for the town centre. A prerequisite for attracting a quality supermarket operator is likely to be the need for good visibility and frontage to the main Victoria Road West and Station Road through routes from which to draw passing trade, together with easily accessible and attractive car parking to the front of the store. Creating a new car park (of around 120-180 spaces) accessed off Victoria Road West would vastly improve upon the existing arrangements, whereby the town's main car park currently has to be accessed via side roads around the back of the shopping centre and pedestrians then have to walk through the rear delivery areas and unwelcoming alleyways to get to the shops.
- 3.4 All development proposals will need to provide parking in accordance with Core Strategy Policy A1 and the Council's adopted parking standards (these are currently set out in the Unitary Development Plan, but will be revised in a new 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. Sustainable travel plans may also be required (also to be detailed in a Supplementary Planning Document).
- 3.5 The planning permission for the extensive residential development site at Hedgeley Road includes the creation of a new vehicular access road to the Metro station, together with the provision of a larger 61-space car park. This new access road also provides the opportunity to make the current Station Approach access road pedestrian



only. This would overcome some of the vehicular access problems at this rather acute junction right at the bottom of the railway bridge incline, whilst also making for a far more attractive pedestrian route between the Metro station and the rest of the town centre. There could also be the potential to improve pedestrian access to the Metro station's northern (eastbound) platform if long-term proposals for Metro and freight train track sharing ultimately negate the need for the separate freight line that runs behind the platform – the track dualling/sharing scheme is included in the Local Transport Plan's 'Metro Reinvigoration' proposals. This might provide the opportunity to create a new street-level pedestrian access between the Metro station and the land at St. Aloysius View alongside the railway line, thereby improving access between the Metro station and the Hebburn Village residential area, Hebburn Riverside Park and the river itself to the north.

3.6 The Tyne & Wear Local Transport Plan also includes proposals for a highway remodelling scheme along Station Road to improve the quality of the public realm and cycle and footway linkages. It would also seek to introduce traffic calming and safety measures designed to improve access between the shopping precincts across Station Road to the park and surrounding residential areas. This scheme would be informed by the comprehensive redevelopment scheme for the town centre, and would also seek to help improve accessibility to the bus stops. However, the bulk of the funding for such improvement measures would need to come from developer contributions and other external funding sources.

3.7 The Local Transport Plan also identifies the need to introduce an integrated package of improvements along the A185 Victoria Road, designed to help reduce the road's severance between the shopping centre and the residential areas to the south and east. The introduction of pedestrian crossings, cycle lanes and bus route enhancements at bus stops would improve safety, whilst also further negating the need for a previously-proposed bypass road to be constructed through Hebburn Riverside Park, for which a more recent feasibility study recommended would no longer be viable or sustainable. This traffic management scheme should also seek to help improve linkages between the town centre and the town's civic site at Campbell Park Road, although measures such as better bus service provision, which are likely to be the most practical rather than infrastructural improvements, are outside the remit of the development plan process.



3.8 The key gateway point for Hebburn town centre at the Victoria Road / Station Road / Hall Road junction will need to be reviewed as part of these traffic management schemes to mitigate the potential traffic impacts of the proposed town centre redevelopments. Consideration should also be given to the fact that Station Road has been assessed to be potentially at risk of high adverse air quality levels, albeit currently not to a sufficient degree to warrant the declaration of an Air Quality Management Area. Any junction enhancement scheme here should seek to minimise the levels of standing traffic at the traffic lights and could involve the need for some extra land-take around the junction (eg. to accommodate a free-flow left-hand turn lane and to open it up and improve visibility). There is also the potential for installing a welcoming piece of public art work at this gateway point.

Delivering Economic Growth & Prosperity

- 4.1 Whilst Hebburn town centre’s main economic role is as a retail and service centre, we also want to ensure that it is an attractive and competitive place for business and commerce to locate, and a desirable place to work. As one of the Borough’s main town centres, 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: H1, H2, H5

Local Development Documents:

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

South Tyneside Urban Capacity Study (2006)

‘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.

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).
- D1 Non-Residential Institutions – medical and health services, museums, public libraries, art galleries, non-residential education and training centres, etc.

Policy H4 Economic Development Opportunities in Hebburn

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

- A) encouraging the development of town centre studio and office space for small businesses;**
- B) encouraging and maximising the potential for offices on upper floors above shops;**
- C) allocating the site of the former Council works depot (part) and industrial sites at Glen Street (approx.0.4ha) for high quality and well-designed office-based business and commercial development (Use Classes A2, B1, D1), as part of a mixed-use scheme[#] (by 2011); and**
- D) encouraging office-based business and commercial development opportunities on other unallocated accessible edge-of-centre sites alongside the Metro line 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 for mixed-use developments should be in accordance with Policy H2 and other site allocations within this Area Action Plan, as shown on the Proposals Map inset, and any relevant site development briefs or masterplans, particularly the phasing of any residential components in accordance with Policy H8.

- 4.2 To assist in meeting the regeneration and employment land allocation requirements of Core Strategy Policy E1 and the emerging Regional Spatial Strategy, this policy primarily applies to business uses (Class B1) and, where appropriate within the defined town centre, financial and professional services (Class A2). General industrial use (Class B2) may also be appropriate where it would not adversely impact on the amenity of the neighbouring uses. 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. Major new retail developments will not be permitted on these sites, although an element of ancillary retailing, leisure



and entertainment uses, could form a part of a mixed-use scheme. However, these must be in accordance 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 the Borough's RSS housing allocations (Policy H8 and Core Strategy Policy SC3), phasing any dwelling completions from April 2011 onwards – note that this does not prevent on-site preparation (including any necessary reclamation works), infrastructure or other components of a mixed-use scheme coming forward beforehand.

- 4.3 The eastern part of the former Council works depot on Glen Street has now been redeveloped for a new primary care centre. The neighbouring 'Tharsus' engineering business has temporary planning permission to use the western part of the site for storage and parking. This edge-of-centre site, adjacent to the primary care centre and close to the Metro station, offers the potential for longer-term redevelopment to provide new high quality office-based business and commercial accommodation and studio facilities to support the town centre function, as an alternative to the current general industrial uses. It also offers the potential for Use Class D2 leisure uses (refer to Policies H2 and H6).

Delivering Sustainable Communities

5.1 Hebburn town centre is the smallest of the three designated town centres in South Tyneside, providing a primarily local service function for the surrounding local community. The shopping centre is centred upon its now dated, 1960s inward-looking shopping precincts, which do not meet modern day shopping standards, and retailers' or shoppers' needs, demands and expectations. We want to enhance its vitality and viability as an attractive place for everyone to live, work and visit to do their shopping. We also want to attract further investment, both from retailers and other businesses, which will increase its attraction as a destination of choice.

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

AAP Policies: H1, H2, H4, H6, H8

Local Development Documents:

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

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

PPS6 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 H5 Retailing Opportunities in Hebburn Town Centre

Hebburn 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, create 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 ensuring that the town retains a central and accessible focus to its 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, and supporting the extension of daytime shop opening hours;**
- C) within the primary frontages of St. James' Mall and St. John's Precinct, maintaining a high proportion of no less than 80% 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 unit(s) to non-retail uses within, or at the gateway of, the primary 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 H5 continued ...]

- D) within the secondary frontages of the primary shopping area, such as Station Road, encouraging the upgrading of property frontages with associated environmental improvements, and providing opportunities for a greater diversity of retail and non-retail uses, including promoting a street café culture, where they would not adversely impact on the existing character, function and vitality of the street or surrounding environment;**
- E) allocating the combined town centre sites of the St. James' Mall and St. John's Precinct shopping precincts, car park and delivery areas, and including the sites of the Road House public house, Mountbatten Medical Centre and Protestant Conservative Club, and the sites of the former Northumberland Court and Cumberland Court flats, for retail-based redevelopment to provide for a new food-based superstore of up to a maximum 4,000sqm net floorspace plus new larger comparison shop units of up to a maximum 250sqm net additional floorspace, with associated delivery areas and public car park, as part of a mixed-use development scheme[#] (by 2012); and**
- 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 for mixed-use developments should be in accordance with Policy H2 and other site allocations within this Area Action Plan, as shown on the Proposals Map inset, and any relevant site development briefs or masterplans, particularly the phasing of any residential components in accordance with Policy H8.

- 5.2 Hebburn town centre primarily functions as a daytime local convenience shopping centre, drawing trade from a fairly local catchment area covering the residential areas of Hebburn and western Jarrow, plus the Bill Quay, Wardley and Pelaw areas of east Gateshead. It is evident that the centre's retail health has declined over recent years. There are a significant number of vacant units within the primary shopping frontages of the pedestrianised shopping precincts (St. James' Mall and St. John's Precinct). Given the relatively limited range of shopping facilities and associated visitor attractions available in Hebburn town centre, there is evidence of a very high level of trade leakage from the Hebburn area (including over 70% of convenience goods spending) to both Jarrow and South Shields town centres, as well as to the Asda superstore at Boldon Colliery and to larger centres beyond the Borough. We therefore want to significantly improve the vitality and viability of Hebburn town centre, and maximise the opportunities to enhance the retail offer in the town, particularly for food-based convenience shopping. This will help to attract more quality retailers to invest in developing a variety of new stores that



provide a much improved shopping experience to meet the needs of everyone in Hebburn and the surrounding communities, and that attracts more visitors and shoppers back into the town centre and claws back a good proportion of the trade leakage.

5.3 As one of the Borough's main town centres, our strategy is that Hebburn town centre should be a focus for regeneration, where it is more 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. As set out in Policy SC2, the Council has decided that a large proportion of the Borough's limited capacity for additional new food-based convenience shopping provision (up to a maximum 4,000sqm net floorspace) should be allocated to Hebburn town centre to enable the provision of a much-needed enhancement in the quality and range of food shopping available in the town. We want to enable the development of a new high quality food-based superstore in the town to attract one of the 'big name' supermarket operators. We also have the capacity to significantly enhance South Tyneside's retail offer in the non-food durable/comparison sector (see definitions in the margin). We will regularly monitor the retail capacity for new shopping developments, particularly in relation to changing shopping patterns resulting from the redevelopment of Hebburn town centre.



5.4 Nevertheless, we recognise that new developments need to be complemented by improvements to existing shopping streets. We will therefore encourage, and seek to facilitate where possible, proposals that enable the creation of larger (primarily non-food) shop units that better meet modern retail needs, particularly within the primary frontages along St. James' Mall and St. John's Precinct, through redevelopment or amalgamation of units. We also want to encourage improvements to neighbourhood shops to help revive secondary frontages like Station Road, which provide for a diversity of small-scale specialist retail-based uses (ie. Use Classes A1, A2, A3, A4 and A5). Additionally, diversifying the town's offer, through street cafés and the creation of an evening economy in the town centre with later opening hours, is generally considered to be beneficial to the vitality of the town, and would be supported where it is in accordance with development control policy considerations such as minimising any adverse impacts on nearby residential amenity.

5.5 The pressures for the change of use of shops to non-retail uses throughout the primary shopping area, and particularly within the primary shopping frontages (currently only 82% Use Class A1 in St. James' Mall and St. John's Precinct), are already having an adverse impact on Hebburn town centre's shopping environment. 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 junction of St. James' Mall and Station Road) where there is already a variety of uses such as betting shops and amusement arcades). 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 rejuvenate 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 relatively low proportion of retail shop uses with the primary frontages, when compared to the Borough’s other town centres, suggests that the permitting of further non-retail shop uses within these precincts should be curtailed. 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.

5.6 One of the prerequisites for attracting a large national superstore is likely to be the need for visibility from the main roads, together with the availability of easily accessed car parking close to the store entrance (refer also to Policy H3). However, the existing shopping centre turns its back on the community and presents limited active frontage to the main vehicular and pedestrian corridors, whilst the main expanses of potential development land within the town centre lie to the rear of the existing shopping precincts – the sites of the former Northumberland Court and Cumberland Court flats and the existing main town centre car park. Facilitating the opportunity for accommodating a major new superstore could require the partial demolition of some of the precinct’s existing retail units, as well as some surrounding properties, in order to open up the shopping centre’s frontage to Victoria Road West and Station Road. Any redevelopment scheme should nevertheless seek to ensure that key facilities, such as the banks, are relocated and retained within the town centre. The relocation of the Mountbatten Medical Centre practice to the new primary care centre at Glen Street (refer to Policy H6) also provides an opportunity for redevelopment at the junction of Victoria Road and Station Road.



5.7 Due to the ongoing work to masterplan the future layout of the central regeneration area, the delineated town centre and primary shopping area boundaries and the designated primary frontage lines (as shown on the Proposals Map Inset, based on the current development layout of the shopping centre) are considered to be relatively flexible in order to accommodate the future format of the redeveloped town centre. The provisions of Policy H5 will therefore be equally applicable to the protection of these future lines of development.

5.8 The redevelopment scheme should also consider the potential for introducing some additional retailing fronting onto Station Road between Glen Street and the existing Netto supermarket and post office. This would help to link the town centre better with the new Primary Care Centre, Metro station and the local shops on Station Approach. The mixed-use allocation of the site of the former Council works depot and adjacent industrial uses



between Glen Street and the Metro line also provides for some flexibility in the masterplanning process and the potential to develop it for edge-of-centre bulky goods retailing as an alternative to office-based business and commercial uses (refer to Policies H2 and H4). Nevertheless, any proposals for retailing in these areas must not prejudice the proposed redevelopment and revitalisation of the town centre's primary shopping area. 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 such businesses to the sale of bulky goods and genuinely ancillary products.

Social, Community and Leisure Facilities

5.9 The Hebburn community is served by a variety of local social and community facilities. However, whilst the town centre includes a library, social clubs and medical centres, many key community facilities are dispersed around a far wider area. The challenge is therefore to consolidate and strengthen the social and community facilities in the town centre. This will also help to ensure that there is a sufficient critical mass of people visiting and making use of amenities in the town centre to support other key town centre functions, whilst also ensuring that other nearby community facility locations are easily accessible to the town centre (refer also to Policy H3).

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

AAP Policies: H1, H2, H4, H7

Local Development Documents:

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

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 H6 Social, Community and Leisure Opportunities in Hebburn

The provision and enhancement of a diverse range of social, community, sport, cultural and leisure facilities will be promoted and encouraged within the Hebburn town centre area to support the surrounding local community.

Opportunities for improving community provision in the town will be created by attracting new community and leisure facilities within the mixed-use redevelopment of the following sites:

- A) the town centre part of the central regeneration area[#] (by 2012) (D1, D2)**
- B) former Council works depot (part) and industrial sites at Glen Street[#] (by 2011) (D1, D2)**

[#] Proposals for mixed-use developments should be in accordance with Policy H2 and other site allocations within this Area Action Plan, as shown on the Proposals Map inset.

5.10 We want to ensure the provision of high quality social, community and leisure facilities in the Hebburn town centre area, to improve the range of services offered by local community and leisure facilities, as well as enhancing their accessibility. This should seek to build upon the recent development of the new Glen Primary



Care Centre. However, opportunities for further enhancing facilities in the town centre area are limited by the fact that many key community facilities are physically segregated from the town centre on sites outside the main town centre area. For example, the Council’s civic centre is located alongside Hebburn swimming pool, a health centre and other facilities on the town’s main public/civic amenities site at Campbell Park Road about half-a-mile away to the east of the town centre, whilst Hebburn community centre is also a short walk away to the northern side of the Metro line. As well as the Riverside Park, the Monkton Athletics Stadium, which is a key focus for sports and leisure in the Hebburn area, is also very much segregated from the town centre. Policy H3 therefore seeks to overcome this community severance and help join these facilities back to the centre of Hebburn, and will be complemented by policies and proposals in the LDF’s forthcoming Site-Specific Allocations and Development Control Policies documents which cover these areas beyond the remit of this Area Action Plan.

5.11 Whilst internal refurbishment of the existing Hebburn library building has recently been completed, there is still considered to be a need to liven up the exterior and given some added presence to the Station Road street frontage. Complementary proposals should also be investigated to enhance the frontage to (or potentially redevelop) the adjacent Iona Club, which currently has a very bland façade to the street scene that detracts from this main street. As part of the comprehensive redevelopment of the town centre, we are also looking at the potential for redeveloping the Protestant Conservative Club, which currently occupies the key gateway site at the junction of Victoria Road West and Station Road (refer to Policies H2, H3 and H5). The development of the new Glen Primary Care Centre will also enable the future demolition of the Mountbatten Medical Centre on Victoria Road West.

LDF Core Strategy Policies:

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

AAP Policies:

H1, H2, H3, H5, H6, H8, H9

Local Development Documents:

- LDD4 Development Control Policies
- SPD1 Sustainable Construction and Development
- SPD2* Urban Design
- SPD3* South Tyneside Open Space Strategy
- SPD5* Planning Obligations & Agreements

South Tyneside Playing Pitch Strategy

South Tyneside Sport & Physical Recreation Strategy

Policy H7 Recreational Opportunities in Hebburn

High quality and safe, publicly-accessible recreational open spaces will be created throughout the Hebburn town centre and New Town area, and the quality of other public realm spaces improved, by:

- A) requiring major mixed-used development schemes to include public open space provision with high quality landscaping, in accordance with our adopted standards;**
- B) protecting and enhancing the quality, quantity and biodiversity value of existing and new open spaces in the town centre and New Town area, in accordance with our adopted standards, whilst also enabling redevelopment to take place in line with other proposals in this Area Action Plan;**

[continued ...]



[Policy H7 continued ...]

- C) supporting proposals for the further enhancement of Hebburn Fountain Square park to include the provision of a new children’s play area; and**
- D) creating an attractive tree-lined avenue with high quality public realm spaces along Station Road, linking into Hebburn Fountain Square park (by 2011).**

5.12 The attractiveness of Hebburn town centre area has an important role to play in providing a pleasant quality of life for the local community, alongside making the most of the recreational opportunities provided by the nearby Hebburn Riverside Park and Carr Ellison Park. We want to ensure that Hebburn has an environment that is attractive for everyone in which to live, work and visit and enjoy. This supports the Council’s aims of improving open spaces, and sports and leisure facilities to encourage healthier lifestyles.

5.13 The wider Hebburn area is generally well-provided for in terms of the quantity of recreational open space provision. However, other than the small pocket park of Hebburn Fountain Square, the areas of public recreational open space within the town centre area are largely incidental or left over after other developments, rather than planned and functional. Therefore, in accordance with Core Strategy Policy SC5, we want to ensure that regeneration schemes take the opportunity to provide a variety of new and improved linked open spaces for the benefit of both the immediate and wider community. The proposed redevelopment of the town centre area should integrate high quality open spaces into the town centre that have a clear function and genuinely serve and enhance the town’s environment.

5.14 Hebburn Fountain Square park will continue to be protected as public recreational open space, and as a popular focal point for the town. The improved park provides an attractive space for people to relax in on the very edge of the shopping centre, whilst its layout also allows for the future provision of a children’s play area. We would also like to integrate the park better into the town centre, by improving pedestrian links across Station Road (refer to Policy H3). We also want to encourage schemes that will enhance the environmental quality of the public realm of Station Road itself and make better use of its wide pavements, such as creating a tree-lined boulevard with attractive spaces for visitors to sit out in, potentially with a new civic square with a street café environment.



Sustainable Housing Provision

5.15 Hebburn has a diverse residential community, although the town centre and New Town area primarily comprises a variety of blocks of flats and maisonettes of variable quality. 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: H1, H2, H5, H7

Local Development Documents:
LDD4 Development Control Policies
SPD1 Sustainable Construction and Development
SPD2* Urban Design
SPD4* Affordable Housing
SPD5* Planning Obligations & Agreements

South Tyneside Urban Capacity Study (2006)
South Tyneside Housing Market (Needs) Review (2004)



Policy H8 Living in Hebburn New Town

We will promote the provision of a sustainable mix and choice of housing in the Hebburn New Town area that meets the needs of local people. Improvements to the quality of residential areas will be encouraged, including proposals for the restoration and refurbishment of existing properties where economically viable to do so, bringing upper floors of premises back into viable use, and the 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 [Sub-total = 93 net additional dwellings]:**
 - i) **Hedgeley Court (western part) and Hedgeley Road** - 18 dwellings
 - ii) **St. Aloysius View** - 75 dwellings
- B) 2004-2016 – the demolition of major elements of the existing Hebburn New Town maisonette blocks off Glen Street[#], in combination with the sites of the former Northumberland Court and Cumberland Court blocks of flats[#], for a replacement scheme of up to a maximum of approx. 200 new dwellings (by 2012) [Sub-total = approx.15 net additional dwellings].**

Proposals for mixed-use developments should be in accordance with Policy H2 and other site allocations 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 H7.

[continued ...]

[Policy H8 continued ...]

All proposals should take into consideration the identified housing needs of the area, focusing primarily, though not necessarily exclusively, on providing 1 and 2-bed starter and 3 and 4-bed family homes; semi-detached and terraced houses, bungalows and flats; for owner-occupation or social-renting. Proposals should also include provision for affordable housing that contributes substantially to meeting the identified need for at least 55 additional affordable homes in the Hebburn area in accordance with Core Strategy Policy SC4, as well as those affordable housing needs arising from demolition and replacement schemes.



- 5.16 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 the local needs of the Hebburn community.
- 5.17 This policy cites the permitted number of dwellings in the case of current commitments. Planning permission is already in place for the Hedgeley Court development on Hedgeley Road, of which a block of 16 dwellings lies to the western side of the proposed new access road to the enlarged Metro station car park within the AAP area. Permission also exists for 2 dwellings on a small adjacent site on Hedgeley Road, which have been incorporated into the figure cited in the policy.
- 5.18 The site of the former Government offices block at St. Aloysius View was not identified in our Urban Capacity Study as being available and viable for new housing development. However, following its closure planning permission has been granted for its demolition and redevelopment for 29 dwellings as part of an extension to the adjacent Riverside Village housing development site. The scheme also includes a sheltered housing development of 46 apartments on the adjacent car park site. It would, nevertheless, be appropriate to further examine the potential for the inclusion of the adjacent former coal-stocking yard next to the railway line as part of this residential development site, together with appropriate landscaping.
- 5.19 In South Tyneside we already have more than enough planning permissions for housing developments to meet the Borough's full allocation in the submission draft Regional Spatial Strategy (RSS) for net additional dwelling completions up to 2011. This includes existing planning permissions for several extensive residential sites (representing over 800 new homes) in close proximity to Hebburn town centre which are all currently under construction:
 - Hedgeley Court, Hedgeley Road (former Wailes Dove / BICC and Tyco / Pyrotenax sites next to the Metro station's southern platform and car park) – 221 dwellings (1 and 2 bedroom apartments, and 3 and 4 bedroom houses – completions phased 2006-2010);

- Riverside Village, North Farm Road / St. Aloysius View (eastern part of the former VA Tech site between the Metro line and Hebburn Riverside Park) – 425 dwellings (2 bedroom apartments, and 3, 4 and 5 bedroom houses and town houses – completions phased 2006-2014); and
- The Hawthorns, Argyle Street (former Warrant Distribution site north of the Metro line, opposite the Hedgeley Road site) – 115 dwellings (2 bedroom apartments, and 2, 3 and 4 bedroom houses and apartments – completions phased 2007-2010).

We therefore have no need to allocate any further sites for housing development before 2011. This is 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, the allocations in Core Strategy Policy SC3 and the emerging Regional Spatial Strategy. Amongst other things, this makes provision for new housing developments to come forward in Hebburn Town Centre where economic, social and environmental benefits would significantly outweigh the potential harm associated with exceeding housing requirement figures. The Council intends to carry forward provisions of this Interim Planning Policy Statement into the forthcoming Development Control Policies document. 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.



- 5.20 There is also an evident need to restructure the housing stock in the town centre to better meet the needs of existing and potential residents alike. Given the acknowledged increasingly poor quality of the public housing stock in the town centre area, the Council has carried out surveys to find out residents' views and opinions on the future of the Hebburn New Town maisonette blocks, including their preferences for refurbishment or demolition and replacement, as well as to determine their housing needs and preferences in respect of house types, location and tenure. These tenants' surveys showed that a majority of households favoured demolition and replacement. Having considered the alternatives, the Council's Cabinet made an 'in principle' decision in August 2006 that its 'preferred option' for the future of the Hebburn New Town is to pursue the demolition of major elements of the maisonette and flat blocks, and their replacement with a mix of good quality low-rise housing. Whilst refurbishment and other such improvements to the existing housing stock is the Council's strategic preference before turning to alternative courses of action, in accordance with Core Strategy Policy SC3 and associated regional and national policies, it is considered that refurbishment to bring this stock up to the Government's decent homes standard would not be economically viable.
- 5.21 In order to remain in accordance with the limited housing allocations set out in Policy SC3 of the Core Strategy, any housing replacement scheme should ideally seek to not exceed the total number of dwellings to be

demolished. Straight demolition and replacement of all the New Town maisonette and flats blocks would give a maximum of 185 dwellings. However, phased development beyond 2011 may be able to draw upon some of the residual allocation for the combined Jarrow/Hebburn Housing Market Area in the later plan periods (2011-16 and 2016-21). The existing dwellings within these blocks comprise predominantly Council-rented 1, 2 and 3-bedroomed flats and maisonettes, including one homelessness unit – there are 15 privately-owned dwellings. The location and mix of uses within this area will be set out in relevant masterplan or site development brief documents, with view to creating sustainable communities.



- 5.22 The Council's Cabinet also resolved to retain the high-rise Durham Court tower and Westmoreland Court blocks of flats, and the Lincoln Court block of sheltered accommodation. Together with any remaining maisonette blocks that are not being demolished, these properties will nevertheless undergo a programme of improvements to bring them up to the decent homes standard by 2010, coordinated with the replacement of the District Heating System that serves them. Similar improvements to the insulation and energy efficiency of properties in the St. Rollox Street / Tennant Street area of the New Town are also proposed.
- 5.23 Our Urban Capacity Study also identifies other sites across the rest of the combined Hebburn and Jarrow Housing Market Area that are, or could be, viable (ie. available and achievable) for potential development within the next 5 years. We have subsequently reviewed the suitability of these potential sites for housing development and to determine their overall deliverability in accordance with PPS3 requirements, as well as carrying out a Sustainability Appraisal of each site. 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 Central Jarrow Area Action Plan, all of the potentially deliverable previously-developed sites identified in the study within these two town centre-based AAP areas, before developing more suburban sites (which is set out in the draft 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 these town centre areas are generally considered to be of higher priority than those elsewhere in the Housing Market Area in meeting the Borough's regeneration objectives.
- 5.24 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 may be realised within the Hebburn 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).



- 5.25 Taking into account current commitments, sites in this AAP area would realise around 280 new homes (~100 net additional dwellings). The way that these new homes are phased to come forward takes account of:
- the 'plan, monitor and manage' approach to the release of sites in 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 potential extent of housing land identified as being potentially suitable and available in the Hebburn and Jarrow Housing Market Area, both within and beyond the two respective town centre AAP areas;
 - the potential extent of non-site-based dwelling opportunities across the Borough as a whole, of which some may arise within the Hebburn town centre area as 'windfall' developments; and
 - the potential for higher densities than the indicative capacity suggested by the Urban Capacity Study – ie. allowing for an element of flexibility in the indicative site capacities.
- 5.26 It is essential that both new and existing housing meets 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 proposals that enable the investment in and revitalisation of existing residential areas, as well as in providing a range of new housing. This will ensure that housing in Hebburn genuinely meets the identified needs set out in Core Strategy Policy SC4. For example, whilst our housing needs assessment identifies a requirement for all house types, there is clearly a particular need at the present time for both starter homes and family housing provision (ie. 2, 3 and 4-bedroomed properties are most in demand) in the Hebburn part of the wider Hebburn and Jarrow Housing Market Area (ie. the Hebburn Community Area Forum-based sub-area), predominantly for owner-occupation. The survey of residents currently living in the New Town maisonette blocks revealed that many had a desire to remain living in the Hebburn New Town or wider Hebburn area, with preferences for 2, 3 and some 4-bedroomed houses, together with some 1 and 2-bedroomed bungalows and flats. It is evident that maisonettes are not a popular option for new housing in Hebburn.
- 5.27 The Borough-wide housing needs study also identifies a need for at least 55 affordable homes in the Hebburn area over the five year period 2004-2009, representing about 10% of the additional housing requirement in this sub-area. However, given that the vast majority of the New Town maisonette blocks that are proposed for potential demolition and replacement are currently rented from the Council, there will be a considerably higher demand for affordable socially-rented properties within the replacement new housing – the preference for many New Town residents is to remain in Council-renting housing, with renting from a Housing Association being the next favoured option. Nevertheless, it is recognised that whilst the provision of genuinely affordable new housing needs to be maximised, this will have to take into account the overarching strategic objective for achieving the



regeneration of the New Town 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.

- 5.28 Additionally, we want to ensure the creation of a high quality residential environment. The detailed masterplanning of the New Town area should therefore seek to incorporate new areas of high quality, landscaped public open space within the new layout in accordance with Policy H7.

Capitalising on our Environmental Assets

6.1 The Hebburn 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 these assets to enhance the quality of the town centre area itself, whilst maintaining and enhancing the distinctive character of the historic townscape.

LDF Core Strategy Policies:
ST1, ST2, SC1, SC6, EA1, EA2, EA3

AAP Policies: H1, H7

Local Development Documents:
LDD4 Development Control Policies
SPD1 Sustainable Construction and Development
SPD2* Urban Design
SPD3* Open Space Strategy
SPD16* Hebburn Hall Conservation Area Management Plan

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



Policy H9 Enhancing the Environmental Quality of Hebburn

We will seek to enhance the environmental quality of the Hebburn town centre and New Town area. We will promote and support high quality schemes designed to enhance the town’s streetscape and tree cover, and to implement other environmental, biodiversity and natural habitat improvements.

We will promote and encourage schemes and proposals within the town centre and New Town area that protect, preserve and enhance the natural, historic, cultural and architectural character, visual appearance and contextual importance of the settings of important sites in the wider vicinity outside the Area Action Plan boundary as shown on the Proposals Map inset:

- A) the Hebburn Hall Conservation Area;**
- B) Carr Ellison Park; and**
- C) Hebburn Riverside Park.**

Development proposals will only be permitted where they would not adversely affect, and enhance where possible, the quality of the environmental character, design or appearance, or the habitat and biodiversity value and interest of these sites.

6.2 We want to enable a step-change in the attractiveness of the Hebburn town centre area. Redevelopment schemes in the town centre must enhance the town’s streetscape, particularly within the primary shopping area and on the main streets, incorporating high quality street furniture and other general environmental improvements (refer also to Policy H7).

6.3 We also 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. Consideration should be given to how developments in the town centre area could impact on protected and designated areas immediately beyond the boundary of this Area Action Plan, such as the Hebburn Hall conservation area to the southern edge of the AAP area.

- 6.4 We want to ensure that all environmental assets are preserved or constructively conserved or, where possible, enhanced in an appropriate manner in accordance with Core Strategy Policy EA3. 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 links with the river and parks are maintained (eg. Hebburn Riverside Park to the north-west of the town and Carr Ellison Park to the south-east).
- 6.5 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.

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 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 the 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 H2 if not against specific policies]

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
H1 Strategic Vision for Hebburn Town Centre	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
	Hebburn town centre and New Town redevelopment	Economic Development in liaison with Spatial Planning	2012	Within existing budgets	Preferred developer appointed by 2008; Masterplan adoption 2008/9	Appointed March 2008 See Policy SS2A (below)
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with H1	<75% would trigger review
H2 Mixed-Use Development Opportunities in Hebburn	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

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
H2 (continued ...)	A) Hebburn shopping centre and New Town residential areas	Economic Development in liaison with Spatial Planning	2012	Private sector-led	Redevelopment schemes completed - up to 4,000sqm (43,000sqft) superstore complete - ~185 dwellings demolished and replaced	Review would be triggered unless substantially under construction
	B) former Council works depot and industrial sites at Glen Street	Economic Development in liaison with Spatial Planning	2011	Private sector-led	Completion of site redevelopment	Review would be triggered unless substantially under construction
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with H2	<75% would trigger review
H3 Improving the Physical Accessibility of Hebburn Town Centre	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 and H9	Target of >75% Linked to 2011 LTP Review
	Hebburn Metro Station park-and-ride facilities	Transport Futures in liaison with Area Planning, Streetscape and other LTP partners	2008	Funding secured via S106 planning agreement contribution	Scheme completed	Planning condition links work to level of housing completions on Hedgeley Court site. Threshold almost reached 2008

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
H3 (continued ...)	Station Road / Victoria Road West junction improvements and gateway marker	Transport Futures in liaison with Streetscape	2011	Private sector-led	Junction improvements completed	Part of general review assessment after 5 years
	St. Rollox Street area traffic improvements	Transport Futures in liaison with Streetscape	2011	Within existing budgets	Completion of road layout improvements	Part of general review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with H3	Target of >75% plan, monitor, manage
H4 Economic Development Opportunities in Hebburn (# see H2 for mixed-use sites)	Town centre studios/office space for small businesses	Economic Development	2005-09	Private sector	Schemes completed	Linked to review of regeneration Strategy
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with H4	Target of >75% plan, monitor, manage

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
H5 Retailing Opportunities in Hebburn Town Centre (# see H2 for mixed-use sites)	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with H5 - up to 4,000sqm net additional convenience floorspace permitted: 2011 - 1,250sqm 2016 - 3,000sqm 2021 - 4,000sqm - up to 250sqm net additional comparison floorspace permitted	<75% would trigger review. See also H2A
H6 Social, Community and Leisure Opportunities in Hebburn (# see H2 for mixed-use sites)	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with H6	Target of >75% plan, monitor, manage
H7 Recreational Opportunities in Hebburn (# see H2 for mixed-use sites)	Station Road public realm improvements	Transport Futures in liaison with Streetscape	2011	LTP-funded with private developer contributions	Schemes completed	Part of general review assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with H7	Target of >75% plan, monitor, manage
H8 Living in Hebburn New Town (# see H2 for mixed-use sites)	Hedgeley Court, Hedgeley Road	Development Control process	2010	Private sector	Completion of site redevelopment – 16 dwellings completed	Under construction

Policy	Principal Implementation Routes	Who is Mainly Responsible?	By When?	Resource Implications	Target / Indicator	Contingency
H8 (continued ...)	Land at St. Aloysius View	Development Control process	2016	Private sector	Completion of site redevelopment – 75 dwellings completed	Linked to SHLAA review process, also part of general review process assessment after 5 years
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with H8 - location, tenure, type of new housing; - ~300 new dwellings completed (~110 net additional 2004-16); - proportion of affordable housing achieved	<75% would trigger review Affordable housing linked to general Core Strategy review process assessment in 2012
H9 Enhancing the Environmental Quality of Hebburn	Hebburn Hall Conservation Area Management Plan	Spatial Planning	2008/09	Within existing budgets	SPD16 adopted	Scheduled for adoption October 2008. Use already completed Character Appraisal
	Assessment of major development proposals	Development Control process	Ongoing	Within existing budgets	Percentage of permissions complying with H9	Target of >75% plan, monitor, manage

Annex B: Replacement of Unitary Development Plan Policies

The following 'saved' UDP policies and proposals have been superseded by the policies in this adopted Area Action Plan:

S6	Hebburn Town Centre
S6/1	Hebburn Town Centre – Primary Shopping Frontages
S6/2	Hebburn Town Centre (non-primary shopping frontages)

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

ENV7	Conservation Areas
ENV7/5	Conservation Areas – Hebburn Hall
T6/6b	Pedestrian Access to the Riverside – between Hebburn Metro Station and the Riverside Park

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

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

Telephone: **(0191) 424 7688**

Email: **ldf@southtyneside.gov.uk**

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

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