

South Tyneside
Local development
framework

Final ADOPTED
Version

SPD 8
South Shields
Riverside Regeneration

August 2009



South Tyneside Council

The New Development Plan
for your Borough



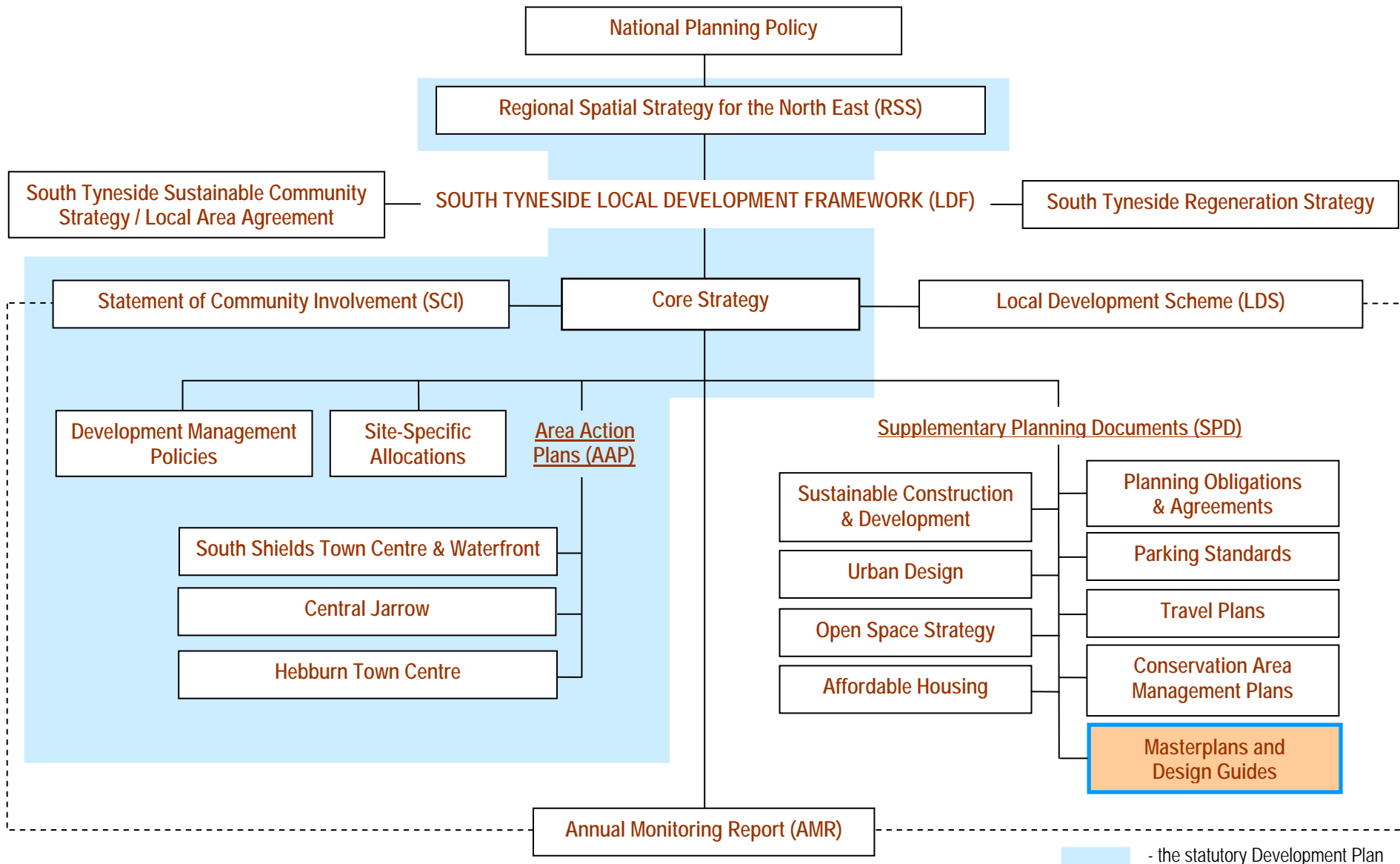
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SPD 8 South Shields Riverside Regeneration

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Adopted by Cabinet on 19 August 2009

South Tyneside Local Development Framework – Family Tree

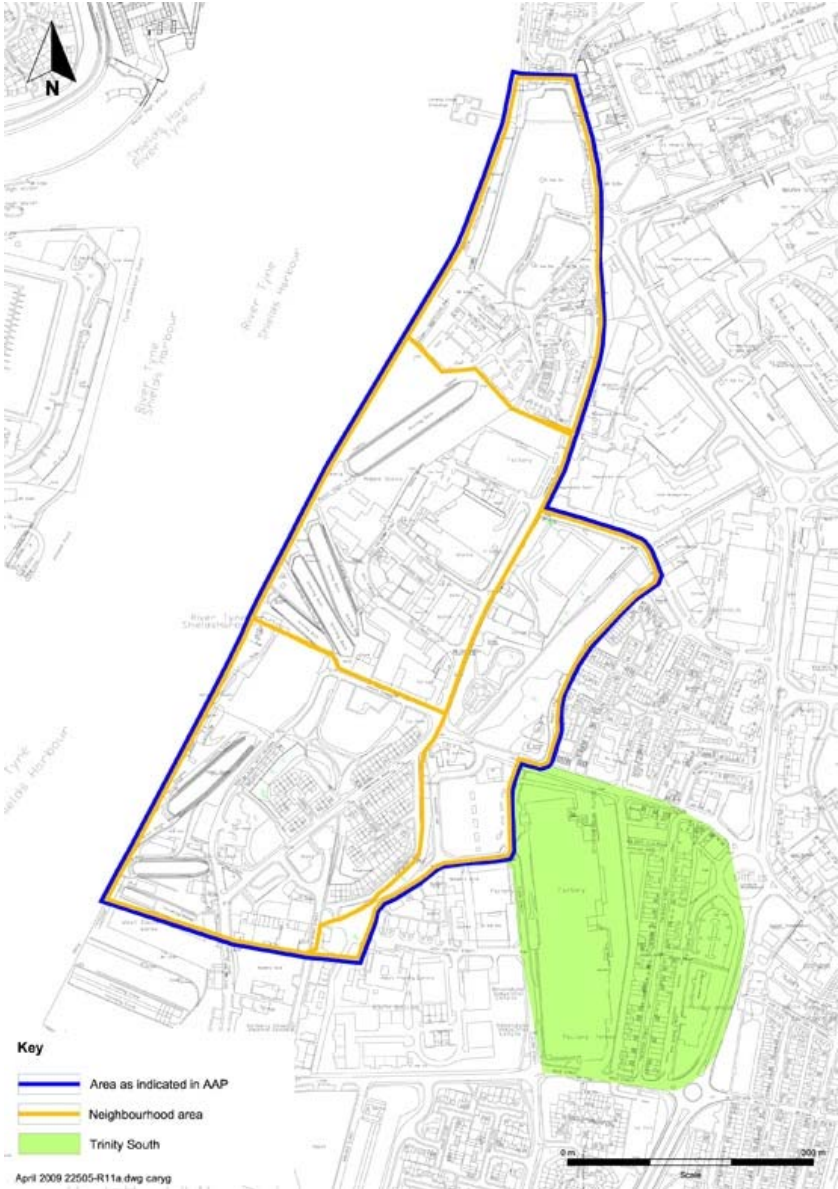


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1. Introduction

[South Tyneside Local Development Framework](#)

[Local Development Scheme](#)

[Core Strategy](#)

[South Shields Town Centre & Waterfront Area Action Plan \(AAP\)](#)

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

[Spirit of South Tyneside: Sustainable Community Regeneration Strategy and Local Area Agreement \(May 2008\)](#)

Introduction

- 1.1 Everything we do is about achieving “**a better future for South Tyneside’s people**”. That is our vision for the Borough. To deliver a better future, one of our big challenges is to make South Tyneside a place where people choose to live, work and visit. This means developing new and exciting buildings whilst preserving our cultural heritage, beautiful coastline and countryside. It also means ensuring a quality range of homes, shops and businesses, parks and public spaces, all linked by an excellent transport system. All of these things need to be delivered through the planning system, and in particular through 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.
- 1.2 This Supplementary Planning Document (SPD) has been produced in support of the adopted LDF Core Strategy (Policy ST1) and the adopted South Shields Town Centre & Waterfront Area Action Plan (Policies SS1 to SS14). It sets the policy and design framework for, and guides the redevelopment of, the South Shields Riverside Regeneration Area, a strategic regeneration priority for South Tyneside Council for a mix of uses. It aims to ensure that the future development of the site meets the vision and objectives of both South Tyneside Council and ONE North East.
- 1.3 This document seeks to set out a sustainable long-term policy framework for the South Shields Riverside Regeneration Area, complementing the spatial vision and policies of the Core Strategy, the South Shields Town Centre & Waterfront Area Action Plan and the emerging Site-Specific Allocations Development Plan Document.
- 1.4 The Core Strategy sets the overall blueprint for the future development of South Tyneside, whilst the South Shields Town Centre & Waterfront Area Action Plan focuses specifically on the town centre, coastal and riverside areas of South Shields, of which South Shields Riverside forms part. This SPD is specifically intended to focus on the 27 hectares of those four ‘neighbourhoods’ of the South Shields Riverside Regeneration Area that are covered in the Area Action Plan. The SPD builds upon the information provided in the Strategic Development Framework, which was approved in May 2007. It sets out the parameters and development principles that are necessary and appropriate in order to regenerate the area in line with the vision, in response to economic regeneration, planning and design policies at the national, regional and local level.
- 1.5 The preparation of this SPD has been informed by the following processes:
 - the adopted North East of England Plan: Regional Spatial Strategy to 2021 (July 2008);
 - the adopted South Tyneside LDF Core Strategy (June 2007);
 - the adopted South Shields Town Centre & Waterfront Area Action Plan (November 2008);

- the Strategic Development Framework for South Shields Riverside Regeneration (May 2007) and the public consultation associated with the masterplanning process;
- a sustainability appraisal of the social, economic and environmental effects of the draft SPD proposals and principles; and
- considering the need for a Habitats Regulations Assessment.

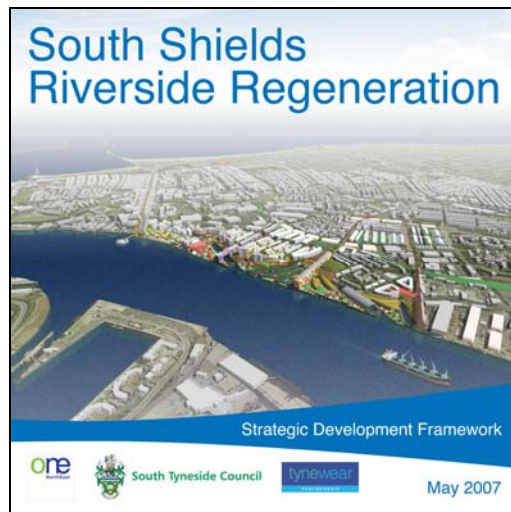
1.6 The formal public consultation undertaken on this draft SPD is in accordance with Regulations 17 and 18 of the Planning & Compulsory Purchase Act.

Context of the SPD

1.7 In September 2006, South Tyneside Council and ONE North East appointed a consultant team lead by Studio Egret West to prepare a Strategic Development Framework plan for the Riverside Regeneration Area. It articulated the 20-year vision and regeneration strategy for South Shields Riverside and how it could be achieved. The Strategic Development Framework was finalised in May 2007 following consultation with stakeholders, and then published for formal public consultation during September/October 2007.

1.8 Since this time, the Strategic Development Framework has been subject to a period of rigorous testing, with environmental and engineering studies and development appraisals being undertaken. In addition, it was agreed that preparing a supplementary planning document as part of the Local Development Framework for South Tyneside would set out and provide guidance on the vision for the South Shields Riverside Regeneration Area, to support the adopted LDF Core Strategy and South Shields Town Centre & Waterfront Area Action Plan.

1.9 This SPD was consulted upon in May 2009. The Statement of Consultation describes the consultation that has been undertaken in the preparation of SPD 8. The LDF's Statement of Community Involvement provides further information on how the Council consults and ensures effective public involvement throughout the LDF process.



Scope of the Supplementary Planning Document

1.10 This SPD provides:

- a description of the site and its setting, summarising constraints and opportunities;
- the planning policy framework from which it has developed;
- the strategic vision and objectives for the site;
- general development principles relating to the amount of development, the mix of uses, design, movement and space;
- site-specific design principles and parameters for each neighbourhood;
- guidance on the phasing of the overall development; and
- a delivery and implementation strategy for future development.

Sustainability Appraisal and Habitats Regulations Assessment

Sustainability Appraisal

The Sustainability Appraisal report can be viewed and downloaded online at www.southtyneside.info. It is also available to view in the Council's three main offices in South Shields, Jarrow and Hebburn, and in all public libraries. The Report can also be requested free of charge for residents and businesses located within the Borough.

- 1.11 This SPD has been assessed to see how well it meets a number of social, economic and environmental objectives. This is a process known as Sustainability Appraisal, which is intended to help to improve the document. The content of this SPD has also been formally considered in relation to the requirement to undertake a Habitats Regulations Assessment of land use plans. This requirement is set out under Articles 6(3) and 6(4) of Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Flora and Fauna (the Habitats Directive), and translated into English law through Schedule 1 of the Conservation (Natural Habitats &c) (Amendment) (England and Wales) Regulations 2007 (Habitats Regulations).
- 1.12 The SPD does not introduce new policies or proposals for specific sites within the Riverside Regeneration Area, but provides additional information and guidance on adopted policies of the LDF Core Strategy and South Shields Town Centre & Waterfront Area Action Plan. It seeks to co-ordinate the development of land through design guidance and principles, and it is also a material consideration in the assessment of planning applications. The proposals and principles contained within the SPD are in support of, and are fully compliant with, the policies and vision set out in the Core Strategy and Area Action Plan development plan documents, which were subject to Habitats Regulations Assessment and Sustainability Appraisal during their preparation.
- 1.13 The Council considers that the impact of this document would not adversely affect the integrity of designated European Sites. Therefore, in accordance with the Regulations, no further Habitats Regulations Assessment is required for the purpose of the SPD. Further site-specific Habitats Regulations Assessment and Sustainability Appraisal may be necessary for certain significant planning applications. Planning applications will be determined in accordance with the adopted policies set out in the Core Strategy and Area Action Plan.

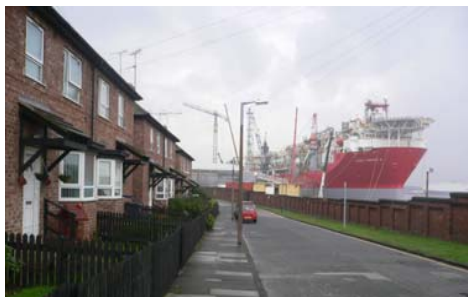
2. Context



The Customs House cultural quarter at Harton Staithes



Middle Docks and the surrounding area



Windmill Hill

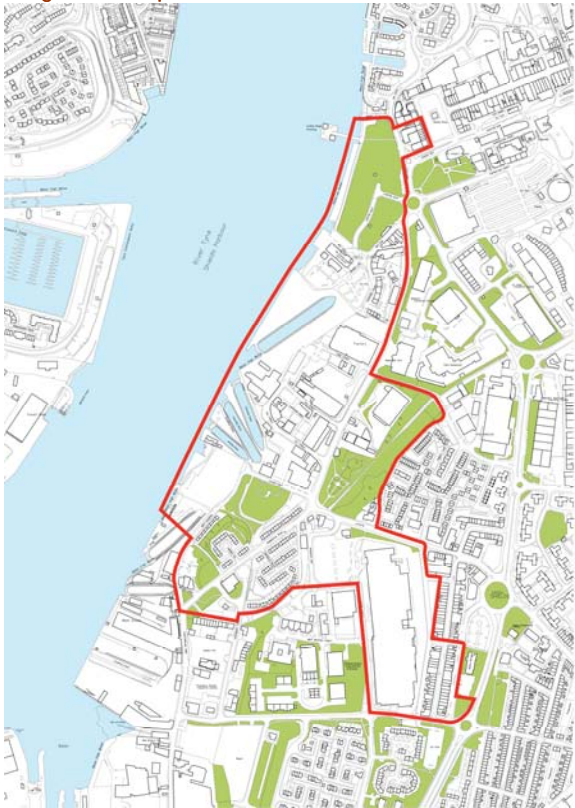
- 2.1 This section provides a brief context to the Riverside Regeneration Area, and summarises development opportunities and constraints. Figure 1 (page 5) illustrates the area in the context of its surroundings.
- 2.2 The riverside was traditionally centred on High Shields and has a distinct community identity. Marine and other river-related industries provided the dominant source of employment throughout the area. One shipyard is still in operation today, but unemployment remains above the national average. The landscape has been shaped by this industrial legacy, including the ballast banks and derelict former graving docks at Middle Docks.
- 2.3 The Customs House is a popular visitor attraction with a theatre, cinema and arts centre, situated within the historic Mill Dam Conservation Area. Nearby South Shields town centre and the district shopping centre at Frederick Street provide local services and facilities. Within the riverside area there are relatively few public open spaces, including at Windmill Hill and at High Shields on the site of the former Holy Trinity Church.

Accessibility and Infrastructure

- 2.4 The existing transport networks, services and facilities are illustrated in Figure 2 (page 6) and include:
 - **Highways** – road access to the Riverside Regeneration Area is gained via the A194 Western Approach, the A183 Coast Road and the A1018 Westoe Road. However, the A194 creates a physical barrier to pedestrian and cycling movements between the riverside and existing neighbouring communities.
 - **Buses** – several bus routes serve the Riverside Regeneration Area but some services have recently been reduced due to falling patronage. The northern part of the area lies adjacent to the town centre, which is served by a comprehensive bus network.
 - **Metro** – regular Metro services connect the riverside site to the rest of Tyne & Wear via South Shields Metro station to the north east and Chichester Metro station to the south west.
 - **Ferry** – the Shields ferry landing lies adjacent to Harton Staithes and connects South Shields with North Shields.
 - **Cycling** – several cycle routes provide direct access to the Riverside Regeneration Area, with National Cycle Network Route 14 running through the spine of the site along Temple Town, Corstorphine Town and Commercial Road.
 - **Services and Facilities** – four schools are situated within 1 kilometre of the Riverside Regeneration Area, whilst health care facilities, retailing, banks, post offices and other services are located within the town centre and at Frederick Street district centre.
- 2.5 Sewerage and drainage infrastructure in the area comprises a combined interceptor sewer and a series of pumping stations. Works to upgrade parts of the system are likely to be needed to support the level of new development proposed.

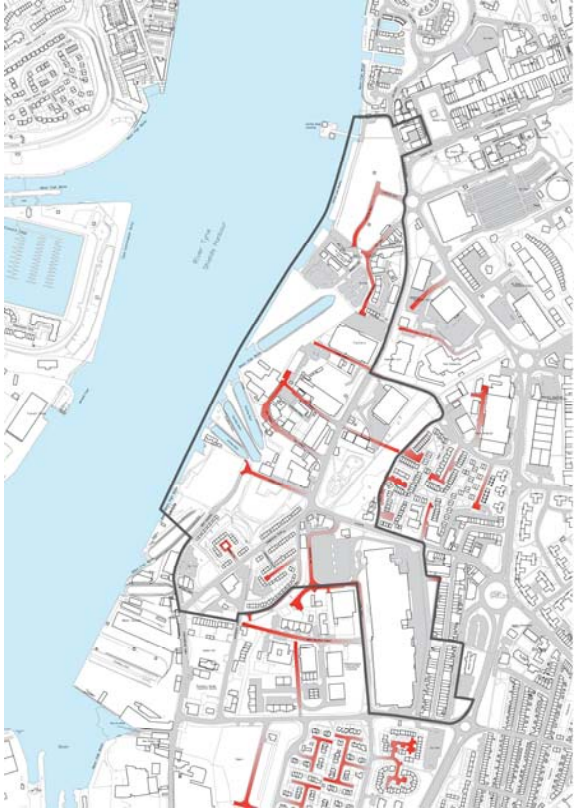
Figure 1: Context

Fragmented Spaces



Key:  Riverside Regeneration Area
 Green Spaces

Fractured Routes



Key:  Riverside Regeneration Area
 Fractured Routes

Character Areas

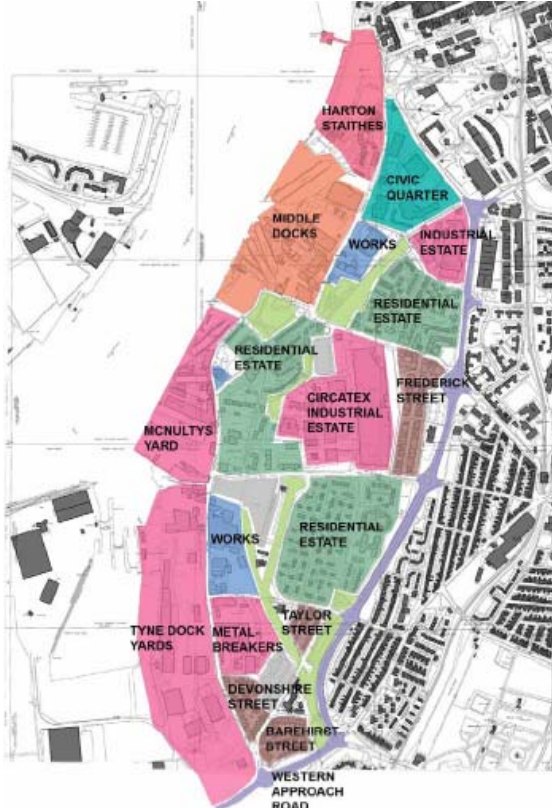
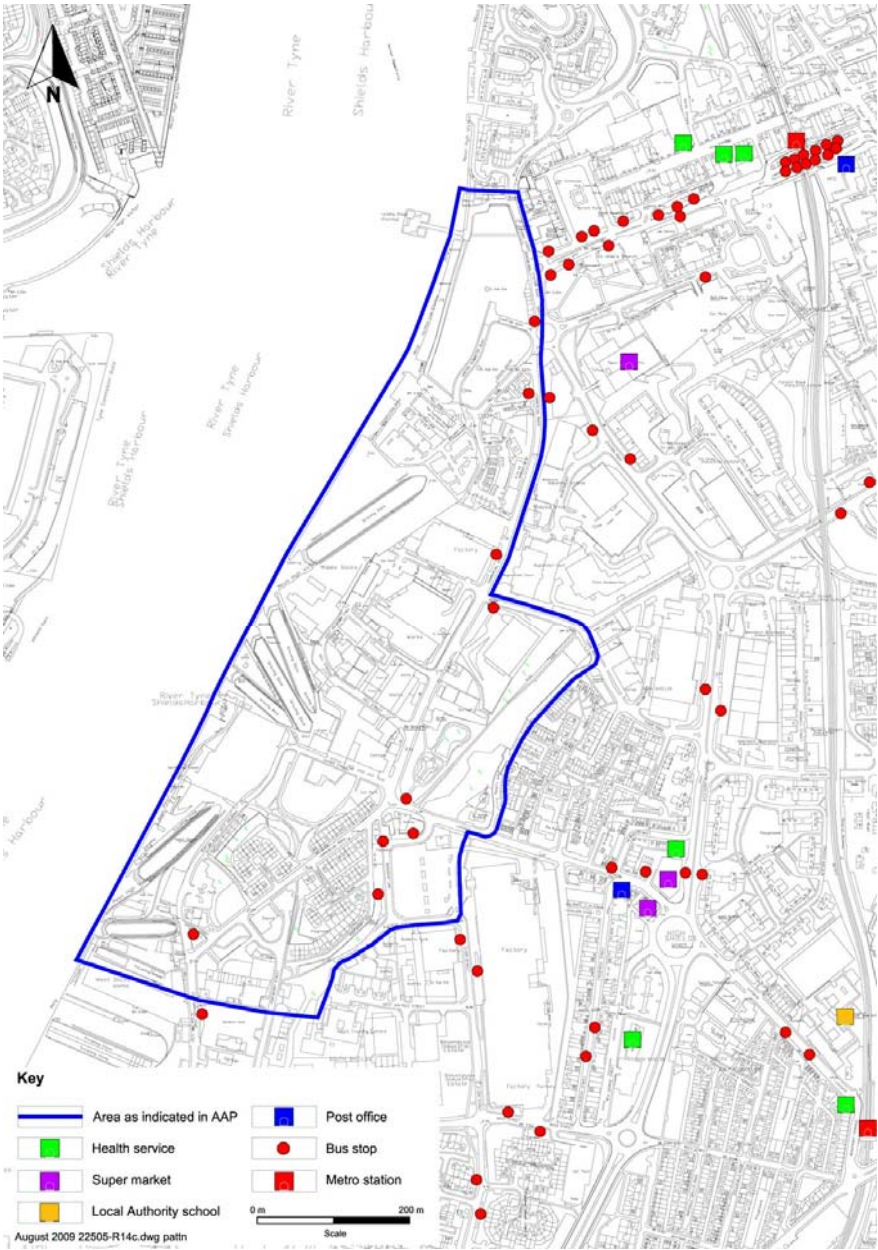


Figure 2:
Local Services and Facilities



The Neighbourhood Areas



Harton Staithes neighbourhood area

2.6 This SPD proposes the creation and re-inforcement of four connected mixed-use neighbourhoods in support of the adopted South Shields Town Centre & Waterfront Area Action Plan. The Riverside Regeneration Area totals approximately 27 hectares and includes:

- **Harton Staithes** – approx. 6 hectares
- **Holborn** – approx. 8.5 hectares
- **High Shields** – approx. 4.5 hectares
- **Windmill Hill** – approx. 8 hectares

2.7 The Strategic Development Framework (May 2007) also includes a fifth neighbourhood area – known as Trinity South – based around the former Circatex factory site and Frederick Street district centre. This neighbourhood area is not covered by this SPD as it sits outside the boundary of the Area Action Plan. Trinity South is instead covered by the LDF's emerging Site-Specific Allocations Development Plan Document, which is anticipated for adoption in 2012.

Harton Staithes



Holborn neighbourhood area

2.8 Harton Staithes, at the northern part of the Riverside Regeneration Area, is the closest neighbourhood to the town centre. It includes the Mill Dam Conservation Area, Customs House theatre and arts centre, and reclaimed land at the former Staithes. The Shields ferry landing is situated at the northern part with Holborn to the south, the B1303 Ferry Street to the east and the River Tyne to the west. Development at Harton Staithes should improve the physical and visual connectivity between the riverside and town centre. The predominant type of housing within this neighbourhood area is likely to be one and two-bed properties.

Holborn

2.9 Holborn fronts onto the River Tyne and lies to the north of Windmill Hill, to the south of Harton Staithes and to the west of High Shields. There is a strong east-west street pattern at Cone Street, Nile Street and Hill Street, with a limited number of small businesses in operation. Currently, there is no public open green space of any value. The site is likely to be contaminated given the significant areas of cleared former industrial land, including the Middle Docks site. There is currently no public access to the riverfront with significant level changes between the



High Shields neighbourhood area



Windmill Hill neighbourhood area

former industrial land and docks. There is significant opportunity to enable public interaction with the riverside through remediation and development. Holborn is likely to include a housing mix of one, two, three, four and five-bed properties.

High Shields

2.10 High Shields lies to the east of Holborn and Windmill Hill, and to the north west of the Trinity South area around Laygate and Frederick Street. It includes commercial and residential properties, with an area of public open space at the site of the former Holy Trinity Church. The route of the former railway line – referred to as the High Line – runs through the site and forms part of the South Tyneside Heritage Trail. This neighbourhood area is likely to include predominantly four and five-bed house types with a smaller element of three-bed properties.

Windmill Hill

2.11 Windmill Hill is an established residential area fronting onto the River Tyne. It lies to the south of Holborn and to the west of High Shields. The neighbourhood area includes industrial land and an in-filled dry dock occupied by McNulty Offshore. All new development will need to be compatible with this existing industrial function, including port-related uses at the Port of Tyne further to the south. Areas of public open space are currently of low quality, but there is a clear opportunity to improve this open space, as well as the connections between Windmill Hill and surrounding areas. No new housing development is now proposed within the Windmill Hill neighbourhood area, given the proximity of the ongoing industrial operations.

3. Strategic Vision

3.1 This document sets out the policy and design framework for South Shields Riverside through a strategic vision, which supports that set out in adopted development plan policy. The Regional Spatial Strategy for the North East prioritises the regeneration of South Shields town centre and riverside for appropriate mixed-use development as part of the Tyne Gateway (Policy 9, Tyne & Wear City-Region). This regional priority has informed the spatial strategy for South Tyneside in the LDF Core Strategy (Policy ST1).

Realising the Vision



3.2 The South Shields Town Centre & Waterfront Area Action Plan sets out the overarching strategy and vision for the Riverside Regeneration Area, together with detailed policies and site-specific land allocations. The strategic vision within the adopted Area Action Plan (Policy SS1) is to:

“redevelop the riverside as a high quality new location for urban living, leisure, education and working, restoring the link between local communities and the river, and attracting highly skilled jobs...”

3.3 This SPD develops the strategic vision set out in the Area Action Plan and the Strategic Development Framework:

“To seek a more sustainable, longer-term view towards the regeneration of the riverfront that balances the desire for an active waterfront with the ambitions of a growing residential community. It is driven by five principal uses that promise to maximise the potential of the area. These uses are housing, offices, research and development including the knowledge economy, tourism, and culture and leisure”.

3.4 The strategic vision is developed through six key objectives, which form the basis of this SPD:

- Objective 1 To improve access to the waterfront for everyone;
- Objective 2 To connect the waterfront to the town centre, new neighbourhoods and existing communities;
- Objective 3 To improve links between the existing fragmented neighbourhoods;
- Objective 4 To support businesses and promote a mix of employment opportunities;
- Objective 5 To establish a sustainable living environment through mixed housing tenures and design innovation;
- Objective 6 To create a sustainable community through a mix of uses.

4. Development Principles

LDF Core Strategy Policies
ST2, A1, SC1, EA3

Area Action Plan Policies
SS2, SS3, SS5, SS12, SS13

Local Development Documents
LDD 4 * Development Management Policies
SPD 1 Sustainable Construction & Development
SPD 2 * Urban Design
SPD 3 * Open Space Strategy
SPD 4 Affordable Housing
SPD 5 Planning Obligations & Agreements
SPD 6 * Parking Standards
SPD 7 * Travel Plans
SPD 19 * Mill Dam Conservation Area Management Plan

Mill Dam Conservation Area Character Appraisal

Design and Sustainability
South Tyneside Urban Design Framework

Urban Design Compendium 1 and 2 (English Partnerships/Housing Corporation)

Lifetime Homes (Habinteg Housing Association)

Secured by Design (CABE)

Building for Life (CABE/Home Builders Federation)

Code for Sustainable Homes (Communities & Local Government)

Building-in Sustainability: A Guide to Sustainable Construction and Development in the North East (Durham County Council)

[* Denotes that this document is yet to be produced or is in draft]

- 4.1 Several high-level principles underpin the regeneration vision. A number of neighbourhood area-specific principles are also set out in Section 5 to enable the main elements of the vision to be implemented. Together, these principles will ensure that the regeneration of the riverside has a sustainable and long-lasting impact.

Sustainable Design

- 4.2 A major element in realising the vision for the South Shields Riverside is ensuring that high quality innovative urban design is incorporated into all development proposals. Section 5 sets out further design principles for each of the four neighbourhoods, together with site-specific design guidance for individual development plots within each neighbourhood.

Principle SSR1: Sustainable Design

We will seek to ensure that the design of all new development and places within the South Shields Riverside Regeneration Area:

- **expresses the ambitions and commitment to design innovation contained within the Strategic Development Framework;**
- **contributes to the principal structuring elements (illustrated in Figure 3) contained within the Strategic Development Framework:**
 - **4 new neighbourhoods – Harton Staithes, Holborn, High Shields and Windmill Hill;**
 - **3 new paths – the Board Walk, the Cliff Walk and the High Line;**
 - **2 enhanced spines – the two ‘groyne’ developments connecting Harton Staithes with King Street/Market Square and Holborn/Windmill Hill with Laygate Street; and**
 - **1 New Shore Park – running the length of the riverfront between Harton Staithes and Windmill Hill;**
- **demonstrates that best practice urban design principles (as advocated in the Urban Design Compendium 1 and 2) have informed development proposals;**
- **demonstrates the principles of designing-out crime by aiming to achieve a Secured by Design accreditation;**

[continued...]



The principle of the Enhanced Spines or 'Groyynes'



The principle of the Board Walk

[Principle SSR1 continued...]

- **demonstrates the highest standards of sustainability from inception to post-completion maintenance, in accordance with SPD 1: Sustainable Construction & Development;**
- **for residential development:**
 - **achieves a minimum Level 3 of the Code for Sustainable Homes (or equivalent for any future mandatory standards that apply);**
 - **aims to achieve at least 16 of the 20 Building for Life design quality and place-making criteria; and**
 - **aims to incorporate all relevant design criteria to achieve Lifetime Homes Standards; and**
- **for non-residential development, aims to achieve an excellent BREEAM rating at post-construction review (and future equivalent standards that apply).**

Mixed-Use Development

- 4.3 The land uses and amount of development set out in Principle SSR2 are derived from the indicative allocation figures in the adopted Area Action Plan and the Strategic Development Framework. This provides a guide to the general mix of land uses that could be realistically implemented in each area over the plan period.
- 4.4 The South Shields Town Centre & Waterfront Area Action Plan allocates for the four Riverside Regeneration Area neighbourhoods within its coverage to bring forward in the region of 1,050 net additional new homes (indicatively about 600 between 2011-16 and about 450 between 2016-21). These figures were based on the Strategic Development Framework (May 2007), which set a vision for around 1,300 new homes across all five neighbourhoods (i.e. including Trinity South). However, since the time of the submission draft Area Action Plan (June 2007) and subsequent independent examination (June 2008), the Masterplan has been reviewed in the light of changing economic conditions and more recent analysis of local housing needs (which generally reveals a demand for less flats and more family homes). Given these circumstances, it is no longer considered to be reasonable to be able to deliver the previously envisaged 1,050 new homes across the SPD's coverage area. As a result, the overall proposed total has reduced to around 1,050-1,100 dwellings for the wider Riverside Regeneration Area, including between about 625-875 within the Harton Staithes, Holborn and High Shields neighbourhoods. A range is therefore shown to allow for flexibility over the plan period. Nevertheless, the overall total now proposed to be delivered within the Riverside Regeneration Area is still within the +/- 10-20% reasonable range of deviation from the planned trajectory advised in national planning policy guidance for housing (PPS 3).



New housing development in South Shields



Principle SSR2: Mixed-Use Development

South Shields Riverside will be promoted through a mix of uses that will contribute to creating sustainable communities.

Proposals for the development of the South Shields Riverside Regeneration Area should be in accordance with the following indicative amounts of floorspace and housing for each neighbourhood area:

Use	Neighbourhood (dwellings / approx. m ² gross)			
	Harton Staithes	Holborn	High Shields	Windmill Hill
Retail (Use Class A1)	250			
Restaurants, Cafes, Drinking Establishments, and Leisure (Use Classes A3, A4 and D2)	1,400	1,750		
Offices (Use Class B1)	10,500	7,500	9,350	
Research & Development (Use Class B1) *		7,500	10,250	17,000 *
Business and General Industrial (Use Classes B1 and B2)			5,700	
Hotel (Use Class C1)	3,000			
Housing (Use Class C3)	100-150 dwellings	450-550 dwellings	75-175 dwellings	
Community (Use Class D1)	250		400	

* Including a possible Neighbourhood Energy Centre (Sui Generis use class), which is likely to be critical to realising the sustainable design standards and requirements throughout the Riverside Regeneration Area, as set out in Principle SSR1.

Figure 3: Principal Structural Elements

New Paths

Three enhanced pedestrian and cycle routes:

1. The 'Cliff Walk' path – from Harton Staithes to Windmill Hill along Holborn cliff top.
2. The 'Board Walk' path – along the river edge from Harton Staithes to Windmill Hill.
3. The 'High Line' path – an existing route running through High Shields.

[Note: The paths illustrated are indicative.]

Enhanced Spines

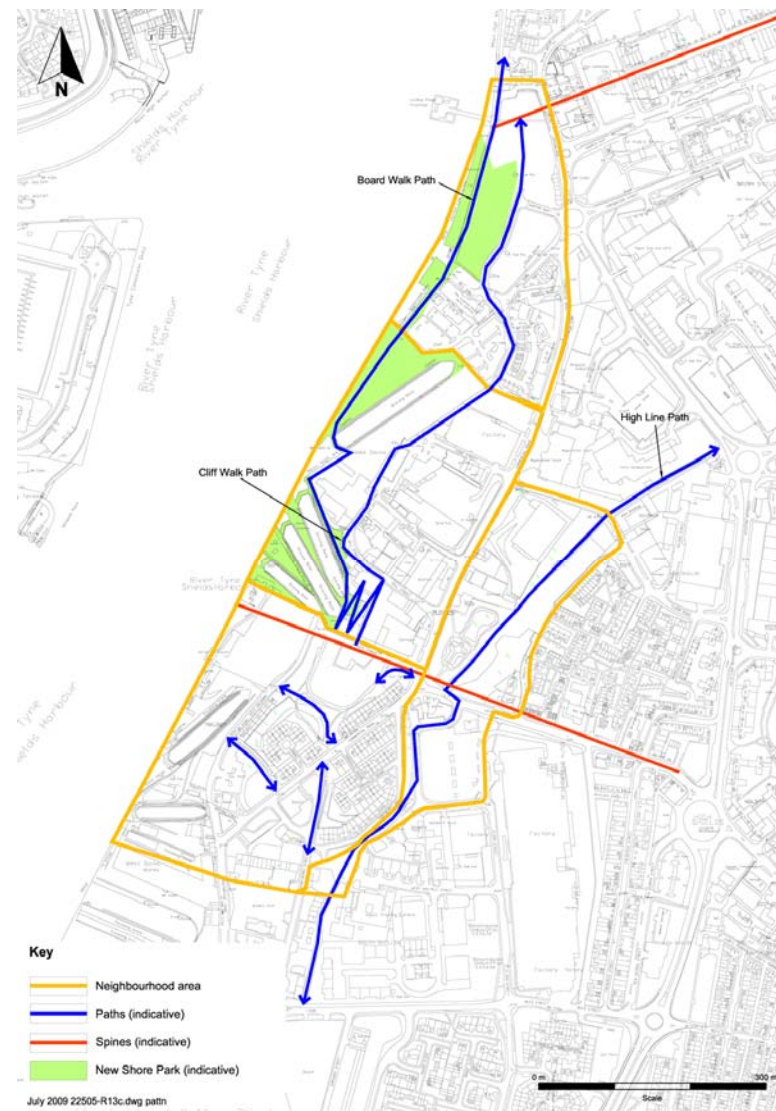
Improved pedestrian and cycle access, enhanced public realm and new linear building developments (referred to as 'Groyne') along the alignment of the two Enhanced Spines:

1. Town Centre Spine – King Street and Market Square to the Shields ferry landing.
2. Laygate Spine – Laygate Street to the River Tyne.

New Shore Park

A prestigious new parkland area along the riverfront from Harton Staithes to Windmill Hill, including:

1. A contemporary urban park at Harton Quay.
2. Small buildings to accommodate creative activities on the triangle of land to the south of the Customs House.
3. The large graving dock as an area for outdoor leisure activities.
4. The three graving docks as an area of wildlife interest.



Note: New Paths illustrated are indicative only.

Sustainable Housing



Concept of housing at High Shields



Example of concept maisonette house types

[National Policy and Guidance](#)
PPS 3: Housing

[Local Housing Document](#)
South Tyneside Housing Needs Survey 2007/08
South Tyneside Housing Market Assessment
2008/09

4.5 This SPD takes forward the policies on sustainable housing provision within the LDF Core Strategy and the area-specific allocations set out in the South Shields Town Centre & Waterfront Area Action Plan. The Area Action Plan identifies Harton Staithes and Holborn as 2011-2016 priority sites, whereas High Shields and Windmill Hill are designated as 2011-2016 reserve and 2016-2021 priority sites. However, no new housing is now proposed within the Windmill Hill neighbourhood (see paragraphs 2.11 and 5.5). All new housing developments within each neighbourhood should also be compatible with existing and proposed adjacent employment uses.

Principle SSR3: Sustainable Housing and Tenure Provision

Sustainable residential communities will be created and promoted at South Shields Riverside to meet the identified local housing needs of the area.

Proposals for residential development within each of the four new neighbourhoods should be in accordance with the following indicative property type provisions:

Neighbourhood	Property Type / Size		
	1 and 2-bed	3-bed	4 and 5-bed
Harton Staithes	95%	5%	
Holborn	45%	30%	25%
High Shields		25%	75%

Sustainable Travel

National Guidance
Manual for Streets (CABE)

Streets for All (English Heritage)

Streets for All – North East (English Heritage)

Local Development Documents

SPD 5 Planning Obligations & Agreements

SPD 6 * Parking Standards

SPD 7 * Travel Plans

[* Denotes that these documents are yet to be produced or are in draft]

- 4.6 Access and movement will play an important role in the success of the development area, as it forms the skeleton around which the regeneration will fit. Good connections are made up of an integrated network of roads, streets, footpaths, cycle tracks and public transport routes that interlink the riverside sites to the wider movement network. The success of South Shields Riverside will depend on how effectively these connections work.
- 4.7 The A194 Western Approach plays an integral role in providing access to South Shields Riverside and serves as one of the primary routes into South Shields as a whole. The cumulative impact of development across the Borough, including within South Shields Riverside Regeneration Area, will require improvements to both the strategic and local highways network. Such highways improvements will require financial contributions from development schemes, as set out in SPD 5: Planning Obligations & Agreements (see Section 6).
- 4.8 All new development should provide adequate cycle parking and storage facilities in addition to enhancing the provision of cycle routes. Developers proposing significant schemes should also carry out a bus needs survey, and undertake discussions with bus operators and Nexus to discuss the potential for any new routes or route changes. Provision for bus stops at appropriate locations within the Riverside Regeneration Area should be considered from the outset, together with improving the design and quality of existing bus stops.

Principle SSR4: Pedestrian and Cycle Movement

High quality pedestrian and cycling environments should be created by:

- reconnecting the riverside with the wider development area through the creation of a number of main walks and views, including the Cliff Walk, the Board Walk and the High Line, in accordance with Policy SS3(E) of the adopted Area Action Plan;
- connecting communities to the waterfront and overcoming level differences between the riverside and its hinterland through a tiered or terraced embankment to the rear of the Middle Docks site as part the New Shore Park;
- creating a high level of permeability throughout South Shields Riverside, with an emphasis on green infrastructure via parks, open spaces and other recreational areas;
- re-connecting South Shields Riverside to the wider South Shields area, to enable access to major public transport hubs, community services and facilities; and

[continued...]

[Principle SSR4 continued...]

- **giving priority to pedestrians and cyclists through designing roads to encourage low vehicular speed limits and as part of home zones.**

These environments should be designed to ensure pedestrian and cyclist safety and security.

Cycle routes should be incorporated into the design of any new roads within all development sites, and connect with the existing road and cycleway network, to create a strong interconnected cycling network.

The existing NCN 14 national cycle route could be redirected off-road through the centre of South Shields Riverside, with an additional cycle route created along the riverside, tying-in with the Cliff Walk and the Board Walk routes.

Recreational Open Space

National Policy and Guidance
 PPG 17: Planning for Open Space, Sport and Recreation
 PPS 9: Biodiversity and Geological Conservation
 Planning for Biodiversity and Geological Conservation: A Guide to Good Practice

Local Development Documents
 SPD 2 * Urban Design
 SPD 3 * Open Space Strategy
 SPD 5 Planning Obligations & Agreements

[* Denotes that these documents are yet to be produced or are in draft]

- 4.9 An area-specific open space assessment has been undertaken for South Shields Riverside, whilst the Council is also preparing a full Borough-wide Open Space Strategy including a review of its Playing Pitch Strategy. This will inform updated standards for recreational open space provision in the forthcoming Open Space Strategy Supplementary Planning Document.
- 4.10 Open space provision at South Shields Riverside will be provided predominantly through creating a new riverside park, known as the New Shore Park, and improving and enhancing existing areas of public open space. The New Shore Park will reconfigure the river frontage to create an exciting and vibrant public realm, revitalise the former working waterfront and provide a catalyst for the regeneration of the wider area.
- 4.11 The biodiversity of areas of new and existing open space should be protected and where possible enhanced. Existing areas of public open space will be retained and improved at Laygate Street within Windmill Hill and on the site of the former Holy Trinity Church at High Shields, including also the High Line route that runs through the riverside corridor.



Concept of the New Shore Park at Harton Staithes



Concept of the New Shore Park at Holborn

Principle SSR5: New Shore Park

The principles for developing the New Shore Park are:

- creating an attractive, high quality leisure and recreation facility for the local community and visitors;
- creating a distinctive and contemporary landscape using high quality materials, features and public art;
- conserving and enhancing areas of biodiversity interest, such as inter-tidal mud and riverside structures used by wildlife;
- establishing distinct character areas, including:
 1. Harton Staithes – a high quality urban riverside park adjacent to the refurbished Harton Low Staithes;
 2. Customs House triangle – a new riverside park with small kiosk buildings or 'huts' to accommodate creative activities, and food and drink outlets;
 3. Large graving dock – retaining and developing this former dock for outdoor leisure activities; and
 4. Three small graving docks – retaining and developing these former docks as an area of wildlife interest; and
- providing new and enhanced pedestrian and cycle routes to connect the Harton Staithes, Holborn and Windmill Hill neighbourhoods, including the riverside Board Walk and sections of the Cliff Walk.

National Policy and Guidance
 Town & Country Planning Act 1990 Section 215: Best Practice Guidance (ODPM, 2006)

PPG 15: Planning and the Historic Environment

PPG 16: Archaeology and Planning

Guidance on the Management of Conservation Areas (English Heritage, 2001)

Power of Place: The Future of the Historic Environment (English Heritage, 2001)

Enabling Development and the Conservation of Historic Assets (English Heritage, 2007)

Local Development Documents

- SPD 2 * Urban Design
- SPD 5 Planning Obligations & Agreements
- SPD 19 * Mill Dam Conservation Area Management Plan
- Mill Dam Conservation Area Character Appraisal

[* Denotes that these documents are yet to be produced or are in draft]



Mill Dam Conservation Area

Cultural Heritage

- 4.12 Local cultural heritage is important to the unique character and history of the area and will be protected. A clear understanding of it will be expected to inform development proposals. This cultural heritage includes the Mill Dam Conservation Area and its setting, listed buildings and structures, non-listed buildings and structures of significant local historic or architectural interest such as the former graving docks, landscape features of significant local heritage value, and identified and potential areas of archaeological interest.
- 4.13 The neighbourhood site-specific design guidance (Section 5) identifies those listed buildings that will be preserved or enhanced, as well as other buildings of architectural, cultural and historic importance, including locally listed buildings, that should be retained.

Principle SSR6: Local Cultural Heritage

All development proposals should recognise the local cultural heritage and seek to preserve or enhance the appearance and character of the Mill Dam Conservation Area and the setting of listed buildings. In particular, proposals should seek to, wherever possible, practical and desirable:

- **retain in an appropriate alternative use(s) and, where possible, enhance the derelict former graving docks on the Middle Docks site at Holborn;**
- **protect or enhance the Mill Dam Conservation Area and its setting, by requiring all new development to have regard to the Character Appraisal and Management Plan, and in establishing a high quality street scene through appropriate forms of development on the adjacent Harton Staithes site; and**
- **retain in an appropriate alternative use(s) and, where possible, enhance buildings and structures of other local importance by reason of their architectural merit or historic significance.**

5. Site-Specific Design Guidance



Concept of development at Harton Staithes



Concept of development at Harton Staithes

- 5.1 This section sets out the site-specific design guidance for individual development plots within each of the four neighbourhood areas. Design guidance plans for each neighbourhood identify the individual development plots.

Harton Staithes



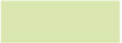





- 5.2 Harton Staithes neighbourhood occupies a hinge position between the town centre, riverfront and the Customs House. The development of this neighbourhood should promote access between these locations and help raise the level of activity on the riverside. Establishing the first phase of the New Shore Park, providing new and enhanced routes and introducing an appropriate mix of uses will make a significant contribution to achieving this aim.

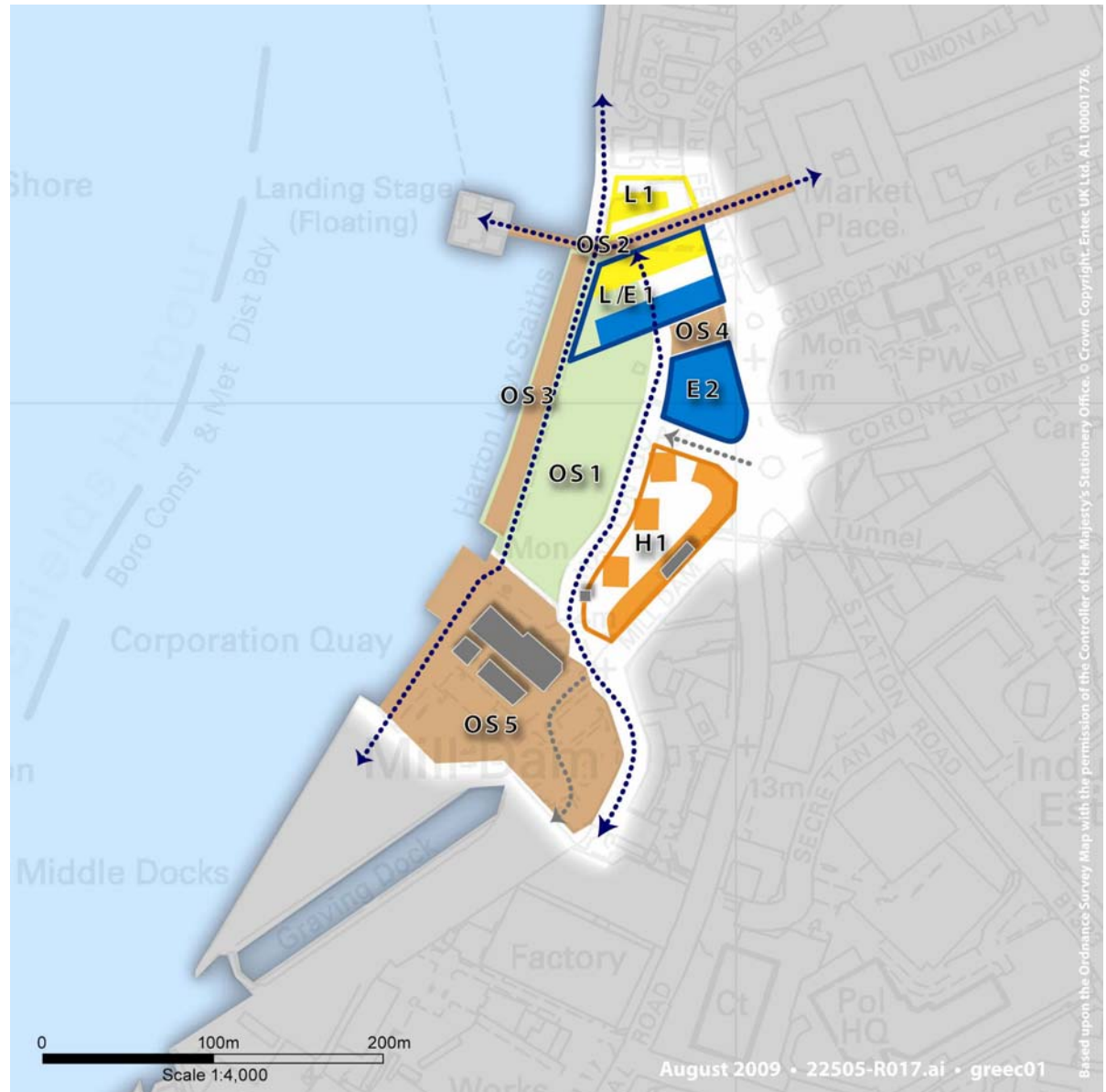
Principle SSR7: Harton Staithes

Three principal structuring elements inform the overall layout and design of development on Harton Staithes:

- **creating the New Shore Park, fronting onto the river as a major leisure and recreational facility for the local community and visitors;**
- **creating 'New Paths', including the northern section of the Cliff Walk and the riverfront Board Walk; and**
- **establishing a 'New Spine' from Market Square to the Shields ferry landing, including an enhanced route and 'groyne' building.**

Figure 4: Harton Staithes Design Guidance

-  Pedestrian / cycle route (indicative)
-  Motor vehicle route
-  Green open space
-  Open space
-  Listed/locally listed buildings to be retained
-  Housing
-  Commercial
-  Leisure



Harton Staithes Design Guidance			
Plot	Use (Use Class)	Design Element	Principle
H1	Preferred use: Housing (C3) Other acceptable uses: Retail (A1), Employment (B1), Hotel (C1), Leisure (D2)	Layout and Open Space	Active ground floor uses, namely use classes A1 (e.g. sandwich bars), A3 (restaurants and cafes), A4 (public houses/wine bars), may form part of Mill Dam frontage.
			Establishing a perimeter block arrangement with a continuous frontage to Mill Dam and a broken river frontage.
			The retention and refurbishment of Staithes House and Swinburne Glassworks, and their enhanced setting.
			High quality landscaping to private/semi-private space within the development for use by residents.
	Building Design	Along the Mill Dam boundary new buildings should acknowledge plot widths, varied roofline, elevational proportions and a degree of detailing that is characteristic of the existing buildings within Mill Dam Conservation Area. Building heights can range from 3 to 4-storeys to the south and 2 to 3-storeys to the north.	
		Along the Harton Quay frontages buildings should be tall and slender ranging from 4 to 5-storeys.	
	Access, Movement and Parking	The parking arrangement should add to the overall quality and character of the development, with undercroft parking offering the most acceptable solution.	
Points of motor vehicle access to the site should be kept to a minimum, with main motor vehicle access taken off Harton Quay.			
L/E1	Preferred uses: Employment (B1), Leisure (D2) Other acceptable uses: Retail (A1), Restaurants & Cafes (A3), Drinking Establishments (A4), Hotel (C1)	Layout and Open Space	The layout should be in the form of one or two 'groynes' and re-inforce the alignment of the proposed New Spine.
			The northern section of the New Shore Park is included in the development site. Open space improvements to be integral with New Shore Park proposals (Plot OS1).
			Layouts to accommodate the northern extent of the Cliff Walk and Northumbria Water easement.
	Building Design	The building design should be in the form of one or two 'groynes' and re-inforce the alignment of the proposed New Spine.	
		The 'Groyne/s' should be 3 or 4-storeys at the river edge and 3-storeys at Ferry Street excluding undercroft areas.	
		Architectural expression should contribute to establishing a distinctive and cohesive form of architectural expression for Harton Staithes.	
		Preferred depth of buildings to be 14 metres (+/- 2 metres) to maximise opportunity for natural daylighting and optimise flexibility in use.	
		Pavilions/pods (1 to 2-storeys in height) may be designed as stand alone structures or linked to the 'Groyne/s' and should be integral to the design of the New Shore Park.	

			All buildings should aim to establish active/occupied ground floor frontages to all public spaces and routes.
		Access, Movement and Parking	The main motor vehicle access should be from a northern extension to Harton Quay. The parking arrangement should add to the overall quality and character of the development, with undercroft parking offering the most acceptable solution.
E2	Preferred use: Employment (B1)	Layout and Open Space	The building footprint will take up a substantial proportion of the site, with the principal entrance located at a key nodal point.
		Building Design	Heights should vary between 3 to 5-storeys.
	Architectural expression should acknowledge the characteristics of the riverside and town centre, and contribute to establishing a distinctive and cohesive form of architectural expression for Harton Staithes.		
	Preferred depth of buildings to be 14 metres (+/-2 metres) to maximise opportunity for natural daylighting and optimise flexibility in use.		
	Access, Movement and Parking	All buildings should aim to establish active/occupied ground floor frontages to all public spaces and routes.	
		The parking arrangement should add to the overall quality and character of the development, with undercroft parking offering the most acceptable solution. Off-site parking may be provided, subject to negotiation with the Local Authority.	
		The main motor vehicle access should be from a northern extension to Harton Quay. Public open space to the north of the site may provide a principal entrance to the building.	
OS1	Preferred use: Open Space	Layout and Open Space	Approximately 50% of existing reclaimed land/green space at Harton Staithes.
			Small-scale (maximum 2-storeys) leisure building/s as an integral part of the landscape design.
			High quality facility for the local community and visitors.
			High quality contemporary landscape design, high quality materials and features.
			Integral to the design of the New Shore Park.
			Width of route to be 14 metres (+/- 2 metres).
	Access, Movement and Parking	A pedestrian and cycle route from the town centre to the Shields ferry terminal articulated through a high quality public space.	
		Pedestrian and cycle crossing facilities should be improved at Ferry Street. A new pedestrian and cycle route to the northern section of the Cliff Walk.	

OS2-OS5	Preferred use: Open Space	Layout and Open Space	Refurbished and open to the public as an accessible riverside board walk (Plot OS3).
			High quality public space to preserve views and encourage pedestrian and cycle movement between the river and Church Way (Plot OS4).
			Key nodal point providing principal points of access to Plots L/E1 and E2 (Plot OS4).
			High quality contemporary landscape design, high quality materials and features.
			Landscape proposals should enhance the setting, reduce visual impact of parked motor vehicles, and improve pedestrian and cycling accessibility.
			Opportunities to reconfigure the existing car park (Plot OS5) to improve its appearance and the setting of the Customs House and other buildings, whilst retaining adequate parking provision.
			Enhancing the setting of listed and locally listed buildings and structures.
L1	Preferred uses: Retail (A1), Restaurants & Cafes (A3), Drinking Establishments (A4), Leisure (D2)	Layout and Open Space	Layout may accommodate a bus drop-off/pick-up point adjacent to the Shields ferry landing.
			Layout should re-inforce the alignment of the New Spine and contribute towards providing open space that exploits the views of the river.
		Building Design	Maximum of 2-storeys with an active frontage and principal point of access to/from the New Spine.
		Access, Movement and Parking	The main motor vehicle access should be from the existing road at the north.
			Parking should not detract from the appearance of public areas and routes.
			Bus drop-off/pick-up point may be provided adjacent to the Shields ferry landing.

Holborn



Concept of development at Holborn



Concept of development at Holborn

5.3 Holborn neighbourhood occupies a central location within South Shields Riverside. The development of this neighbourhood will establish a mix of residential, employment and leisure uses. Principal design issues include:









- promoting access and activity along the riverside; and
- creating links between the upper Holborn level and the river/dock level through establishing a new landform and routes.

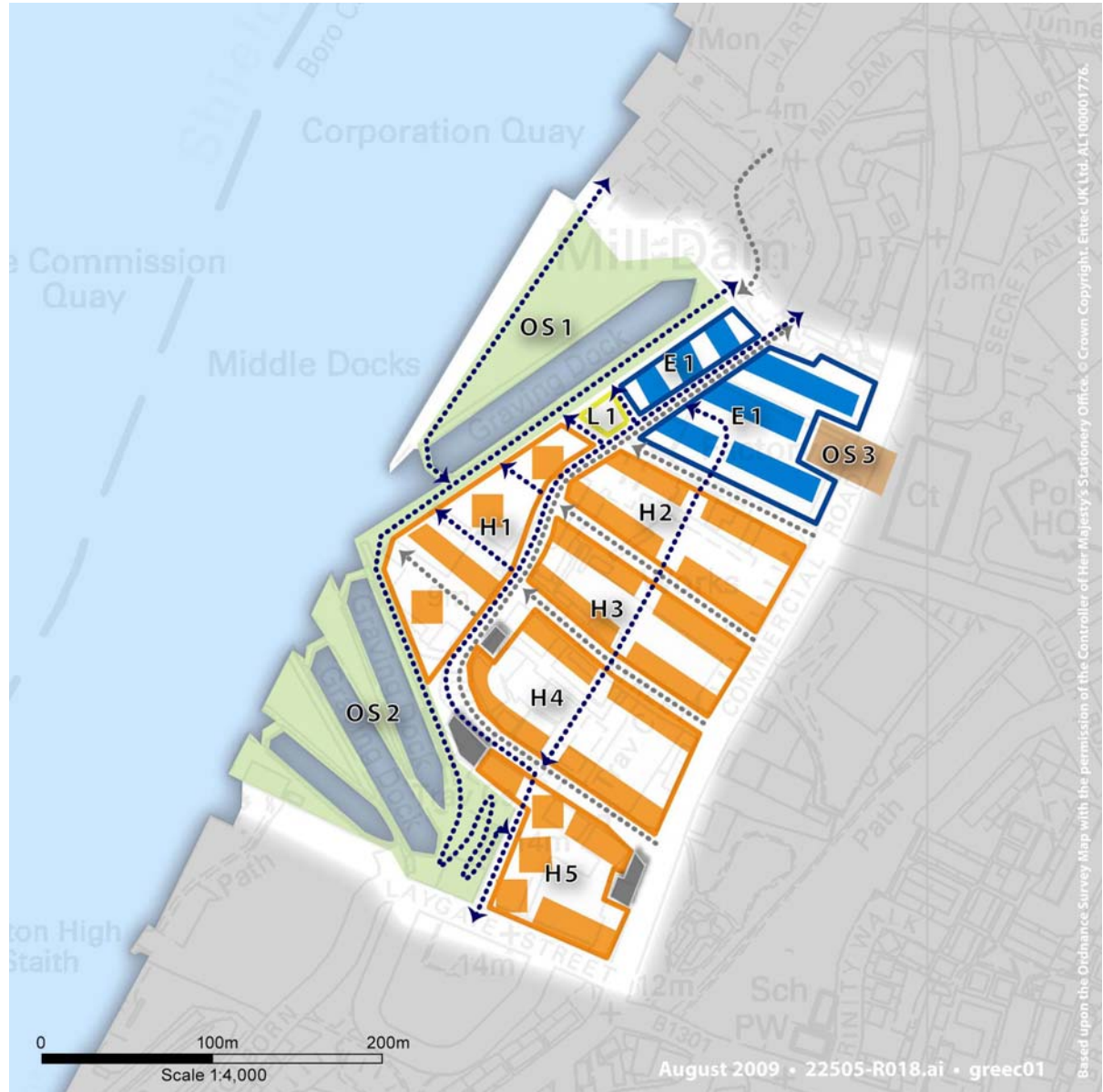
Principle SSR8: Holborn

Three principal structuring elements inform the overall layout and design of development on Holborn:

- creating the New Shore Park on the riverside, including developing the retained former dry docks as a leisure and recreation facility for local residents and visitors – some partial infilling of the docks to create a safe water environment may be acceptable subject to the detail of proposals;
- establishing the New Shore Park as a high quality designed landscape, including a dramatic new terraced landform and cliff top development; and
- creating two New Paths, including a section of the Cliff Walk and the river edge Board Walk.

Figure 5: Holborn Design Guidance

-  Pedestrian / cycle route (indicative)
-  Motor vehicle route
-  Green open space
-  Open space
-  Existing (recommended) buildings to be retained
-  Housing
-  Commercial
-  Leisure



Holborn Design Guidance			
Plot	Use (Use Class)	Design Element	Principle
H1	Preferred use: Housing (C3)	Layout and Open Space	Cliff top arrangement of blocks that allow for frequent views of the river.
			Dramatic 'New Shore' terraced landform.
			Contemporary landscape setting to development providing accessible routes linking the Cliff Walk to the river and the Graving Dock, with high quality materials and features.
			Frequent viewing areas along the Cliff Walk that allow views of the river.
		Building Design	High quality cliff top development.
			Slender 3 to 4-storey blocks including a linear 4-storey block, which acknowledges the characteristics of the 'Groynes'.
		Access, Movement and Parking	Undercroft parking, below the cliff edge sites, is the most acceptable parking solution. To be accessed at low level via a new route via the Customs House and at high level from East Holborn/Hill Street.
			East Holborn is an important movement route. To include quality provision for pedestrians and cyclists.
			Provide accessible routes linking the Cliff Walk to the river and the Graving Dock.
H2-H5	Preferred use: Housing (C3)	Layout and Open Space	Layout of east-west streets based on the alignment of Hill Street, Nile Street and Carpenter Street with new streets parallel to the existing.
			Hierarchy of streets including home zone design to residential streets within housing blocks.
			Open space adjacent to the Rose and Crown Public House should be retained.
		Building Design	Contemporary terraced housing with suggested plot widths of 5-8 metres.
			2 to 3-storeys in height with the end of terraces aiming to establish active/occupied frontages to East Holborn and Commercial Road.
			Street frontage of dwellings may be back of pavement or set back up to 2 metres with appropriate boundary treatment.
		Access, Movement and Parking	Commercial Road to Harton Staithes via Hill Street and East Holborn is an important movement route. Improvements to include quality provision for pedestrians and cyclists.
			A mix of parking solutions may be provided including rear-parking courts, home zone and within the rear curtilage of individual dwellings or on-street parking. This should not detract from the appearance of the street scene. Undercroft parking, below the cliff edge sites, may provide a significant element of the parking requirements.

E1	Preferred use: Employment (B1)	Layout and Open Space	Cliff top arrangement of blocks that allow for frequent views of the river.
			Dramatic 'New Shore' terraced landform.
			Contemporary landscape setting to development providing accessible routes linking the Cliff Walk to the river and the Graving Dock. High quality materials and features.
			Frequent viewing areas along the Cliff Walk that allow views of the river.
			On the high level site the layout should be an arrangement of east-west terraces.
		Building Design	High quality cliff top development.
			2 to 3-storey linear blocks on the high level site and 3 to 4-storey slender blocks on the cliff top site.
			Buildings depths should typically not exceed 14 metres (+/- 2 metres) to maximise opportunity for natural daylighting and optimise flexibility in use.
			All buildings should aim to establish active/occupied ground floor frontages to all public spaces and routes.
		Access, Movement and Parking	Undercroft parking, below the cliff edge sites, may provide a significant element of the parking requirements.
Provide accessible routes linking the Cliff Walk to the river and the Graving Dock.			
East Holborn is an important movement route – to include quality provision for pedestrians and cyclists.			
L1	Preferred uses: Restaurants & Cafes (A3), Drinking Establishments (A4)	Layout and Open Space	Cliff top block that allows for frequent views of the river.
			Set within the dramatic 'New Shore' terraced landform.
			Set within a contemporary landscape setting providing accessible routes linking the Cliff Walk to the river and Graving Dock.
	Other acceptable use: Leisure (D2)	Building Design	High quality cliff top development.
			Slender 3 to 4-storey block.
	Access, Movement and Parking	Option to provide parking in undercroft area (Plot H1).	
OS1-OS3	Preferred use: Open Space	Layout and Open Space	Create small buildings in the form of a cluster of single storey 'pods' to be read as an integral part of the landscape design.
			Graving Dock retained and enhanced as an integral feature of the New Shore Park.
			Outstanding leisure attraction for the local community and visitors.
			Retained and enhanced as an integral feature of New Shore Park. Prestige leisure attraction for local community and visitors.
			Quality contemporary landscape design, high quality materials and features. Establish a new Civic Square to the west side of Commercial Road opposite the Magistrates Courts.

High Shields

- 5.4 The High Shields neighbourhood is critical to connecting existing and future residential communities. This would be achieved through creating new and enhanced links, particularly between the riverside, town centre and the district centre at Frederick Street.



Concept of residential development at High Shields









Principle SSR9: High Shields

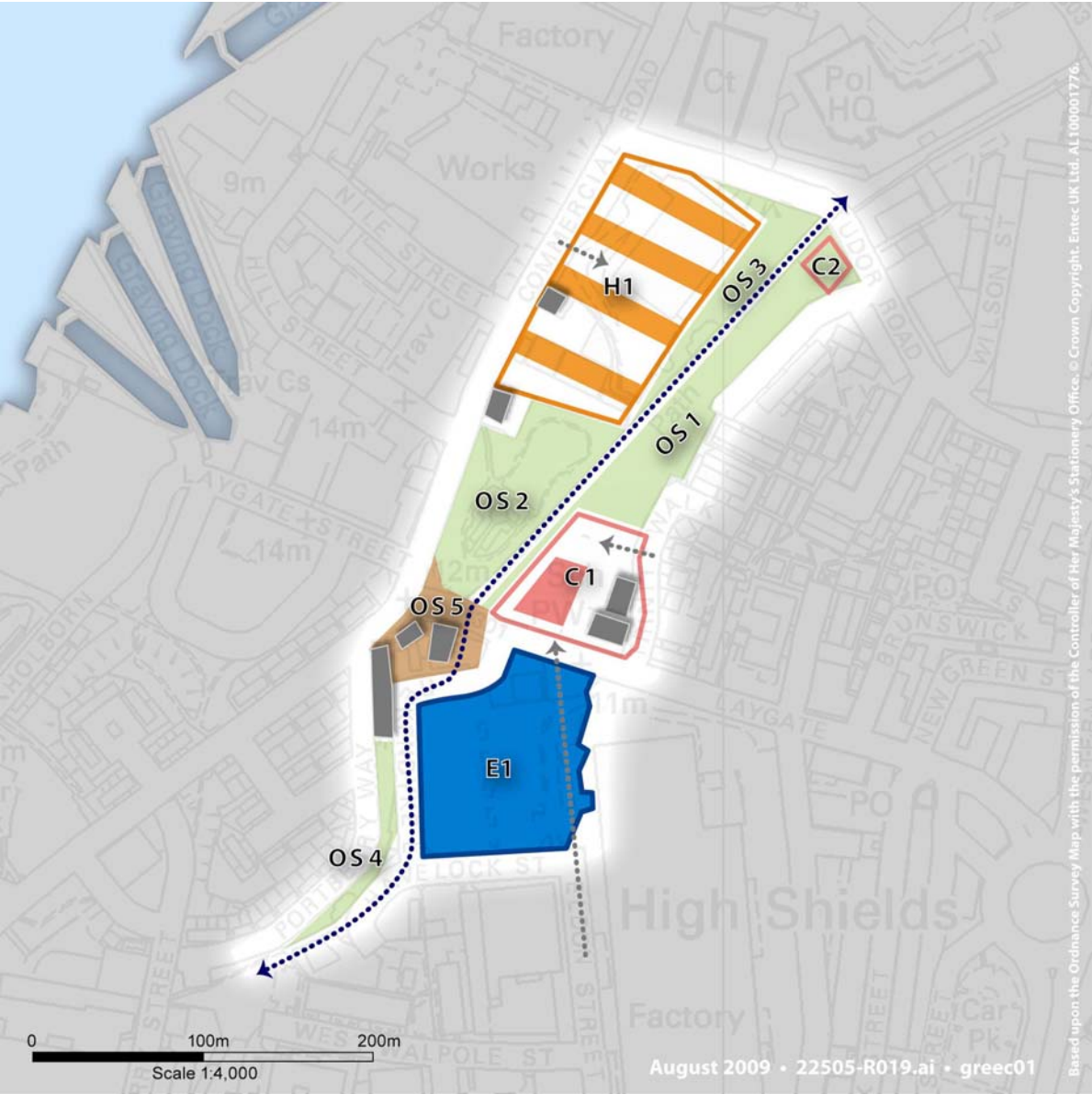
The principal structuring element of High Shields is the High Line, an under-used pedestrian and cycle path running through the site. The High Line route and adjacent areas of open space should be retained and enhanced to provide recreational/amenity space by improving accessibility, safety, biodiversity and recreation facilities.



Concept of residential development at High Shields

Figure 6: High Shields Design Guidance

-  Pedestrian / cycle route (indicative)
-  Motor vehicle route
-  Green open space
-  Open space
-  Buildings to be retained
-  Housing
-  Commercial
-  Community



High Shields Design Guidance			
Plot	Use (Use Class)	Design Element	Principle
H1	Preferred use: Housing (C3)	Layout and Open Space	Preference for an east-west alignment of terraces.
			Preference to retain existing dwellings on Commercial Road.
			The western end of housing blocks should establish a frontage on Commercial Road in line with the existing dwellings.
	Other acceptable use: Employment (B1)	Building Design	Contemporary terraced housing with suggested plot widths of 5 to 8 metres.
			Provide passive surveillance of open space to the east and south of the site (Plots OS1 and OS2).
			A maximum of 3-storeys.
		Access, Movement and Parking	The points of motor vehicle access should be kept to a minimum – a single point is preferred.
E1	Preferred use: Employment (B1), General Industrial (B2)	Layout and Open Space	Preferred option to locate parking at the west side of the site, aiming to conceal views of the area from Eldon Street (new north section) and Laygate.
			Layout to eliminate the requirement for security fencing to Eldon Street (new north section) and Laygate.
			Layout should aim to establish substantially continuous building frontages to Eldon Street (new north section) and Laygate.
	Other acceptable use: Element of Housing (C3) may be provided	Building Design	Maximum 2-storey development (eaves height in the region of 7 metres).
			Buildings should establish active/occupied ground floor frontages to Eldon Street (new north section) and Laygate.
			Building design to acknowledge the scale and character of residential development to the east of site at Trinity South.
	Access, Movement and Parking	Preferred option to locate parking at the west side of the site.	
		Opportunity to provide main motor vehicle access from Rekendyke Lane at the western boundary of the site.	
	C1	Preferred uses: Community (D1), Leisure (D2)	Layout and Open Space
Views into the High Line should be maintained to maximise natural surveillance.			
Building Design			A maximum 3-storeys with the opportunity to integrate the topography of the site.
			Establish active/occupied ground floor frontages to the High Line and Laygate.
Access, Movement and Parking			Vehicular access should be off Trinity Walk.

C2	Preferred uses: Community (D1), Open Space	Layout and Open Space	Layout should ensure that the High Line is enhanced as a major pedestrian/cycle route. Views into the High Line should be maintained to maximise natural surveillance.
		Building Design	Small-scale, single storey.
		Access, Movement and Parking	Vehicular access should be taken off Regent Court.
OS1- OS5	Preferred use: Open Space	Layout and Open Space	Open space retained and enhanced to provide recreational/amenity space, improving accessibility, safety, biodiversity and amenity – access to the space to be improved.
			Improvements to acknowledge and promote the historic context of the site.
			Will be retained and enhanced to provide recreational/amenity space, improving accessibility, safety, biodiversity, amenity and passive surveillance.
		Access, Movement and Parking	Enhanced as a key point along Laygate Spine. Improvements to include imaginative streetscape works, potential public artwork, improved pedestrian and cycle environment, and the enhancement of the High Line. Enhanced pedestrian and cycle route along the High Line.

Windmill Hill









Concept of the Laygate Spine and 'Groyne'

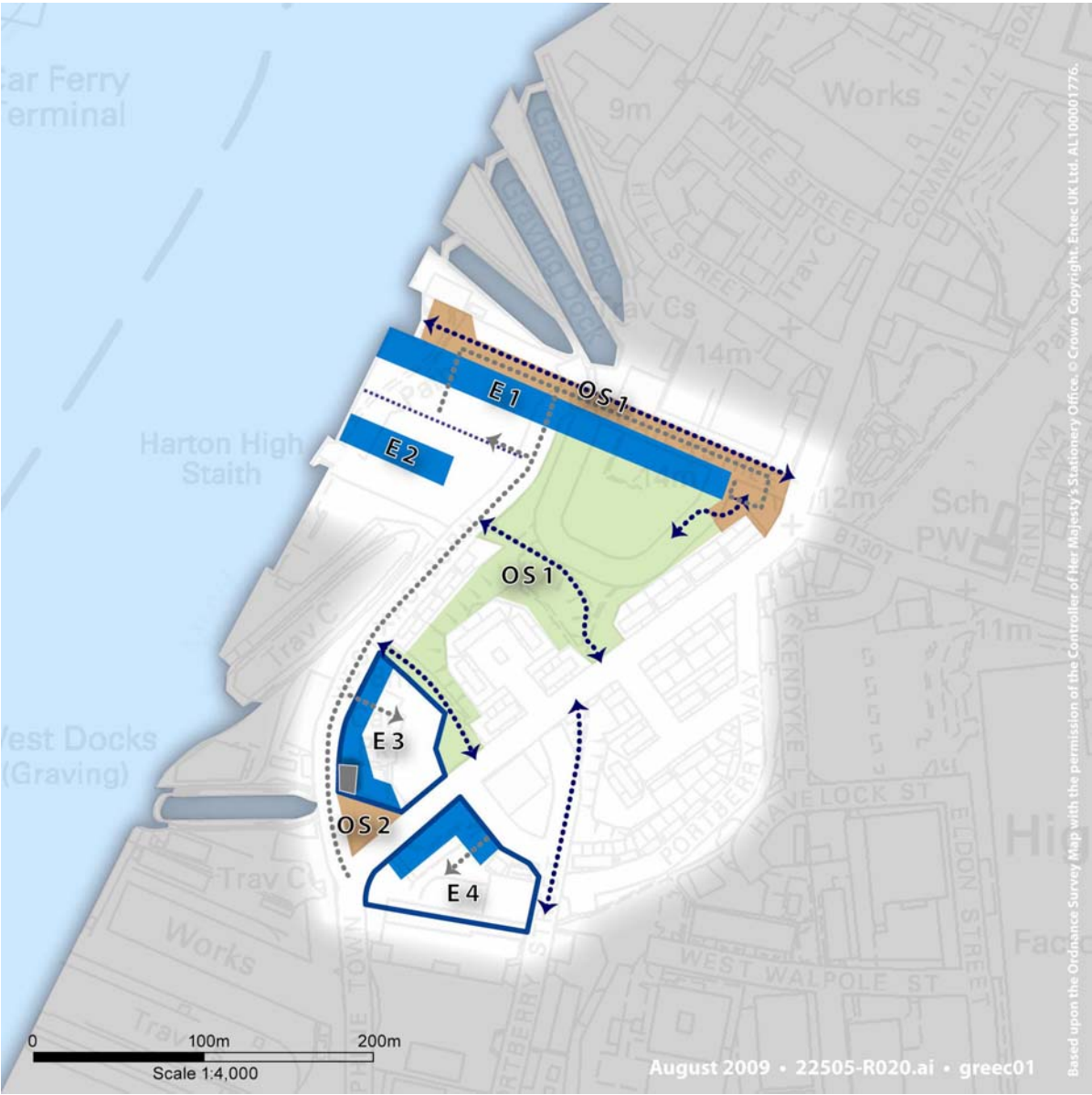
5.5 To allow better integration with surrounding areas, the established community at Windmill Hill requires strengthened connections to the riverside, town centre and district centre at Frederick Street. Due to site-specific design constraints in relation to the adjacent McNulty's offshore yard and the Port of Tyne beyond, areas of existing public open space and topography, no new housing development is now proposed for this neighbourhood. The existing open space is under-used and has the potential to be enhanced as a recreational/amenity space for the local community.

Principle SSR10: Windmill Hill

The principal structuring element for Windmill Hill is establishing a section of the Laygate Spine and 'Groyne'. The existing areas of open space should be enhanced to provide recreational/amenity space by improving accessibility, safety, biodiversity and recreation facilities.

Figure 7: Windmill Hill Design Guidance

-  Pedestrian / cycle route (indicative)
-  Motor vehicle route
-  Green open space
-  Open space
-  Existing (recommended)/ locally listed buildings to be retained
-  Commercial



Windmill Hill Design Guidance			
Plot	Use (Use Class)	Design Element	Principle
E1	Preferred use: Employment (B1)	Layout and Open Space	The layout of development should be in the form a 'groyne' on the alignment of the proposed Laygate Spine.
			See Plot OS1 for guidance on the adjacent open space element of Laygate Spine.
			Layout to allow for new public space at Commercial Road.
	Other acceptable uses: Restaurants & Cafes (A3), Drinking Establishments (A4)	Building Design	The design should express the ambitions and commitment to design innovation contained within the Strategic Development Framework, establishing a distinctive landmark building.
			The development should be in the form of a 'groyne' as advocated in the Strategic Development Framework. The 'Groyne' will be a linear structure, which forms part of an enhanced Laygate Spine. There is a degree of flexibility in terms of the arrangement of individual blocks, providing that the design concept of the 'Groyne' is maintained.
			Preferred depth of buildings 14 metres (+/- 2 metres) to maximise opportunity for natural daylighting and optimise flexibility in use.
			The 'Groyne' should be a maximum 4-storeys at the river edge and a maximum of 3-storeys at the east end. There is a degree of flexibility in terms of the number of storeys, providing the design concept of the 'Groyne' is maintained. At the east end, the form of development should ensure that the amenity and privacy of adjacent residents would not be compromised.
			All buildings should aim to establish active/occupied ground floor frontages to all public spaces and routes.
			Any car parking within the building footprint should be balanced against the need to provide active/occupied frontages.
Access, Movement and Parking	Opportunity to take the main motor vehicle access from West Holborn and the existing access from Commercial Road at Laygate Street to be closed to motor vehicles.		
	The range of parking solutions include parking within the footprint of buildings, the areas between buildings or the proposed linear public space, or at land to the south of buildings.		
E2	Preferred uses: Employment (B1), Neighbourhood Energy Centre (Sui Generis)	Layout and Open Space	A range of design solutions for the layout of the site is likely to be acceptable. These include a linear building on the same alignment as the adjacent 'Groyne', or a layout that is a significant contrast.
			Recommended provision of a high quality landscaped area on the river edge for employees and visitors.
	Building Design	A range of design solutions for the layout of the site is likely to be acceptable. These include a linear building on the same alignment as the adjacent 'Groyne', or a layout that is a significant contrast.	
		The design should express the ambitions and commitment to design innovation contained within the Strategic Development Framework, establishing a distinctive landmark building.	

		Access, Movement and Parking	The main motor vehicle access should be from West Holborn – directly or via the proposed ‘Groyne’. A range of parking solutions acceptable – parking within the building footprint and landscaped area (shared with Plot E1).
E3	Preferred use: Employment (B1)	Layout and Open Space	Layout should aim to establish a continuous/occupied frontage to West Holborn and Weetman Street on line at back of pavement.
			Conceal views of parking from public areas.
			Provide quality open space for use by employees and visitors.
	Other acceptable uses: Restaurants & Cafes (A3), Drinking Establishments (A4)	Building Design	Establish a continuous and occupied frontage to West Holborn and Weetman Street.
			2 or 3-storeys is an appropriate form of development.
			Buildings to enhance the site as a major gateway to the Riverside Regeneration Area.
	Preferred retention and re-use of the locally listed former Commercial Hotel, subject to a conditions survey. If any demolition is required, a reasoned justification will be submitted to and approved by the Local Planning Authority.		
	Access, Movement and Parking	Motor vehicle access to be taken off West Holborn.	
E4	Preferred use: Employment (B1)	Layout and Open Space	Layout should aim to establish a continuous/occupied frontage to Commercial Road.
			Aim to conceal views of parking from public areas.
			Provide quality open space for use by employees and visitors.
		Building Design	Establish a continuous and occupied frontage to Commercial Road.
			2 or 3-storeys is an appropriate form of development.
			Buildings to enhance the site as a gateway to the Riverside Regeneration Area.
	Access, Movement and Parking	Position of existing motor vehicle access to be retained.	
OS1- OS2	Preferred use: Open Space	Layout and Open Space	Open space enhanced to provide recreational/amenity space for the local community.
			Improved accessibility, safety, biodiversity, amenity and facilities.
			New and improved pedestrian and cycle routes linking Commercial Road and West Holborn.
			Open space enhanced as a major gateway to the Riverside Regeneration Area.
			Weetman Street to be closed and included as part of any landscaping proposals.
		Imaginative landscape proposals and potential public artwork.	
	Access, Movement and Parking	Enhanced as a key point along Laygate Spine. Improvements to include imaginative streetscape works, potential public artwork, improved pedestrian and cycle environment, and the enhancement of the High Line.	

6. Phasing and Delivery

- 6.1 This document is central to the delivery of the vision for the South Shields Riverside Regeneration Area, with South Tyneside Council and ONE North East playing a leading role in its facilitation, through their land assembly and ownership, and targeted funding of strategic infrastructure works. This will enable the comprehensive redevelopment of this area to best achieve the regeneration framework vision.
- 6.2 The development of the Riverside Regeneration Area will be progressed through a phased approach to delivery. This SPD has been produced to ensure that the phasing of development proceeds effectively, which is critical to achieving the gradual regeneration of the area and improvements to the public realm. It is expected that the private sector will take a lead role in the delivery of development across the Riverside Regeneration Area.
- 6.3 The South Shields Town Centre & Waterfront Area Action Plan sets out phasing for the development of South Shields Riverside. This envisages the commercial development in the Riverside Regeneration Area taking place by 2021, with the residential uses in Harton Staithes neighbourhoods and Holborn likely to take place before any residential developments elsewhere in the Riverside Regeneration Area. However, it is recognised that within the framework of this SPD there must be flexibility to respond to market conditions, both in terms of phasing and the relative amount of development taking place in each neighbourhood.
- 6.4 Harton Staithes is likely to come forward in the short-term (2009-2011). The northern part of the site, owned by ONE North East, has been marketed and it is likely that proposals for the first phase will be progressed via a planning application in 2009. South Tyneside Council is developing proposals for public realm improvements to Harton Staithes, which will form the first element in the creation of the New Shore Park. Design and implementation of this is programmed for 2009-11.
- 6.5 We envisage that development of the Holborn neighbourhood will come forward in the medium-term (2011-2016), delivering the remainder of the New Shore Park and significant commercial and residential developments. The neighbourhood areas of High Shields and Windmill Hill are expected to be developed in the longer-term (2016-2021), as suggested in the Area Action Plan.

Implementation

- 6.6 South Tyneside Council and ONE North East are working to reduce the potential risks associated with the development of the area and implement strategic infrastructure to enable the opening-up of the area for private sector development. In addition, the development of the first phase of the New Shore Park at Harton Staithes will create a high quality new setting for the developments and start to change the image of the area.

- 6.7 It is essential to ensure that each stage of development is fully integrated with earlier stages to preserve the integrity of the overall vision, and therefore it is critical that the framework vision set out in this SPD and the Strategic Development Framework is adhered to. Piecemeal, isolated development within any neighbourhood will not be acceptable where it does not adhere to the spatial vision of the Riverside Regeneration Area.
- 6.8 Similarly, any proposal that does not fit in with the phasing strategy and Area Action Plan allocations may be considered premature, and therefore a robust justification will have to be presented to South Tyneside Council as the Local Planning Authority.

Planning Application and Developer Contributions

- 6.9 Any prospective developer wishing to pursue development proposals is recommended to contact the Local Planning Authority in the first instance. Guidance on the planning applications process is set out in the LDF's Statement of Community Involvement. Consideration should also be given to the 'Validation of Planning Applications in Tyne & Wear' when progressing any proposals.
- 6.10 Supplementary Planning Document 5: Planning Obligations & Agreements (SPD 5) provides developers, landowners, the community and the Council with guidance on the planning obligations or agreements that will be required to ensure that new development can be accommodated in the Borough, without adverse impacts where possible and within the principles of sustainable development. In addition to site-specific requirements, SPD 5 provides for planning obligation tariffs relating to strategic transport improvements; and recreational open space, children's play facilities and sports facilities. To improve the accessibility of South Shields Riverside, the partners intend to fund a number of the strategic transport improvements identified in SPD 5. This will be taken into consideration by the Council when applying the strategic transport tariff to any development proposals that come forward within the Riverside Regeneration Area, whilst ensuring that the impacts of such new development on local transport infrastructure are adequately mitigated.
- 6.11 The partners also intend to provide areas of the New Shore Park (see Principle SSR5, Section 4), which will contribute towards the requirements for recreational open space identified in SPD 5. This will also be taken into consideration by the Council when applying the required standards of recreational open space in SPD 5, and the emerging Open Space Strategy SPD, to any development proposals that come forward within the Riverside Regeneration Area. Prospective developers are therefore encouraged to consult the Council regarding any new development proposed in order to determine the appropriate levels of financial contribution in each case.

Next Stages

- 6.12 The regeneration of the Riverside Regeneration Area will be implemented over a 15-year period. It will therefore be necessary to periodically review this SPD to take account of changes that will inevitably take place.

**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.