

Main Modifications Schedule - Publication Draft South Tyneside Local Plan 2023-2040 (2026)



Main Modifications Schedule - Publication Draft South Tyneside Local Plan 2023-2040 (2026)

1.1 The following schedule identifies the proposed Main Modifications to the South Tyneside Local Plan 2023-2040 [SUB1].

1.2 Main Modifications are **specific changes** to the submitted Local Plan that are needed to address issues raised during the examination hearings.

1.3 Main Modifications are not a new draft of the Local Plan and they do not reopen the whole plan for debate. Instead, they focus only on the changes the inspector believes are necessary so the Plan can be adopted.

1.4 The Council has prepared this Main Modifications Schedule which identifies the proposed changes to the Local Plan. These Main Modifications have been prepared to address the Inspectors questions and action points raised during the hearing sessions.

1.5 The following format has been used to denote modifications:

- Underlined text = new text suggested
- Red text = Amendments
- Strikethrough text = ~~text proposed for removal~~

1.6 This schedule is available for comment during the consultation. This consultation runs for six weeks from Wednesday 9am March 11 2026, and closes at 11.59pm on Friday 24th April 2026.

1.7 The consultation is limited to the legal compliance and soundness of the Main Modifications.

Main Modifications Schedule – Publication Draft South Tyneside Local Plan 2023-2040 (2026)

| Mod Reference | Local Plan [SUB1] Page No. | Local Plan [SUB1] Chapter | Policy or Paragraph Local Plan [SUB1] | Proposed Change | Justification | | | | | |
|--|----------------------------|--------------------------------------|---------------------------------------|--|---------------|-------------------|------------------------------|--------|------------------------------------|-------|
| Policy SP1: Presumption in favour of Sustainable Development | | | | | | | | | | |
| Policy SP2: Strategy for Sustainable Development to meet identified needs | | | | | | | | | | |
| MM-01 | 32 | Strategy for Sustainable Development | Policy SP2: Criterion 4 | <p><u>Modification of criterion 4:</u></p> <p>Enhance existing economic strengths by delivering 49.41 <u>48.51</u> hectares of land for economic development.</p> | Justified | | | | | |
| | 32 | Strategy for Sustainable Development | Policy SP2: Criterion 6 | <p><u>Modification of criterion 6:</u></p> <p>Protect and enhance heritage, green and <u>blue infrastructure</u>, This is NOT consistent with the destruction of virgin greenbelt and flood defences with all that is at risk here. There is a significantly disproportionate amount of greenbelt allocated now and historically from Fellgate and Hedworth Ward. and ecological networks whilst adapting to and mitigating the effects of climate change.</p> | Effective | | | | | |
| | 33 | Strategy for Sustainable Development | Policy SP2 new supporting text | <p><u>New supporting text to be inserted after paragraph 4.11 under Building a strong and competitive economy sub-heading:</u></p> <p><u>The ELR provided a series of scenarios to provide a range of estimates for the future need for employment land in the borough. As set out in the Employment Land Technical Paper (2024 update), the Council has selected Scenario 3 (policy-on labour demand) for the Plan. The scenario has been adjusted for the plan period and to add a safety margin and replacement of losses allowance. This resulted in a need figure of 41.70 ha over the plan period. Table 2 shows the overall supply of employment land within the Local Plan portfolio, inclusive of land that is already committed i.e. in existing employment use or consented for employment use:</u></p> <table border="1" data-bbox="846 1201 1319 1406"> <thead> <tr> <th>Type</th> <th>Amount (hectares)</th> </tr> </thead> <tbody> <tr> <td>General economic development</td> <td>137.05</td> </tr> <tr> <td>Port and river-related development</td> <td>141.3</td> </tr> </tbody> </table> | Type | Amount (hectares) | General economic development | 137.05 | Port and river-related development | 141.3 |
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|-------------------------------------|----------------------------|---------------------------|---------------------------------------|--|-------------------------------|--------------|-------------|--------------------------|-------------------------------------|--------------|--|
| | | | | <table border="1" data-bbox="846 293 1319 328"> <tr> <td data-bbox="846 293 1167 328"><u>Advanced manufacturing</u></td> <td data-bbox="1167 293 1319 328"><u>51.25</u></td> </tr> </table> <p data-bbox="846 333 1348 360"><u>Table 1 The overall supply of employment land</u></p> <p data-bbox="846 400 1823 523"><u>The Council has assessed that 16.63 ha of land is available and deliverable within existing areas of employment land. Within the Port of Tyne estate (allocated for specialist port and river-related development- Policy SP19) the Council has assessed that 24.48 ha of land is available and deliverable.</u></p> <p data-bbox="846 563 1859 951"><u>The 51.25 ha of land for specialist advanced manufacturing is currently allocated within the International Advanced Manufacturing Park Area Action Plan (2017) (IAMP AAP). The IAMP is located on land to the north of Nissan’s existing car manufacturing plant, located within the administrative areas of Sunderland and South Tyneside. IAMP covers 150ha and supports principal uses directly related to the Automotive and Advanced Manufacturing sectors. The International Advanced Manufacturing Park Area Action Plan (2017) provides the planning policy framework for IAMP and forms part of the Development Plan for South Tyneside and Sunderland City Council. The employment land allocated within IAMP is fully committed and therefore does not contribute towards the supply of available and deliverable employment land allocated within the Local Plan. Any future land deliverable at the IAMP that is not currently occupied should be included in the new land available as it is currently unoccupied albeit it is noted fully committed. I don’t see that.</u></p> <p data-bbox="846 991 1859 1278"><u>Therefore, the Council has assessed 41.8 ha of employment land as being available and deliverable within its existing portfolio of employment sites. As set out in the Green Belt Exceptional Circumstances paper (2024) the Council has determined that exceptional circumstances exist to alter the Green Belt boundary in order to allocate 6.71 ha of land at Wardley Colliery for general economic development. Therefore, a total of 48.51ha of land will be delivered for economic development. Table 2 sets out the overall supply/demand balance for employment land: This colliery land was suggested for housing and ruled out. Now it is recommended for employment land. Land again that comes disproportionately from one Ward.</u></p> <table border="1" data-bbox="846 1283 1296 1412"> <thead> <tr> <th data-bbox="846 1283 1149 1347"><u>Type</u></th> <th data-bbox="1149 1283 1296 1347"><u>Amount (hectares)</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="846 1347 1149 1412"><u>General economic development</u></td> <td data-bbox="1149 1347 1296 1412"><u>16.63</u></td> </tr> </tbody> </table> | <u>Advanced manufacturing</u> | <u>51.25</u> | <u>Type</u> | <u>Amount (hectares)</u> | <u>General economic development</u> | <u>16.63</u> | |
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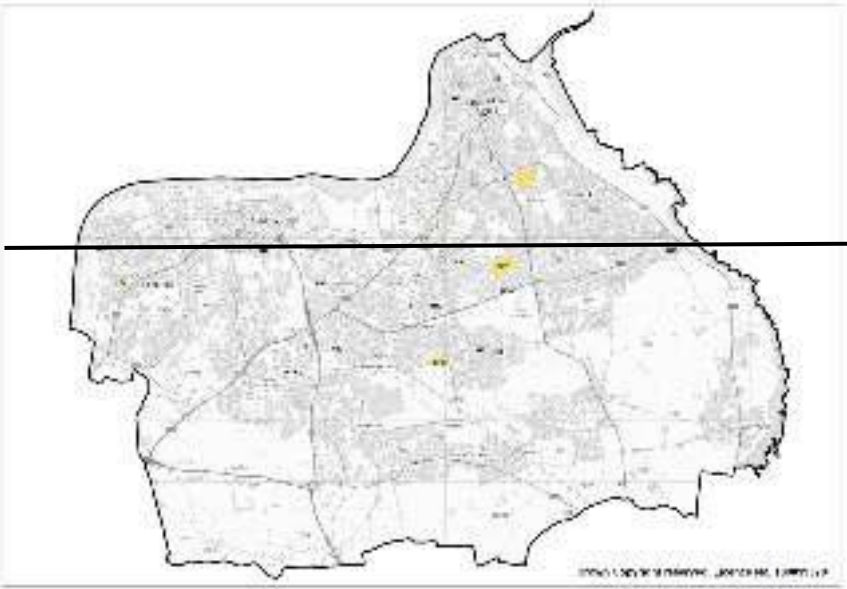
| | | | | | |
|--|--|--|----------------------------------|--------------|--|
| | | | <u>Specialist – Port of Tyne</u> | <u>24.48</u> | |
| | | | <u>Mixed use</u> | <u>0.69</u> | |

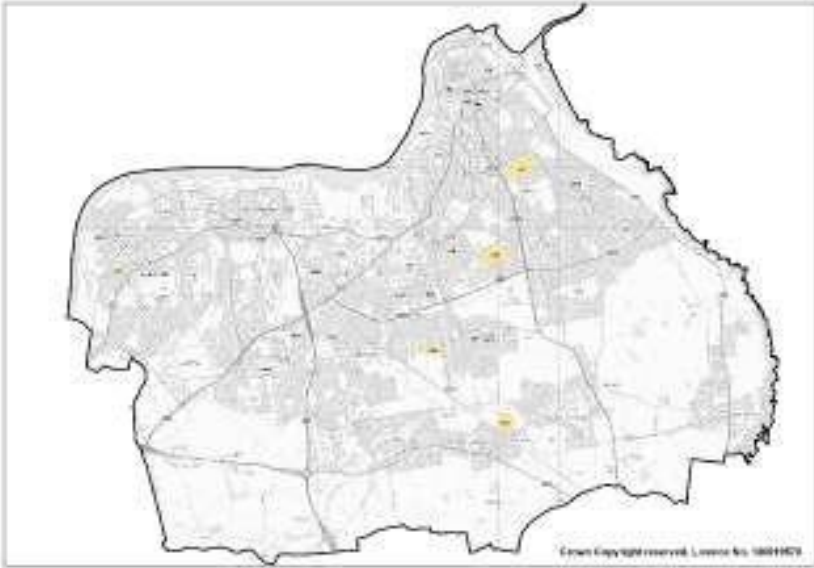
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| Existing supply | 41.8 | | | | | | | | | | | | | | | | | | | |
| Requirement (Policy-on labour demand scenario) | 41.7 | | | | | | | | | | | | | | | | | | | |
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| Wardley Colliery | 6.7 | | | | | | | | | | | | | | | | | | | |
| Under/Over provision | +6.72 | | | | | | | | | | | | | | | | | | | |
| Total supply | 48.51 | | | | | | | | | | | | | | | | | | | |
| Policy SP3: Spatial Strategy for Sustainable Development | | | | | | | | | | | | | | | | | | | | |
| MM-02 | 34 | Strategy for Sustainable Development | Policy SP3: Criterion 8 | <p><u>Modification of criterion 8:</u></p> <p>Enhance and strengthen green and blue infrastructure, ecological networks and Green Belt throughout South Tyneside and between neighbouring authorities.</p> | Effective | | | | | | | | | | | | | | | |
| Chapter 5: Strategic Allocations | | | | | | | | | | | | | | | | | | | | |
| MM-03 | 39 | Strategic Allocation | Chapter 5 Introductory text: Table 1 | <p><u>Modification to Table</u></p> <table border="1"> <thead> <tr> <th>Allocation</th> <th>Total number of sites</th> <th>Indicative capacity</th> </tr> </thead> <tbody> <tr> <td>Housing Allocation sites (in the Main Urban Area)</td> <td>27 26</td> <td>1190 1260</td> </tr> <tr> <td>Urban and Village Sustainable Growth Areas</td> <td>6</td> <td>1108</td> </tr> <tr> <td>Sustainable Urban Growth Area</td> <td>1</td> <td>1200</td> </tr> <tr> <td>Total</td> <td>34 33</td> <td>3498 3568</td> </tr> </tbody> </table> | Allocation | Total number of sites | Indicative capacity | Housing Allocation sites (in the Main Urban Area) | 27 26 | 1190 1260 | Urban and Village Sustainable Growth Areas | 6 | 1108 | Sustainable Urban Growth Area | 1 | 1200 | Total | 34 33 | 3498 3568 | Justified Effective |
| Allocation | Total number of sites | Indicative capacity | | | | | | | | | | | | | | | | | | |
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|---|---|---------------------------|--|--|---|----------------------|---------------------|---|-----------|
| Policy SP4: Housing allocations in the Main Urban Area | | | | | | | | | |
| MM-04 | 40 -42 | Strategic Allocations | SP4:H.7 | <p>SP4: H.7 Site of former South Tyneside College – South Shields Campus</p> <table border="1"> <tr> <td>Indicative capacity (dwellings)</td> </tr> <tr> <td>163 <u>Up to 260</u></td> </tr> </table> | Indicative capacity (dwellings) | 163 <u>Up to 260</u> | Justified Effective | | |
| | Indicative capacity (dwellings) | | | | | | | | |
| | 163 <u>Up to 260</u> | | | | | | | | |
| 40 -42 | Strategic Allocations | SP4:H.8 | <p>SP4: H.8 Land at Associated Creameries</p> <table border="1"> <tr> <td>Key Considerations</td> </tr> <tr> <td>Applications will be determined in line with other policies in the Plan <u>Proposals should retain amenity open space within the site boundary</u></td> </tr> </table> | Key Considerations | Applications will be determined in line with other policies in the Plan <u>Proposals should retain amenity open space within the site boundary</u> | Effective | | | |
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| 40 -42 | Strategic Allocations | SP4:H.11 | <p>SP4: H.11 Tyne Dock Housing led Regeneration Site</p> <table border="1"> <tr> <td>H.11</td> <td>Tyne Dock housing-led Regeneration Site</td> <td>1.4</td> <td>69</td> <td>Applications will be determined in line with other policies in the Plan</td> </tr> </table> | H.11 | Tyne Dock housing-led Regeneration Site | 1.4 | 69 | Applications will be determined in line with other policies in the Plan | Effective |
| H.11 | Tyne Dock housing-led Regeneration Site | 1.4 | 69 | Applications will be determined in line with other policies in the Plan | | | | | |

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| | 40 -42 | Strategic Allocations | SP4:H.12 – H.16 | <p><u>SP4: Site allocations</u></p> <table border="1"> <thead> <tr> <th>Site Ref</th> <th>Site name</th> </tr> </thead> <tbody> <tr> <td>H.12 <u>H.11</u></td> <td>Land at Biddick Hall Drive</td> </tr> <tr> <td>H.13 <u>H.12</u></td> <td>Land behind Ryedale Court</td> </tr> <tr> <td>H.14 <u>H.13</u></td> <td>Land at Horton Avenue</td> </tr> <tr> <td>H.15 <u>H.14</u></td> <td>Land at Cheviot Road</td> </tr> <tr> <td>H.16 <u>H.15</u></td> <td>Land at Bonsall Court</td> </tr> </tbody> </table> | Site Ref | Site name | H.12 <u>H.11</u> | Land at Biddick Hall Drive | H.13 <u>H.12</u> | Land behind Ryedale Court | H.14 <u>H.13</u> | Land at Horton Avenue | H.15 <u>H.14</u> | Land at Cheviot Road | H.16 <u>H.15</u> | Land at Bonsall Court | Effective |
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| H.14 <u>H.13</u> | Land at Horton Avenue | | | | | | | | | | | | | | | | |
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| H.16 <u>H.15</u> | Land at Bonsall Court | | | | | | | | | | | | | | | | |
| | 40 -42 | Strategic Allocations | SP4:H.17 | <p><u>SP4: H.17 Land at Lizard Lane</u></p> <table border="1"> <tbody> <tr> <td>H.17</td> <td>Land at Lizard Lane</td> <td>0.35</td> <td>12</td> <td>Applications will be determined in line with other policies in the Plan</td> </tr> </tbody> </table> | H.17 | Land at Lizard Lane | 0.35 | 12 | Applications will be determined in line with other policies in the Plan | Effective | | | | | | | |
| H.17 | Land at Lizard Lane | 0.35 | 12 | Applications will be determined in line with other policies in the Plan | | | | | | | | | | | | | |
| | 40 -42 | Strategic Allocations | SP4:H.18 – H.25 | <p><u>SP4: Site allocations</u></p> <table border="1"> <thead> <tr> <th>Site Ref</th> <th>Site name</th> </tr> </thead> <tbody> <tr> <td>H.18 <u>H.16</u></td> <td>Land at Dean Road</td> </tr> <tr> <td>H.19 <u>H.17</u></td> <td>Land at Trent Drive</td> </tr> <tr> <td>H.20 <u>H.18</u></td> <td>Perth Green Youth Centre, Perth Avenue</td> </tr> <tr> <td>H.21 <u>H.19</u></td> <td>Land at previously Martin Hall, Prince Consort Road</td> </tr> <tr> <td>H.22</td> <td>Land at Falmouth Drive</td> </tr> </tbody> </table> | Site Ref | Site name | H.18 <u>H.16</u> | Land at Dean Road | H.19 <u>H.17</u> | Land at Trent Drive | H.20 <u>H.18</u> | Perth Green Youth Centre, Perth Avenue | H.21 <u>H.19</u> | Land at previously Martin Hall, Prince Consort Road | H.22 | Land at Falmouth Drive | Effective |
| Site Ref | Site name | | | | | | | | | | | | | | | | |
| H.18 <u>H.16</u> | Land at Dean Road | | | | | | | | | | | | | | | | |
| H.19 <u>H.17</u> | Land at Trent Drive | | | | | | | | | | | | | | | | |
| H.20 <u>H.18</u> | Perth Green Youth Centre, Perth Avenue | | | | | | | | | | | | | | | | |
| H.21 <u>H.19</u> | Land at previously Martin Hall, Prince Consort Road | | | | | | | | | | | | | | | | |
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| | | | | <table border="1"> <tr> <td>H.20</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>H.23</td> <td>Land at Kirkstone Avenue</td> <td></td> <td></td> <td></td> </tr> <tr> <td>H.21</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>H.24</td> <td>Hebburn New Town</td> <td></td> <td></td> <td></td> </tr> <tr> <td>H.22</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>H.25</td> <td>Land south-west of Prince Consort Road</td> <td></td> <td></td> <td></td> </tr> <tr> <td>H.23</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> | H.20 | | | | | H.23 | Land at Kirkstone Avenue | | | | H.21 | | | | | H.24 | Hebburn New Town | | | | H.22 | | | | | H.25 | Land south-west of Prince Consort Road | | | | H.23 | | | | | |
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| H.23 | Land at Kirkstone Avenue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H.21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H.24 | Hebburn New Town | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H.22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H.25 | Land south-west of Prince Consort Road | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H.23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 40 -42 | Strategic Allocations | SP4:H.24 (New allocation) | <p><u>SP4: H.24 Land at Cleadon Lane Industrial Estate</u></p> <table border="1"> <thead> <tr> <th>Site Ref</th> <th>Site name</th> <th>Size (ha)</th> <th>Indicative capacity</th> <th>Key Considerations</th> </tr> </thead> <tbody> <tr> <td>H.24</td> <td>Land at Cleadon Lane Industrial Estate</td> <td>6.5</td> <td>202</td> <td> <p><u>The design and layout should actively seek to create and preserve, clear and defensible boundaries between the edge of the site and the Green Belt to which it is adjacent.</u></p> <p><u>Formal connections to East Boldon metro station should be established.</u></p> <p><u>Proposals should be supported by a site-specific transport assessment, with particular focus on Station Road, Station Approach, A184, Cleadon Lane, New Road and the level crossings at East Boldon village and Tiledshed Lane level crossings.</u></p> <p><u>Consideration should be given to the removal of the culverted section of the watercourse.</u></p> <p><u>Proposals must have regard to the East Boldon Design Code.</u></p> <p><u>Proposals should be supported by a site-specific flood risk assessment.</u></p> </td> </tr> </tbody> </table> | Site Ref | Site name | Size (ha) | Indicative capacity | Key Considerations | H.24 | Land at Cleadon Lane Industrial Estate | 6.5 | 202 | <p><u>The design and layout should actively seek to create and preserve, clear and defensible boundaries between the edge of the site and the Green Belt to which it is adjacent.</u></p> <p><u>Formal connections to East Boldon metro station should be established.</u></p> <p><u>Proposals should be supported by a site-specific transport assessment, with particular focus on Station Road, Station Approach, A184, Cleadon Lane, New Road and the level crossings at East Boldon village and Tiledshed Lane level crossings.</u></p> <p><u>Consideration should be given to the removal of the culverted section of the watercourse.</u></p> <p><u>Proposals must have regard to the East Boldon Design Code.</u></p> <p><u>Proposals should be supported by a site-specific flood risk assessment.</u></p> | Positively Prepared Justified Effective | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 43 | Strategic Allocations | SP4 Inset Map 5 |  <p data-bbox="1711 874 1800 898">[Deleted]</p> | Effective |

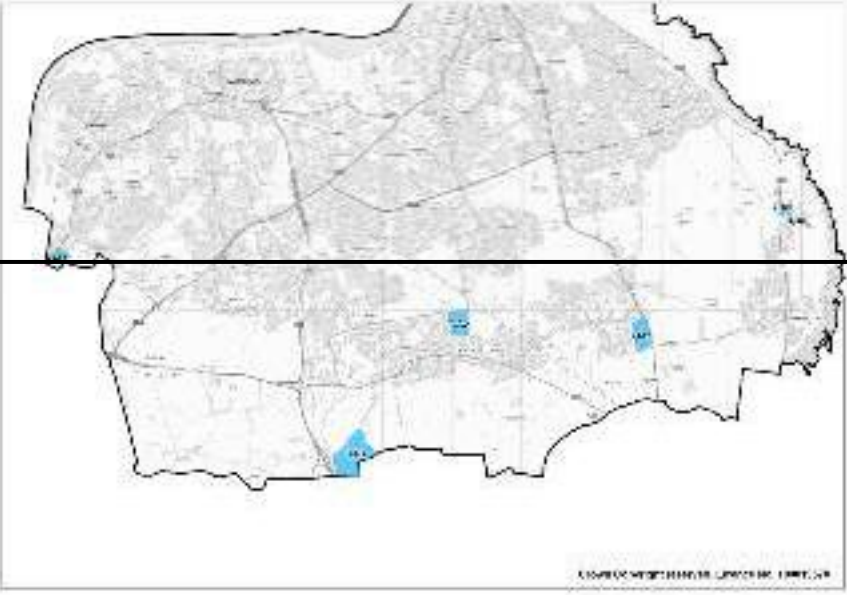
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|--|----------------------------|---------------------------|---------------------------------------|---|--|
| | | | |  <p style="text-align: right;">{Added}</p> | |
| Policy SP5: Former Brinkburn Comprehensive School | | | | | |
| MM-05 | 43 | Strategic Allocations | SP5: Criterion 1 | <p><u>Modification of criterion 1:</u></p> <p>1. Development proposals for this site will be expected to deliver:</p> <ul style="list-style-type: none"> i. Approximately 151 residential units; ii. Facilities for community provision; and to iii. Enhancement of any onsite playing fields that are retained or re-provided at the site. Retain as much of the existing playing fields provision as possible subject to i. and ii. above and any other on-site requirements in accordance with other policies in the Plan; and iv. Enhance the retained playing field provision. | Effective Consistency with national policy |
| | 43 | Strategic Allocations | SP5: Criterion 2 | <p><u>Modification of criterion 2:</u></p> <p>2. The loss of playing field land shall be mitigated replaced in accordance with an agreed mitigation strategy.</p> | Consistency with national policy |

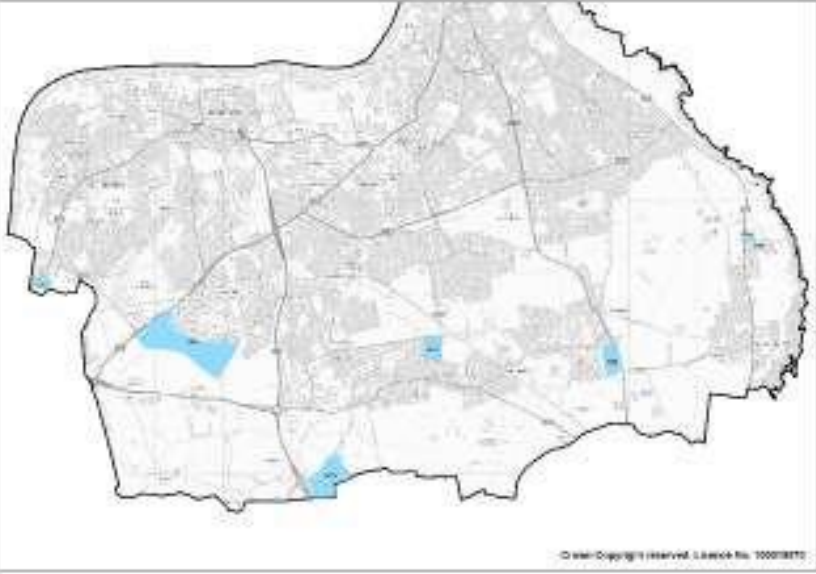
| Mod Reference | Local Plan [SUB1] Page No. | Local Plan [SUB1] Chapter | Policy or Paragraph Local Plan [SUB1] | Proposed Change | Justification |
|---|----------------------------|---------------------------|---------------------------------------|---|--|
| | 44 | Strategic Allocations | SP5: Supporting text - Paragraph 5.10 | <p><u>Modification to supporting text:</u></p> <p>The former Brinkburn comprehensive school site currently includes a large area of playing field land which supports a number of sports teams. Proposals should <u>include provision of 1 full size adult sports pitch and MUGA provision as part of any new community facilities provided onsite.</u> seek to retain some playing field land on site and seek to improve the playing pitch facilities to continue sporting use on the site. Consideration should be given to the latest Playing Pitch Study and discussions with Sport England are encouraged to in determining the layout and type of playing pitches to be retained onsite.</p> | Effective |
| | 44 | Strategic Allocations | SP5: Supporting text - Paragraph 5.11 | <p><u>Modification to supporting text:</u></p> <p>Playing field land which is lost to development <u>and not retained or provided on site</u> should be fully mitigated <u>replaced</u> through an agreed mitigation strategy and informed by the most up to date Playing Pitch Strategy. <u>As identified in the South Tyneside Playing Pitch Strategy & Action Plan (2024), the replacement of lost playing field land may also result in qualitative enhancements to lapsed or existing pitch provision. The Playing Pitch Strategy identifies that Temple Memorial Park could provide opportunities to replace playing field land lost through development at Brinkburn Comprehensive School. It is expected that this could result in areas previously used as playing pitches being brought back into use and/ or new pitch provision provided on areas previously unused for playing pitches.</u></p> | Consistent with national policy Effective |
| Policy SP6: Former Chuter Ede Education Centre | | | | | |
| MM-06 | 44 | Strategic Allocations | SP6: Criterion 2 | <p><u>Modification of criterion 2:</u></p> <p>The loss of playing field land shall be mitigated <u>replaced</u> in accordance with an agreed mitigation strategy and contributions sought for the enhancement of playing pitches and facilities on playing field land to the south of Chuter Ede.</p> | Consistency with national policy |
| | 44 | Strategic Allocations | SP6: Criterion 5 | <p><u>Modification of criterion 5:</u></p> | Effective |

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| | | | | Proposals must be supported by a site-specific transport assessment, with particular focus on Benton Road, Galsworthy Road, Boldon Lane, New Road and the <u>Tiledshed and Boldon Level Crossings</u> along with the importance of active travel links and public transport connections. | |
| | 45 | Strategic Allocations | SP6: Supporting text - Paragraph 5.13 | <p><u>Modification to supporting text:</u></p> <p>Playing field land which is lost to development should be fully replaced through an agreed mitigation strategy and informed by the most up to date Playing Pitch Strategy <u>and discussions with Sport England. The Council has identified land at Temple Park Junior School, as identified in Policy SP23 (5, iii), as the primary site for playing field mitigation lost due to development of this site.</u></p> <p>Contributions will <u>also</u> be sought to support <u>the</u> enhancement <u>of retained</u> playing field land and facilities <u>on</u> land <u>to the</u> south of Chuter Ede.</p> | Effective |
| Policy SP7: Urban and Village Sustainable Growth Areas | | | | | |
| MM-07 | 46 | Strategic Allocations | SP7:GA1 | <p><u>Amendment to site size:</u></p> <p>5.70 <u>3.5</u></p> | Effective |
| | 46 | Strategic Allocations | SP7:GA1 Key Considerations | <p><u>Modification to Key Considerations:</u></p> <ul style="list-style-type: none"> - Ensure playing field loss is mitigated in accordance with Policy 37 and the most up to date Playing Pitch Strategy evidence - <u>Ensure playing field loss is sufficiently mitigated in accordance with Policy 37 through financial contributions to off-site playing field enhancements within the local area and provision of a junior playing pitch and ancillary infrastructure to land south-west of the allocation.</u> | Justified Effective |
| | 45 | Strategic Allocations | Policy SP7: GA2 | <p><u>Addition of site size</u></p> <p><u>9.52</u></p> | Effective |
| | 45 | Strategic Allocations | Policy SP7: GA2 | <p><u>Modification to Site GA2 Key Considerations:</u></p> <ul style="list-style-type: none"> • Ensure that the design and layout creates <u>s and/or enhances</u> clear and defensible boundaries | Effective |

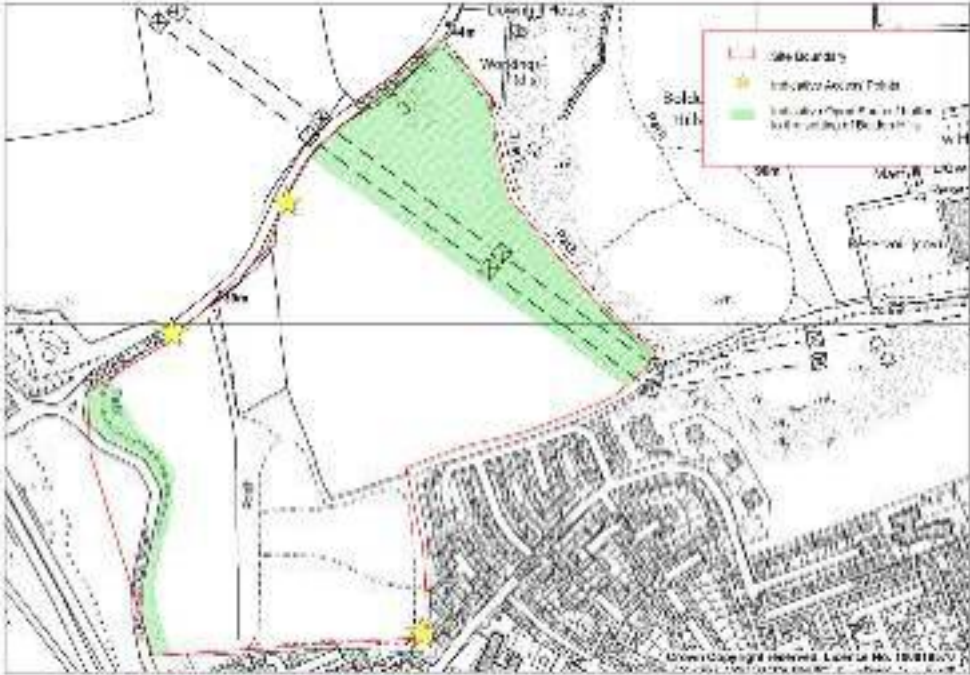
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| | | | | <ul style="list-style-type: none"> • <u>Contribute to the enhancement of</u> Enhance the surrounding PROW network • Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows • Ensure landscaping is an integral part of the design • Explore opportunities to re-naturalise the water course <u>within the GA2 allocation boundary</u> • Have regard to the East Boldon Neighbourhood Plan and the East Boldon Design Code • Ensure buildings are at a scale and mass in keeping with the wider area. | | | | | | | |
| | 47 | Strategic Allocations | SP7: GA3 | <p><u>Deletion of GA3: Land to North of Town End Farm from SP7</u></p> <p>GA3 Land to North of Town End Farm 22.40 400</p> <ul style="list-style-type: none"> • Ensure that the design and layout create clear and defensible boundaries • Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows • Ensure landscaping is an integral part of the design • Design the site in such a way as to discourage unauthorised access to the into Downhill Quarry Local Wildlife Site • Preserve or enhance the settings of the Listed Buildings to the north • Enhance the existing bridleway and create active travel routes throughout the site • Introduce connectivity between the site and the established settlement of Town End Farm • Consider the need to contribute to mitigating impacts on the neighbouring authority of Sunderland. | Justified Effective | | | | | | |
| | 47 | Strategic Allocations | SP7 | <p><u>SP7 site allocations:</u></p> <table border="1"> <tbody> <tr> <td>GA4<u>3</u></td> <td>Land at West Hall Farm</td> </tr> <tr> <td>GA5<u>4</u></td> <td>Land at Whitburn Lodge</td> </tr> <tr> <td>GA6<u>5</u></td> <td>Land to North of Shearwater</td> </tr> </tbody> </table> | GA4 <u>3</u> | Land at West Hall Farm | GA5 <u>4</u> | Land at Whitburn Lodge | GA6 <u>5</u> | Land to North of Shearwater | Effective |
| GA4 <u>3</u> | Land at West Hall Farm | | | | | | | | | | |
| GA5 <u>4</u> | Land at Whitburn Lodge | | | | | | | | | | |
| GA6 <u>5</u> | Land to North of Shearwater | | | | | | | | | | |

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| | 47 | Strategic Allocations | SP7: GA4 | <p><u>Modification to Site GA4 Key Considerations:</u></p> <ul style="list-style-type: none"> • Ensure that the design and layout creates <u>and/or enhances</u> clear and defensible boundaries • Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows • Ensure landscaping is an integral part of the design and ensure built development is set back from the eastern boundary of the site to retain the feeling of openness along the A1018 • Explore opportunities for improving the existing staggered junction between the site and Sunderland Road <u>where appropriate</u>; • <u>Should be supported by</u> at least one season's additional non-breeding monitoring data for wading birds for fields within 500<u>750</u>m of the site <u>where practicable</u>, including nocturnal survey with appropriate equipment. | Effective |
| | 47 | Strategic Allocations | SP7: GA6 | <p><u>Modification to Site GA6 Key Considerations:</u></p> <ul style="list-style-type: none"> • Ensure that the design and layout creates <u>and/or enhances</u> clear and defensible boundaries • Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows • Ensure landscaping is an integral part of the design; • Have regard to the Whitburn Village Neighbourhood Plan and the Whitburn Village Design Guidelines • <u>Should be supported by</u> at least one season's additional non-breeding monitoring data for wading birds for fields within 750m of the site, <u>where practicable</u>, including nocturnal survey with appropriate equipment. | Effective |

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| | 48 | Strategic Allocations | Policy SP7 Inset Map 8 |  | Effective |

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| | | | |  <p style="text-align: right;">[Added]</p> | |
| Policy SP7a: Land north of Town End Farm | | | | | |
| MM-08 | N/A | Strategic Allocations | New Policy SP7a | <p><u>Policy SP7a: Land to North of Town End Farm</u></p> <p><u>Land to the north of Town End Farm comprising 22.4 hectares as identified on the Polices Map and Inset Map9. The site is allocated for approximately 400 dwellings.</u></p> <p><u>1. All development proposals shall be in accordance with an approved masterplan for the whole of the allocated site, agreed between the Major Landowners, that shall be submitted to the Council for its approval as part of the initial application for planning permission.</u></p> <p><u>2. The masterplan shall show the intended overall design and layout of the development, which shall be in broad accordance with Inset Map 9. The Masterplan is to include a phasing and implementation plan which shall identify the phasing of development across the whole of</u></p> | Justified Effective |

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| | | | | <p><u>the allocated site to ensure that the development will be carried out in a comprehensive and coordinated manner.</u></p> <p><u>3. All development proposals shall accord with the masterplan as approved, or such variations thereto as may subsequently be approved by the Council.</u></p> <p><u>4. Development proposals shall accord with other relevant policies in the plan including SP25 and SP26 and shall in any event:</u></p> <ul style="list-style-type: none"> <u>i. Retain existing mature trees in accordance with Policy 36: Protecting Trees, Woodland and Hedgerows</u> <u>ii. Ensure that landscaping is an integral part of the design paying particular attention to the relationship of the development to the Boldon Downhill area of high landscape value and the need to retain open space in the northeast of the site as identified in Inset Map 9.</u> <u>iii. Be designed to discourage unauthorised access to the Downhill Quarry Local Wildlife Site.</u> <u>iv. Preserve or enhance the settings of the Listed Buildings to the north.</u> <u>v. Enhance the existing bridleway network, and create active travel routes throughout the site and to link with the established settlement at Town End Farm.</u> <u>vi. Provide primary vehicular access from Downhill Lane and secondary vehicular and pedestrian connectivity between the site and Town End Farm. Proposals shall facilitate access to all existing public transport links in close proximity to the site.</u> <u>vii. Ensure that any impacts on the neighbouring area of Sunderland are appropriately mitigated</u> <p><u>5. S.106 contributions towards compensatory improvements in the Green Belt will be required where necessary.</u></p> | |
| MM-09 | N/A | Strategic Allocations | New Policy SP7a – supporting text and inset map | <p><u>In accordance with the Plan’s spatial strategy and housing distribution, the Land to the North of Town End Farm has been identified as a sustainable and suitable location for housing development in South Tyneside and will deliver approximately 400 dwellings.</u></p> <p><u>To support this allocation, the Green Belt boundary will be amended through the Local Plan. The boundary for the allocation has been informed by the South Tyneside Green Belt Study</u></p> | Justified Effective |

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| | | | | <p><u>(2023), which is an independent assessment of the ‘harm’ of releasing land from the Green Belt to accommodate potential development needs.</u></p> <p><u>To ensure the site is brought forward in a co-ordinated manner, any development proposals for the site must be in accordance with an approved masterplan for the whole of the allocated site as identified on the Policies Map. In preparing the masterplan, regard should be had to the key principles identified on Inset Map 9, the South Tyneside Site Framework document (2023) and other relevant policies within this plan</u></p> <p><u>Inset Map 9 – Land north of Town End Farm</u></p>  | |

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| | | | | <p><u>Applicants must demonstrate that proposals are compliant with Policy SP7a and that the proposal would not jeopardise further development of the wider site allocation.</u></p> <p><u>Details of phasing of development across the whole site allocation should be set out in the masterplan. It should demonstrate how the site would be delivered across all phases and ensure that a phased approach would not prejudice the overall delivery of the wider site allocation and supporting infrastructure requirements.</u></p> <p><u>The masterplan should also identify well-defined and robust boundaries for the site which will bolster the permanence of the Green Belt. In addition, compensatory improvements to the Green Belt which may include new or enhanced green infrastructure, landscape and visual enhancements, improvements to biodiversity or new or enhanced walking or cycling routes will be secured. Policy SP7a (5) refers to financial contributions towards compensatory improvements in the Green Belt. Potential mitigation and enhancement measures for the Green Belt allocations are outlined in the South Tyneside Green Belt Study (2023) and the South Tyneside Green and Blue Infrastructure (GBI) Strategy (2023) and will be agreed with the Council.</u></p> <p><u>Development proposals should seek to address the key consideration set out within criterion 4 of Policy SP7a to minimise wider impacts of the development and to enhance the accessibility and sustainability of the scheme.</u></p> <p><u>The site lies within close proximity to the Downhill Old Quarry Local Wildlife Site and Local Geodiversity Site, and Boldon Downhill Area of High Landscape Value as identified on the Policies Map and Policy 39: Areas of High Landscape Value. The masterplan and development proposals should seek to ensure that the design and layout respect the relationship of the site with Boldon Downhill and the wider landscape. To minimise impacts on the landscape and designated site an area of open space should be retained as identified in Inset Map 9.</u></p> <p><u>The allocation lies on the administrative boundary of Sunderland City Council and is adjacent to the Town End Farm estate and its supporting social, public transport and road infrastructure. To promote accessibility and connectivity between Sunderland and South Tyneside and access to public transport connections, development proposals</u></p> | |

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| | | | | <p><u>should identify vehicular and pedestrian routes into Town End Farm via Boston Road to the south and onto Downhill Lane to the north.</u></p> <p><u>Due to the proximity of the site to this area, it anticipated that the proposed development may result in some physical and social infrastructure impacts within the Sunderland City Council area. Where any identified impacts require mitigation, this should be in agreement with Sunderland City Council.</u></p> | |
| Policy SP8: Fellgate Sustainable Growth Area | | | | | |
| MM-10 | 48-49 | Strategic Allocations | SP8: Section A – Criterion 1 | <p><u>Modifications to Criterion 1:</u> <u>Residents have already raised issue with the errors in the MM-10 references etc. This has caused significant delay in pulling information and not being able to access the portal for two weeks. This consultation is very badly timed. It is during a pre election period and feels very much like it is hoped that this will not be uppermost on the minds of those including myself who are involved with such. This was a poor decision in my opinion. I am aware that the leader made representation in this regard, but the timeline was not moved. You need to have TRUE responses and not those of a political point scoring nature which is very likely to happen.</u></p> <p>Policy SP8: Fellgate Sustainable Growth Area</p> <p>A. Development Principles</p> <p>1. Land south of Fellgate is allocated as a sustainable urban extension and will be removed from the Green Belt as shown on the Policies Map and Inset Map 9 <u>10</u>. The allocation will deliver approximately 1200 homes and supporting infrastructure and community facilities.- <u>broadly in the form illustrated on Inset Map 10.</u></p> | Effective |

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| 48-49 | Strategic Allocations | SP8: Section A – Criterion 2 | <p><u>Modifications to Criterion 2:</u></p> <p>Development is required to be comprehensively master planned through the Fellgate Sustainable Growth Area Supplementary Planning Document to be prepared by the Council.</p> <p>This document is critical. There must be an SPD in situ. Albeit Fellgate Greenbelt should not be developed on as we have demonstrated there are many other locations that would not harm and devastate our community like this. We saw and heard at the stage one hearings that this should be in place. I have not received any information from my FOI requests which are to establish what happened between stage one and stage two. The Council and King’s Counsel advocated for this which is a strong safety mechanism. Ultimately the Agent etc does not want this. It holds them to account in Policy that is binding. They do not want to be constrained re infrastructure. It is very clear that the significant increase in traffic on a daily basis was known and not used for the infrastructure requirements. I had to obtain this data from Gateshead Local Authority. This should have been factored in and not the vision – led option used given the strength of the data held. This is very misleading. I have already raised this at stage 2 and identified the massive commitment retractions to the infrastructure alone. At stage 1 the developer etc was to pay a significant amount of the infrastructure costs, now they want the Borough Council to source the money. To reiterate this is an unwanted development on premium greenbelt land and as such does not meet the needs of the Borough in building executive, not social provided homes. The Inspector was concerned that this Policy was not to be accepted by Borough Council but the Local Plan is in the same position. I would like the Inspector to seek the information that I have not been afforded in what brought about the massive shift in opinion. This developer also set out to offer many benefits – none will be realised as it won’t be affordable to them. The pylons were to be tracked underground. Now not. A school? A shop – now for someone else to develop. Two breaches onto Durham Drive that cannot be sustained. BNG cannot be met on site – so they want to take more from the greenbelt. We are not to be misled. This would allow further development of the same. No narrative can safely provide the reassurance without an SPD specific to this. A master plan alone carries no weight. It will be rendered useless and our community will be left to suffer for the benefit of private developers.</p> <p>There is no metro expansion scope, no larger trains and the metro is massively oversubscribed at peak times. The traffic through the estate brings it’s own risks. An accident occurred just last week at the junction of Hereford Way and Durham Drive. A car write off involved.</p> | Justified Effective |
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| | | | | <p><u>2. To ensure the delivery of a cohesive and sustainable development, the Council will only approve a proposal that delivers the necessary local and strategic infrastructure in a timely and coordinated manner and in accordance with the requirements of this policy and other relevant policies within the Local Plan.</u></p> | |
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| | 48-49 | Strategic Allocations | SP8: Section A – Criterion 3 - 4 | <p><u>Deletion of Criterion 3 & 4:</u></p> <p>3. To ensure that a cohesive development is delivered, the Council will only approve a planning application that adheres to the Fellgate Sustainable Growth Area Supplementary Planning Document and delivers the necessary local and strategic infrastructure. This must be in as the previous text states. There is no accountability without.</p> <p>4. Development at Land south of Fellgate will be permitted in accordance with the principles set out below and other relevant policies within the Local Plan. This must remain as above. This mitigates risk and further harm.</p> | Effective |
| | 48-49 | Strategic Allocations | SP8: Section A – Criterion 5 (i) | <p><u>Modification to renumber criterion 5 (i) as 3 (i):</u></p> <p>5.3. Development of this new sustainable community shall: i. Provide a mix of house types, tenures and sizes, including <u>a minimum of</u> 25% affordable housing and self/custom build housing opportunities, in accordance with Policies 19 and 20., with higher densities being close to the public transport network and local centre.</p> <p>This being removed does not prevent this from happening. No SPD no accountability. Again the minimum figure seems supportive, but this will be mitigated with a 106 agreement. This cannot be allowed to happen. This development is unsustainable and undeliverable. This restriction must include that the affordable homes are intermingled and not sectioned off as to be identified as such. These homes should be provided at the outset, not when the developer has sold the executive homes. Affordable to rent? Meeting all of the criteria required? Thus must be stipulated in the SPD</p> | Effective |
| | 48-49 | Strategic Allocations | SP8: Section A – Criterion 5 (ii) | <p><u>Modification to renumber criterion 5 (ii) as 3 (ii):</u></p> <p>5.3. ii. Make provision for <u>Provide</u> a well located and connected local centre providing for social and community infrastructure of a scale proportionate to the nature <u>and size</u> scale of the development and to address local needs. The local centre shall include: a) primary school provision; b) opportunities for <u>primary</u> health care provision; <u>and,</u> c) local retail facilities.</p> <p>The use of the word “shall” is weak. This must be “must”. The developer can construct a centre</p> | Effective |

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| | | | but the other factors are not the responsibility of the developer. At what stage will this be facilitated? At the end when the profit is made? The SPD is required to make this a stipulation. | |
| 48-49 | Strategic Allocations | SP8: Section A – Criterion 5 (iii) | <p><u>Modification to renumber criterion 5 (iii) as 3 (iii):</u></p> <p>5 <u>3</u>. iii. <u>Through a vision-led approach to transport planning,</u> Embed sustainable and active travel options <u>to</u> and reduce the dominance of car traffic and improve permeability by:</p> <p>a) Enhancing <u>pedestrian/cycle</u> access to existing local facilities and services, where appropriate;</p> | Effective Consistent with national policy |

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| | | | | <p>b) Incorporating convenient and, where appropriate, segregated, safe, and high-quality bus, pedestrian, and cycle routes within the site <u>and through the remaining Green Belt</u>, that connects to existing <u>sustainable travel</u> networks within South Tyneside and neighbouring authorities where possible;</p> <p>c) Providing access to the remaining Green Belt;_</p> <p>d) Enhancing access and facilities for pedestrians and cyclists to Fellgate Metro Station; <u>and,</u></p> <p>e) <u>Contributing to the provision of a new high-quality bus service.</u></p> <p><u>This may appear sound but it's simply not deliverable. Just as the Local Plan does not allow land to be brought forward thus far, such as Rohm Haas, where the owner is alleged to refuse to sell for housing, this grand and admirable expectation is simply unrealistic and we know will not happen. The Council Officers will tell you that this has not been achieved to date and won't be. In order to afford such homes all adults in the households are likely to work. They will use motor vehicles to get there. Children will not be delivered to school on a bicycle when guardians have to then leave for work. There is no control over the bus operators, no new metro access in this vicinity and no funding as Highways Agency told us to develop the infrastructure. What access can or be provided to the remaining greenbelt? To whom? By Whom? The current agent has made clear that this is private land until the Bridle Path is proven. Would the greenbelt remaining be available to the new homeowners only? We need inclusivity and not exclusivity. "where possible"- we all know that it won't be delivered whether or not possible because it is in no ones jurisdiction who is affected by this proposal. The developer has retracted their significant infrastructure offer between stage 1 and 2. No certainty exists.</u></p> | |
| | 48-49 | Strategic Allocations | SP8: Section A – Criterion 5 (iv) | <p>Modification to renumber criterion 5 (iv) as 3 (iv):</p> <p>5 <u>3</u>. iv. Deliver vehicular access roads to the site from:</p> <p>a) Mill Lane roundabout on the A194 (<u>primary access</u>);</p> <p>b) Durham Drive (<u>secondary access</u>). <u>This must not be allowed. This is new to the plan for this period. There are also two potential accesses too. We are alive to this and it cannot happen. The existing Fellgate Estate is semi rural and this would completely destroy this. Monkton Gardens poses extremely difficult access to the main road network and residents are raising issues with me. They too do not want development on Fellgate Greenbelt as it will further exacerbate the new issues there.</u></p> | Effective |

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| 48-49 | Strategic Allocations | SP8: Section A – Criterion 5 (v) | <p><u>Deletion of criterion 5 (v):</u></p> <p>v. Ensure that there are no unacceptable impacts on highway safety or severe residual cumulative impacts on the wider strategic road network in terms of capacity and congestion, including mitigating the impact of the development at the White Mare Pool Roundabout.</p> <p>This cannot be removed. There, again, will be no accountability of the developer. It simply allows for development and to walk away.</p> | Effective |
| 48-49 | Strategic Allocations | SP8: Section A – Criterion 5 (vi) | <p><u>Modification to renumber criterion 5 (vi) as 3 (v):</u></p> <p>5-vi. 3. v. Protect and strengthen the remaining Green Belt by:</p> <p>a) Creating a new defensible Green Belt boundary; and,</p> <p>b) Delivering improvements to biodiversity and habitat connectivity.</p> <p>As discussed previously where will the new defensible greenbelt be and for how long? Accessible to whom? BNG cannot be met on site. No monetary contribution can mitigate for this nor would off site!</p> | Effective |
| 48-49 | Strategic Allocations | SP8: Section A – Criterion 5 (vii) | <p><u>Modification to renumber criterion 5 (vii) as 3 (vi):</u></p> <p>5-vii. Delivering <u>3. vi. Be landscape led and deliver</u> a well-connected network of good quality, <u>publicly accessible</u> green and blue infrastructure provision, including walking and cycling infrastructure, recreational open space and play provision <u>both</u> within the development site</p> | Effective |

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| | | | | <p>boundary and within the remaining Green Belt, where compatible with the purposes of the Green Belt.</p> <p>This is not realistic. Under greenbelt Policy and NPPF you cannot build a permanent structure in the greenbelt. The existing community would not benefit from this. It is also adjacent to a main highway. There is no SPD proposed to make this come to fruition. As the owner does not want the community to access their land now, they certainly won't want them to post any development. It will be divisive and not inclusive.</p> | |
| | 48-49 | Strategic Allocations | SP8: Section A – Criterion 5 (viii) | <p><u>Modification to renumber criterion 5 (viii) as 3 (vii):</u></p> <p>viii. <u>3. vii.</u> Avoid, <u>wherever possible, an adverse impact</u> and, <u>where necessary</u>, mitigate the impact, of the development on biodiversity, wildlife corridors and ecological designations and, where possible, enhance <u>these interests</u> through ecological mitigation, compensation and biodiversity net gain delivery in accordance with Local Plan Policies 33, 34, 35 and 36.</p> <p>This entire paragraph is weak. Using words like avoid and where necessary are simply not going to materialise what is sought.</p> | Justified Effective |

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| 48-49 | Strategic Allocations | SP8: Section A – Criterion 5 (x) | <p><u>Modification to renumber criterion 5 (x) as criterion 3 (ix):</u></p> <p>5. x. <u>3. ix.</u> Embed sustainable and high-quality design principles throughout the site. <u>Development proposals for this site should adhere to Policy 47 and the following key design principles, and as set out in Inset Map 10:</u></p> <p>a) <u>Density, layout and connectivity with the existing community at Fellgate shall be fully considered to create a sensitive and positive relationship between the existing and new developments;</u></p> <p>b) <u>Broad areas of open space and SuDs basins as identified on Inset Map 10 should be retained and be accessible to new and existing residents where appropriate;</u></p> <p>c) <u>Design for new buildings should be undertaken with consideration for the context of the surrounding area, including that building scale should be limited to 2 storeys at the site boundary adjacent to the existing Fellgate estate; and,</u></p> <p>d) <u>A variety of densities shall be provided throughout the site with higher densities provided closest to local services, public transport connections and lower densities towards the Green Belt edge.</u></p> <p>be in accordance with the design code principles set out in the Fellgate Sustainable Growth Area Supplementary Planning Document.</p> <p>We need an SPD specific. There are too many risks here. Why would residents need access to the SUDS? Is this relevant here. It is currently designed to prevent access. This does not mitigate greenbelt loss. This indicates that the higher densities are not where the breaches onto Durham Drive are noted on the map. This is simply moved the problem re higher densities and higher impact. This area is where families enjoy recreation time and is owned by South Tyneside Council. This would remove this given the development would drive them away. The existing residents will have no enjoyment as now, of the greenbelt, but only those who may afford an executive home may do so. This is divisive.</p> | Justified Effective |
| 48-49 | Strategic Allocations | SP8: Section B – New Criteria | <p><u>Additional Criteria:</u></p> <p><u>B. Strategic Highways Improvements and enhancements</u></p> | Justified Effective Consistent with national policy |

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| | | | | <p>1. <u>Development proposals shall contribute to the delivery of improvements to the strategic highway network including mitigating the impacts of development at the A194(M)/A194/A184(T) White Mare Pool Junction.</u></p> <p>2. <u>In accordance with a vision led approach, the exact form, nature and timing of necessary highways improvements shall be agreed with National Highways from time to time, as necessary, and shall be subject to planning conditions and obligations as shall be necessary to ensure their timely delivery and coordination with the carrying out and occupation of the development.</u></p> <p>This is not realistic and the Save Fellgate Greenbelt will statistically demonstrate this. The expert employed recognised at stage 1 the significant impact and the bespoke extensive interventions and developments to the infrastructure that were required. Yet with two word “vision-led” all of this is negated. This cannot be the case. It is a dangerous and harmful assumption. Officers may put forward development proposals, but without an SPD they remain only that- proposals. No accountability and we are left to deal with this.</p> | |

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| 48-49 | Strategic Allocations | SP8: Section C – New Criteria | <p><u>Additional Criteria:</u></p> <p><u>C. Implementation</u></p> <p><u>1. All development proposals shall be in accordance with an approved masterplan for the whole of the allocated site that shall be submitted to the Council for its approval as part of the initial application for planning permission.</u> <u>No shall- it must be must. This states for approval. It doesn't suggest that it wont be approved so long as the developer submits it. We need an SPD.</u></p> <p><u>2. The masterplan shall show the intended overall design and layout of the development and include a phasing and implementation plan which shall identify the phasing of development across the whole of the allocated site (including the provision of necessary on-site and off-site infrastructure) to ensure that the development will be carried out in a comprehensive, coordinated and sustainable manner.</u></p> <p><u>Again the use of the word "shall" is weak. The developer is required to identify infrastructure need, but not have to provide it?</u></p> <p><u>3. The masterplan should be accompanied by a Design Code which identifies key design features and principles for the development. The Design Code should embed the key principles set out in Criterion 3 ix (a-d) above.</u></p> <p><u>4. The phasing and implementation plan shall include details of the phasing sequence and implementation of improvements to the White Mare Pool junction as identified in the Infrastructure Delivery Plan (IDP) (as may be updated from time to time) to give effect to the requirements of Part B of this policy.</u></p> <p><u>This will not and cannot be realised. National Highways will not fund this. STC will not fund this and the developer has clearly changed their minds since the promises made at stage 1. This is severely watered down to facilitate the developer.</u></p> | Justified Effective |
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| | | | | <p>5. <u>All development proposals shall accord with the masterplan as approved, or such variation thereto as may be subsequently approved by the Council.</u> <u>I have witnessed this many times, whereby an application may be considered not sound and thus changes are made to make it sound. However this is vulnerable and at risk of ongoing variations for the benefit of the developer. Such variations would not ordinarily have member input which eradicates the voice of the community.</u></p> <p>6. <u>Development proposals shall accord with other relevant policies in the plan including SP25 and SP26.</u></p> | |

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| 49 | Strategic Allocations | SP8: Supporting text | <p><u>Supporting text:</u></p> <p>In accordance with the Plan’s chosen spatial strategy and housing distribution, Land south of Fellgate has been identified as a suitable and sustainable urban extension. This strategic allocation represents a unique opportunity within South Tyneside to deliver an exemplary new community which will deliver a range of housing and infrastructure for residents and embed sustainable development principles through the site.</p> <p>This text is not agreed. To deliver an “exemplary new community”! This is divisive and exclusive. It will not deliver the infrastructure that is required. Nor will it deliver the housing that this Borough needs such as social and affordable to rent homes. Further retractions such as the pylons remaining, cut through onto the existing estates and community without the realistic infrastructure. This is not creating a cohesive development that makes new and existing communities share real life changing facilities.</p> <p>Due to the scale and opportunity for development, the council will produce a comprehensive masterplan and design code in the form of a Fellgate Sustainable Growth Area Supplementary Planning Document. The document will set out the design principles and guidance for the Growth Area to ensure the delivery of an attractive and sustainable location.</p> <p>Again the SPD is required and is critical. This states that the council would produce the masterplan and now the developer will. I accept that the cost of the masterplan should not be met by the council but this should be member led.</p> <p>To support this allocation the Green Belt boundary in the Fellgate area will be amended through the Local Plan. The South Tyneside Exceptional Circumstances paper demonstrates that exceptional circumstances exist for releasing land from the Green Belt release. Exceptional circumstances cannot be met where the infrastructure cannot be provided, BNG cannot be provided on site, housing need I the Borough will not be met by this proposal and the proposals to create the additional facilities can be negated. The NPPF for this Inspection does not support this proposal.</p> <p>The boundary for the allocation has been informed by the South Tyneside Green Belt Study (2023), which is an independent assessment of the ‘harm’ of releasing land from the Green Belt to accommodate potential development needs. It concludes the least harm to the Green Belt is at the northern edge of the land parcel adjacent to the urban area.</p> <p>This is disputed. This depends upon who carried out the study and when. We heard at the</p> | Justified Effective |
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| | | | <p>inspection that the specialist involved in 2016 stated significant harm for this area should development occur. Variations on the evidence to back this up now appear. The flood defense and categorisation are not consistent with the reports carried out by the STC commissioned providers. We are not hearing them. Counsel forcibly put forward the need for an SPD at stage 1 yet at stage 2 this changed. Why? What has happened? What has changed? Where is the evidence for this as it has too changed?</p> <p><u>Development proposals shall be in accordance with a masterplan approved by the Council, and which shall accompany any initial application for planning permission and shall be informed by the criteria set out in Policy SP8 and the indicative layout as identified in Inset Map 10. The masterplan should set out the intended overall design and layout of the development and</u></p> <p><u>This does not provide any certainty that the plans will not change and of course they will. An SPD which is binding is required. A masterplan would then also be required but in addition to the SPD.</u></p> | |
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| | | | | <p>The site will also deliver a mix of housing types and tenures, including approximately 300 affordable units and opportunities for self-build homes where appropriate. The Strategic Housing Market Assessment (2023) recommends a split of 25% affordable home and 75% market homes. However, the SHMA recognises that this will be subject to viability testing. The Local Plan Viability Testing Report (2023) concludes that 25% affordable housing provision for this site is sustainable.</p> <p>Any 106 agreement can create a get out. There are no bungalows cited or homes to rent for single people. The further this gets down the track the less ability to stop it. The developer has already indicated that 25% is not achievable.</p> <p><u>Social and Community Infrastructure</u></p> <p>A new Local Centre shall be provided to serve both new and existing communities in the area through the <u>location provision</u> of community services, local scale retail, food and drink, <u>primary school</u> and opportunities for a <u>primary health care provision</u>. <u>The primary health care provision shall be agreed with the local Integrated Care Board (ICB) (or any successor body) and delivered to a specification agreed with the ICB and either delivered directly by the developer or through payment of a financial contribution sufficient to ensure its delivery.</u></p> <p>This is contradictory to the wording of an exemplary community in isolation. This is worryingly weak. A public house is prohibited by covenant on this site albeit it is not a planning consideration. It should be. Again the most needed piece of infrastructure is the road network. However it is very clear the developer is unlikely to be required to build a primary care facility and instead offer money to who? South Tyneside Council or to the NHS. Where will that resource go and how can it support our community? – It can't. Where will this be situated? At the THIRD breach of Durham Drive on the new MAP 10?</p> <p>The Local Centre is to be located to coincide with sustainable transport routes, accessibility to the existing Fellgate estate and the green infrastructure network. An assessment of the likely education requirements for this site by the Council has indicated that the site should make provision for land to accommodate a new primary school. <u>The school will be delivered to a specification agreed with the local authority and either delivered directly by the developer or through payment of a financial contribution sufficient to ensure its delivery.</u> The Council is also working with partners to assess potential options for health provision.</p> | |

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| | | | | <p>This wording could be considered very misleading. There is to be an allocation of land at the site for a primary school. No mandate for the developer to build the school which essentially could be provided to the Local Authority to take on the responsibility at a cost to us or to likely contribute to an additional provision at an existing school. The council is noted as working with health partners. Now this is scored through. Why is this? Is it because GP's are private business in their own right and we do not have a reserve of GP's to call upon? This is another wanted but unrealistic offer. This seems to be "vision led" too, but unachievable as things stand.</p> <p>Active Travel and Transport</p> <p>Enabling and delivering sustainable travel is a key objective in the delivery of this site and it is essential that active travel options are embedded with the development from the outset <u>to accord with the vision-led approach to transport set out in Transport Circular 01/2022: 'Strategic road network and the delivery of sustainable development'</u>. The Sustainability Accessibility Review (2021) states that, given the site is currently greenfield, pedestrian connectivity is currently poor. There will need to be a step-change in connectivity for pedestrians and cyclists. Development proposals will demonstrate how the ability to travel by foot or cycle will be actively encouraged by the delivery of well designed, safe, and convenient access to the site and also through the site. Both existing and proposed walking</p> <p>Yes I would agree its essential but not anything that the developer or council have any jurisdiction over. If this plan was drafted after 2022 or developed after the production of this circular, which it was, why didn't it factor then? It simply factors between stage 1 and stage 2. This is not greenfield – it is greenbelt in every sense of the word. Stating that access is poor seems misleading too. This cannot be compared with an existing use. This is private land with an intentional restriction to public access. This is with the exception of the bridle path being claimed. It is not a like for like comparison and shouldn't be used to gauge improvement.</p> | |
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| | | | | <p>and cycling routes in the Local Cycling and Walking Infrastructure Plan 2021 -2036 must demonstrably be taken into account.</p> <p>The infrastructure plans are already in place and do not reap the intended benefits as they are unrealistic. We heard at stage 2 that they aren't successful – why would this form the basis of a 1200 home development where residents must work to be able to afford to live there?</p> <p>In addition to creating new connections throughout the site, it is also important the Growth Area is well connected to the existing Fellgate estate, its infrastructure and public transport connections. Fellgate Metro station is a key asset in terms of supporting and encouraging public transport use for the Fellgate Sustainable Growth Area. The Sustainability Accessibility Review (2021) states that the most direct walking route from the development to Fellgate Metro station would be to the north of the site travelling via Durham Drive or winding through the estate via a series of footways and footpaths. The distance from the north of the site to the Metro Station is approximately 800m. Durham Drive provides a surfaced link with street lighting, a 20mph speed restriction, making it suitable for both cyclists and pedestrians. Upgrading it to cycle infrastructure design LTN 1/20 standard will enhance its suitability and accessibility to the Metro Station.</p> <p>As previously stated there is no additional metro provision. The metro parking is exacerbated. Any extension and charge will make for more permit parking and inter estate parking. There is no new metro provision planned to cope with 1200 new homes. Residents do not proportionately use cycle to metro access. Scaled up this wouldn't negate the infrastructure need.</p> <p>Where possible, new sustainable transport routes should not only connect the new site to the existing residential area, but also to the wider area and where possible support connectivity into the wider area and neighbouring authorities.</p> <p>"Where possible". None of this fills me with hope. I am a very constructive person but none of this adds up.</p> <p>The Sustainable Accessibility Review (2021) recommended that western road access to the site is achieved from the A194 / Mill Lane junction and northern road access from Durham Drive.</p> | |

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| | | | | <p>Details of all necessary on and off-site highway works and improvements, together with a timetable for their implementation, shall be agreed with the Council as part of the comprehensive masterplan <u>accompanying the initial</u> and any future planning applications. It's not what is required and certainly not vision led that we are to rely upon- it's the funding. You can map out any need, but can it come to fruition and before any proposed development?</p> <p><u>Green Belt Compensatory Improvements and Green – Blue Infrastructure</u></p> <p>The Growth Area shall provide a new, well-defined and robust boundary will bolster the permanence of the remaining Green Belt and provide a more robust barrier to future encroachment. This will be achieved through the master planning of the site that will be set out in the Fellgate Sustainable Growth Area Supplementary Planning Document.</p> <p>Green and Blue Infrastructure should be provided throughout the Fellgate Sustainable Growth Area and complement enhancements through the remaining Green Belt identified as</p> <p>This is not satisfactory. There is no permanence in this. We know that this plan is finite and another will be being drafted as I write. The term of the next plan is likely if not definitely to include more of Fellgate's greenbelt. There is no protection without an SPD that is lasting and that has been removed currently. We have a robust barrier before there's encroachment. The buffer is already minimised. Please calculate how much of Fellgate's Greenbelt has been carved up by the IAMP. This was nationally significant but to come for more when every measure is not met is destructive. There are other options and for some reason they are not being facilitated. The Inspector has already found the Local Plan to be "not sound". That is a massive conclusion to arrive at and one for which we are very grateful. Fellgate has given up its share of greenbelt and this should be a line in the sand. The site at Wardley Colliery is also in the plan. This is clearly very unbalanced and weighs heavily in favour of those areas relatively unaffected by the Local Plan or previous such developments.</p> | |
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| | | | | <p>compensatory Green Belt improvements. Compensatory improvements to offset the loss of land from the Green Belt may include woodland planting, landscape and visual enhancements, improvements to biodiversity. Potential mitigation and enhancement measures for the Green Belt allocations are outlined in the South Tyneside Green Belt Study (2023) and South Tyneside Green and Blue Infrastructure Strategy (2023).</p> <p>Again this is weak. The extent of the BNG required cannot be met on site. There is no enhancement to offset the harm here. STC created a woodland site on Fellgate which will be destroyed by any potential development here. We will lose the wildlife so the BNG figure will be wholly inaccurate and this will have a significant knock on and continuous impact.</p> <p>Green-Blue infrastructure provision will be expected to include new or enhanced walking or cycling routes, children’s play facilities and improved access to new, enhanced or existing recreational and playing field provision. Open space provision and playing pitch requirements should be provided in accordance with the Council’s most recent Open Space Study and Playing Pitch Study.</p> <p>I have responded to this. The flood risk put forward by STC does not mirror that of the specialist employed to consider this. It is also not reflective of any previous assessments on Fellgate. The cycle route and active strategy isn’t working, because residents travel to work by car. Workers are expected to be in their workplace to aid the local economy rather than working from home, in the main.</p> <p>Natural Environment</p> <p>The Fellgate Growth Area is located within close proximity to two Local Wildlife Sites (LWS), the Lakeside Inn LWS to the northwest boundary and Calf Close Burn LWS to the eastern boundary. These designations should be protected in accordance with the Local Plan policies and where possible improvements sought for the enhancement of these sites through appropriate mitigation and compensation. The site is also identified as being part of a strategic wildlife corridor. As stated in policy SP8, environmental enhancements to the wildlife corridor should be sought to minimise impacts from the development. The delivery of Biodiversity Net Gain (BNG) should be delivered in accordance with the locational hierarchy established in Policy 35. Where possible, appropriate BNG should be delivered on-site, however off-site delivery within the identified wildlife corridor network would be supported.</p> | |

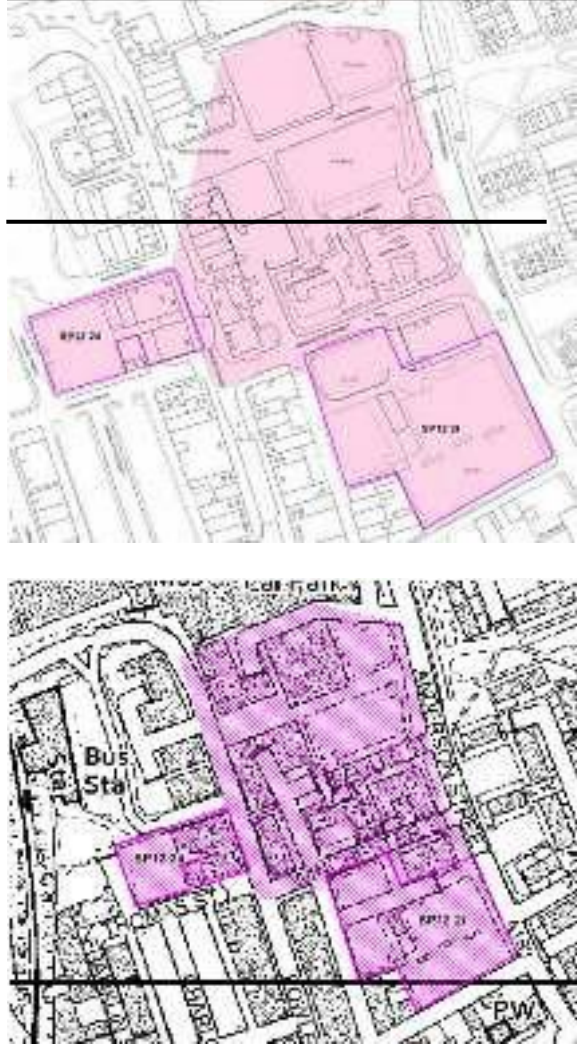
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| | | | <p>Fellgate Ponds are on private land and could be covered in easily. It is currently for sale and I have requested that STC purchases this land. Any development to enhance these ponds would be only with the then owner's consent. It is not appropriate to allow mitigation off site or indeed further harm an extension into the greenbelt for play parks etc that would be owned privately.</p> <p><u>Sustainable Urban Drainage - SuDS</u></p> <p>Appropriately designed SuDs should be incorporated into the development in accordance with the 4 pillars of SuDs design in order to protect water quality, control water quantity and improve the amenity and biodiversity value of the area prior to discharge into the nearby watercourses. The North East Lead Local Flood Authorities' SuDS standards should be followed in the approach to SuDS design within the development.</p> <p>This development would destroy the good work brought forward in joint partnership with STC and NWL. This doesn't even relate to sewerage that is currently under extensive review. Monkton Gardens operates a different sewerage arrangement and has only a tenth of the properties this plan proposes.</p> | |
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| | | | | <p>Monkton Burn and Calf Close Burn should be the discharge locations for any surface water from the site. Proposals should also incorporate an appropriate buffer to both Burns for access and maintenance.</p> <p>Save Fellgate Greenbelt Group have and will provide you with extensive photographic evidence and data re surface water flooding in very recent months and also of sewerage spills across the network.</p> <p>Design Principles</p> <p><u>The design and layout of the masterplan shall be supported by a design code and incorporate the key principles as set out in Policy SP8 Criterion 3 ix (a-d). Development proposals should be informed by the surrounding context and relationship with the existing Fellgate estate and the surrounding Green Belt.</u></p> <p><u>When the development was mooted for a Care Home on Fellgate Estate the area was referred to as semi- rural. As such any development would be an overdevelopment on Fellgate Greenbelt. This is a semi-rural location and 1200 homes would completely destroy this.</u></p> <p><u>The density of development across the site should respond to wider site characteristics and constraints. The most appropriate areas for higher densities (50+ dph) will be close to local services; public transport stops and existing development. However, building height and form should consider impacts on existing residential properties. It is envisioned that most of the site would be suitable for medium density development (30 -50 dph), with lower density housing (20-30 dph) located on the Green Belt edge to help the built form blend into the adjacent landscape. Lower density areas can be landscape led with areas of planting and large green front gardens to soften the edge of the development.</u></p> <p><u>There is no recognition of the goodness that this greenbelt provides to the existing community. The existing community of Durham Drive would effectively abut the most dense housing and new homes would enjoy the remainder of the greenbelt. This comes with a potential shopping area etc etc all mitigating the value of the greenbelt.</u></p> <p><u>Suitable storey-heights in the Fellgate Sustainable Growth Area include:</u></p> <ul style="list-style-type: none"> • <u>Residential Dwellings: 2, 2.5 and 3 storey</u> | |

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| | | | | <ul style="list-style-type: none">• <u>Apartments: 3 storey</u>• <u>Care Homes: 2 and 3 storey</u>• <u>Schools: 1 and 2 storey; e.g. classroom provision to ground floor with staff/office provision to first floor</u>• <u>Retail/Commercial – 1, 2 and 3 storey; e.g. retail with residential accommodation above.</u> <p><u>There is no provision for a care home or for disabled / older persons accommodation here.</u></p> <p><u>There may be instances where it is appropriate to vary from recommended building heights. This could be due to site constraints, functional requirements, or the desire to create a landmark building. It should be demonstrated how the proposed variance will enhance the overall quality of the development and will not have a negative impact on the surrounding area.</u></p> | |
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| | | | | <p><u>Properties to the areas of the East, South and West could be increased to 2.5 and three storeys to help define estate boundary, enhance views across the countryside and reduce building footprints along the boundary to maximise opportunities for open space.</u></p> <p><u>Areas of open space identified on Inset Map 10, should provide for accessible open space and landscaping opportunities. These areas should be retained and enhanced as part of the development. The site should provide connections through to Green Belt land so that residents can access natural green space. There is also an opportunity to provide facilities such as playing parks in the Green Belt adjacent to the site.</u></p> <p><u>Across the centre of the site is a row of pylons that must be taken into consideration. The net site area excludes a 20m easement to each side of the pylons. However, the actual distance between any pylon and housing will be increased through the positioning of driveways and gardens, footpaths and local access roads. This space would be appropriate to provide recreational open space and children’s play areas on the site.</u></p> <p><u>Strategic Road Network – White Mare Pool Junction</u> The Local Plan has been supported by transport modelling of the strategic road network to understand the potential impacts of the Fellgate Growth Area, particularly on the White Mare Pool Junction Roundabout. This work has been undertaken in partnership with National Highways. The Infrastructure Delivery Plan (2026) and associated delivery schedule sets out the improvements required to White Mare Pool Junction roundabout and the wider strategic road network. The joint modelling produced by South Tyneside Council <u>and validated</u> by National Highways identifies that major improvements to White Mare Pool Junction Roundabout will need to be have been implemented. by 2030 and southbound lane gain at Lindisfarne will need to be implemented by 2035. <u>The modelling identifies that these improvements can be delivered incrementally starting in 2032 and identifies the threshold of development that can be accommodated at each stage, subject to implementation of the vision-led approach to transport planning.</u></p> | |

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| Policy SP9: Strategic Vision for South Shields Town Centre Regeneration | | | | | |
| MM-11 | 52 | Strategic Allocations | Policy SP9: Criterion 7 | <p>Modification of criterion 7:</p> <p><u>7. Support opportunities to promote the contribution the historic environment has on the vitality of the town centre including the continued use and reuse of heritage assets where appropriate</u></p> | Effective |
| Policy SP10: South Shields Riverside Regeneration Area | | | | | |
| MM-12 | 53 | Strategic Allocations | Policy SP10: Criterion 2 | <p><u>Modification of Criterion 2:</u></p> <p>Harton Quay will deliver a mixed- use development which builds on <u>protects and enhances</u> the distinctive <u>character or appearance</u> characteristics of Mill Dam Conservation Area.</p> | Consistent with national policy |
| | 53 | Strategic Allocations | Policy SP10: Criterion 3 | <p><u>Modification of Criterion 3:</u></p> <p>The area surrounding the Customs House will deliver cultural-related uses which complement the use and setting of the <u>Grade II Listed Customs House, locally listed Daltons Lane Workshops and Grade II Listed former River Tyne, River Police Offices.</u></p> | Effective |
| Policy SP11: South Shields Town Centre College Regeneration Site | | | | | |
| MM-13 | 54 | Strategic Allocations | Policy SP11 | <p><u>Modification of Criterion 1(iii):</u></p> <p>Respect and respond <u>Retain and protect the Grade II listed building (16 Barrington Street) within the site and protect and where appropriate enhance the setting of Listed Buildings in the surrounding vicinity (101-103, 105 and 107, King Street, Trustee Savings Bank and St. Hilda's Church).</u></p> | Consistent with national policy |

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| Policy SP12: Fowler Street Improvement Area | | | | | |
| MM-14 | 56 | Strategic Allocations | Policy SP12 Inset Map (Map 12) |  <p data-bbox="1442 850 1547 879">[Deleted]</p> <p data-bbox="1420 1358 1512 1386">[Added]</p> | Effective |

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| Policy SP13: Foreshore Improvement Area | | | | | |
| Policy SP14: Wardley Colliery | | | | | |
| MM-15 | 59 | Strategic Allocations | Policy SP14 | <u>Insert a new Criterion 1 (iv):</u> <u>iv. Ensure that there are no unacceptable impacts on highway safety or severe residual cumulative impacts on the wider strategic road network in terms of capacity and congestion, including mitigating the impact of the development at the A194(M)/A194/A184(T) White Mare Pool Junction</u> | Justified Effective Consistent with national policy |
| | 59 | Strategic Allocations | Policy SP14 | <u>Modification to supporting text paragraph 5.66:</u> The Green Belt Study identifies potential mitigation measures that may reduce the potential harm to the Green Belt. It also identifies opportunities for the enhancement of remaining Green Belt to compensate for release and these have been incorporated into the Site Framework document. <u>Compensation and enhancement measures on the adjacent Wardley Colliery Local Wildlife Site should focus on restoring, enhancing and creating more of the existing priority habitats found on the site, primarily the open mosaic habitats on previously developed land and the lowland meadow.</u> | Effective |
| Policy 1: Promoting Healthy Communities | | | | | |
| Policy 2: Air Quality | | | | | |
| Policy 3: Pollution | | | | | |
| Policy 4: Contaminated Land and Ground Stability | | | | | |
| Policy SP15: Climate Change | | | | | |
| MM-16 | 70 | Meeting the Challenge of | SP15: Supporting text | <u>Inclusion of additional supporting text paragraph 7.11:</u> | Effective |

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| | | climate change, flooding and coastal change | – Paragraph 7.11 | <u>7.11 In an effort to reduce the impact of the urban heat island effect in South Tyneside, the Council will be supportive of proposals that aim to avoid excessive heat generation and reduce potential overheating and reliance on air conditioning systems. Designs that minimise heat generation are desirable and should be prioritised over mechanical ventilation and active cooling systems. Again the wording here is passive. “ aim to avoid” “desirable”- there are no guarantees or requirements.</u> | |
| Policy 5: Reducing energy consumption and carbon emissions | | | | | |
| MM-17 | 70 | Meeting the Challenge of climate change, flooding and coastal change | Policy 5: Criterion 1 | <p><u>Modification to Policy 5: Criterion 1</u></p> <p><u>Clearly the risks demonstrated by the consultant identified the incorrect risk applied to Fellgate even post our flood mitigation works. This is ignored and pushed on with the significant risk. The risks associated with idling traffic to this new proposal and to our existing community is extensive as the appropriate infrastructure is being negated. This is not acceptable. We will lose all of the wildlife and regain nothing as BNG cannot be provided on site.</u></p> <p>All development shall embody sustainable design and carbon reduction measures as far as possible, with an emphasis on a whole life carbon approach and shall be in accordance with current building regulation standards. Development proposals which seek to achieve zero carbon and optional higher standards will be supported. Seek to again is weak. There is no mandation and thus a get out is provided.</p> <p>1. Development, including refurbishment, conversion and extensions to existing buildings shall, where applicable appropriate, incorporate sustainable design and construction practices including: This is weak. Where appropriate allows mitigation and will be used.</p> <p>± i. The efficient and sustainable use of materials, mineral resources and minimisation of waste through the reuse of material derived from excavation and demolition. and the incorporation of a proportion of recycled and/or secondary aggregates</p> <p>ii. The use of sustainable, e.g. those with low embodied carbon or renewable materials</p> <p>iii. Waste and reuse of material</p> <p>ii. The use of landform, layout, building orientation, massing, and landscaping to reduce energy consumption</p> <p>iii. Water efficiency that meets the highest national standard</p> <p>iv. Measures that enable sustainable lifestyles for the occupants of the buildings.</p> | Justified Effective |


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| | 70 | Meeting the Challenge of | Policy 5: Criterion 2 | <u>Modification to Policy 5: Criterion 2</u> | Effective |
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| | | climate change, flooding and coastal change | | 2- Development shall <u>proposals should</u> seek to follow the energy hierarchy. except where it can be demonstrated that greater sustainability can be achieved by utilising measures further down the hierarchy This takes away a higher requirement and waters down what is needed. | |
| | 70 | Meeting the Challenge of climate change, flooding and coastal change | Policy 5: Criterion 4 | <u>Modification to Policy 5: Criterion 4</u> 4. Where it is not possible to meet these standards <u>the measures outlined in criteria 1 and 3 (i-v)</u> , applicants must demonstrate compelling reasons and provide evidence as to why achieving the sustainability standards would not be technically feasible or economically viable. | Effective |
| | 70 | Meeting the Challenge of climate change, flooding and coastal change | Policy 5: supporting text | <u>Modification to Policy 5: Supporting text:</u> Minimising energy demand and meeting the borough's demands for heat and power without increasing carbon emissions to assist South Tyneside in meeting its climate emergency commitments is a priority. Policy 5 sets out ways in which development can reduce energy consumption and support sustainable design. <u>Development proposals in South Tyneside will be expected to meet current Building Regulations. However, the Council will also support proposals which seek to adopt further optional standards as set out in national guidance, or schemes which seek to achieve zero carbon in accordance with the Councils wider climate change ambitions.</u> In 2025 <u>C</u> ompliance with the Future Homes Standard will <u>is expected to</u> become mandatory <u>within the Plan period</u> . Its aim is to ensure that new homes built from <u>2027</u> will produce 75-80% less carbon emissions than homes built under previous Building Regulations. It will do this by focusing on improving heating, hot water systems, and reducing heat waste. This will be achieved in part by replacing current technologies with low-carbon alternatives. <u>Development proposals should seek to adopt a holistic approach to sustainability through their design, construction and efficiency. Schemes should use sustainable construction materials where possible, such as materials with low embodied carbon or renewable materials. The</u> | Effective |

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| | | | | <p><u>efficient use of materials and minerals should also consider whether a proportion of recycled and/or secondary aggregates, and reuse of material derived from excavation and demolition, would be feasible.</u></p> <p><u>Again the word "should" and not must is used. It gives opt out options.</u></p> <p>Energy use in the construction and operation of development is currently a major contributor to greenhouse gas emissions. If South Tyneside is to fully support the achievement of the above targets, then it will be necessary both to minimise energy demands from development and to increase the generation of energy from renewable sources.</p> <p>The Energy Hierarchy</p> <p>The Energy Hierarchy offers an effective framework to guide sustainable energy policy and decision-making. It is a classification of energy options, prioritised to assist progress towards a more sustainable energy system.</p> <p>The starting point for minimising energy use is to maximise energy efficiency, both in new developments and through the retrofitting of existing buildings. This can have a direct economic benefit in terms of significantly lowering the running costs of new and existing buildings, helping to address fuel poverty, as well as tackling climate change. Exceeding the minimum energy efficiency requirements of Building Regulations will be necessary if emission reduction targets are to be met.</p> <p>Where energy use is necessary, priority should be given to utilising the most sustainable sources. Within South Tyneside, the scale and location of development means that <u>For example,</u> there are <u>may be</u> opportunities to create and connect to district heating networks in parts of the borough, through both new development and the retrofitting of existing buildings (Policy 6). <u>These areas and connection requirements are identified in Policy 6.</u></p> <p>Zero carbon development means development where emissions from all regulated energy use are eliminated or offset. Offsets must be verifiable, long term and certified by an approved authorised body. The scenario used to produce the offset requirement must be based on realistic occupancy comfort conditions without significantly widening the deadband, e.g. between heating and cooling setpoints.</p> | |

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| | | | | <p>Considering operational as well as embodied carbon emissions together over a project's expected life cycle constitutes the whole life approach. A whole life carbon approach identifies the overall best combined opportunities for reducing lifetime emissions and helps to avoid any unintended consequences of focusing on operational emissions alone.</p> <p>For whole life principles to be integrated into the design, procurement, construction processes and beyond, and for project teams to be engaged in a timely fashion, carbon assessments should be carried out at key project stages from concept design to practical completion. Appropriate timing and sequencing of carbon assessments will help identify carbon reduction opportunities and monitor a project's progress in achieving them. Carbon assessment scenarios must use realistic internal conditions for building services e.g. lighting levels, heating, and cooling setpoints, relative humidity, etc.</p> <p>Refurbishment will be encouraged over demolition. When a building is demolished energy is used to deconstruct it, and remove, process and dispose of the waste. CO2 may also be released through associated chemical processes. Building a new replacement requires more materials and energy, creating more embodied carbon.</p> <p>The Circular Economy is a system of using resources in a way that designs out waste and promotes the sharing, leasing, reusing, repairing, refurbishment and recycling of products. Good practice would include measures such as building in layers to allow for targeted maintenance, ensuring waste minimisation is embedded in projects from inception to completion, designing for longevity, designing for adaptability or flexibility, designing for disassembly, and using resources that can be reused.</p> <p>Sustainability Statement</p> <p>The choice of sustainability measures and how they are implemented may vary substantially from development to development. However, the general principles of sustainable design and construction should be applied to all scales and types of development. The Sustainability Statement should demonstrate how proposals avoid increased vulnerability to the impacts arising from climate change through sustainable and resilient design. The Sustainability</p> | |

| Mod Reference | Local Plan [SUB1] Page No. | Local Plan [SUB1] Chapter | Policy or Paragraph Local Plan [SUB1] | Proposed Change | Justification |
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| | | | | <p>Statement should be proportionate to the proposed scale of development and clearly set out, providing sufficient detail on how sustainable design solutions have been integrated for both the construction and operation phases of the development.</p> <p>Major development consists of 10 or more residential units, or non-residential development with a floorspace of 1,000m² or more. In addition, the Council will consider mixed-use development to be major development where either of the thresholds for major development are met. Non-major or smaller scale development means any development of a smaller scale than major development, including minor and householder development.</p> <p>Further guidance regarding the requirements of a sustainability statement can be found in the Tyneside Validation Checklist. Additional advice can be sought through the Council's pre-application enquiry service.</p> | |
| Policy 6: Renewables and Low Carbon Energy Generation | | | | | |
| MM-18 | 72 | Meeting the Challenge of climate change, flooding and coastal change | Policy 6: Criterion 3 | <p><u>Modification to Criterion 3 (i):</u></p> <p>Wind Energy Development</p> <p>3. i. New wind energy developments and repowering of existing turbines will be supported in areas identified as suitable on Map 15, or where they involve the repowering of existing turbines provided that provided that:</p> <p>i The location, scale and design of the proposal conform with criteria (3-i-iii) 1 (i-iv) of this policy</p> | Effective Consistent with national policy |
| | 72 | Meeting the Challenge of climate change, | Policy 6: Criterion 3 (ii) | <p><u>Modification to Criterion 3 (ii):</u></p> | Effective |

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| | | flooding and coastal change | | 3. ii. Any unacceptable significant adverse impacts, such as noise nuisance, shadow flicker, overshadowing or overbearing, and interference with telecommunications, air traffic operations and MOD safeguarding areas are satisfactorily mitigated | |
| | 72 | Meeting the Challenge of climate change, flooding and coastal change | Policy 6 – supporting text: Paragraph 7.29 | <p><u>Deletion of para 7.29:</u></p> <p>7.29 Policy 6 seeks to identify areas potentially suitable for new wind energy development. The areas identified in Map 15 are proposals at this stage. Proposals for wind energy development in these areas would be assessed against national and local policies.</p> | Effective Consistent with national policy |
| | 74 | Meeting the Challenge of climate change, flooding and coastal change | Insert Map 15 | <p><u>Insert Map 15 – Deleted</u></p>  | Effective Consistent with national policy |
| | 75 | Meeting the Challenge of climate change, flooding and coastal change | Policy 6: Supporting text – Paragraph 7.26 | <p><u>Inclusion of additional supporting text paragraph 7.26:</u></p> <p><u>In the context of local planning policy, ‘very special circumstances’ refer to unique conditions that justify development in areas designated as Green Belt, which are typically inappropriate for new construction. These circumstances require a demonstration that the potential benefits of the development significantly outweigh its adverse impacts on the Green Belt, and any other harm, if applicable. Local planning authorities exercise discretion in determining whether these circumstances exist, and the decision maker must consider the overall planning balance in accordance with national policy. The “view” or “opinion” that Fellgate demonstrates “very special” or indeed “exceptional” circumstances here to develop on the green belt is most</u></p> | Effective Consistent with national policy |

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| | | | <p><u>vehemently opposed. This area reduces the buffer dramatically, abuts an incompatible infrastructure, adds to the massive loss of greenbelt for the IAMP and also Wardley Colliery site. I am in no way persuaded that Rohm Haas cannot be built upon. In fact I find it convenient. Our MP has researched this. There is no undue contamination and would create housing on an established network gateway in the immediate vicinity of Jarrow Town Centre. The "Bunker" site is privately owned. Is part developed and I understand that the owners want to sell. This is not virgin greenbelt land and is land subject to significant asb etc.</u></p> | |
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| Policy 7: Flood Risk and Water Management | | | | | |
| MM-19 | 76 | Meeting the challenge of climate change | Policy 7: Criterion 6 | <p><u>Modification to Criterion 6:</u></p> <p>6. Not culvert or build over watercourses <u>except where access may be required for development. These proposals shall be in agreement with the Lead Local Flood Authority (LLFA). We already know that the expert rating for our site has been refuted. This would clearly lead to acceptance of this happening at Fellgate. We have culverts and watercourses throughout that site and this is at risk.</u></p> | Justified Effective |
| | 77 | Meeting the challenge of climate change | Policy 7: Criterion 9 | <p><u>Modification to Criterion 9:</u></p> <p>9. <u>Where appropriate, make</u> Make greater use of nature-based solutions that take a catchment led approach to managing the flow of water to improve resilience to both floods and droughts. <u>Again a weak use of language. Anything is likely to be possible with due investment.</u></p> | Effective |
| | 77 | Meeting the challenge of climate change | Policy 7: Supporting text -New paragraph | <p><u>Inclusion of additional supporting text paragraph:</u></p> <p><u>To reduce flood risk, development proposals will be expected to follow a sequential approach and requirements as set out in Policy 7 to ensure that flood risk is not exacerbated by development.</u></p> <p><u>Clearly using the consultants evidence there is a disparity in Council view to expert view. This will absolutely exacerbate flood defence to Fellgate Estate. The defences were for the houses that exist and not for additions. I couldn't put forward a case for any hardstanding on Fellgate as it was said to mitigate risk to the flood defences. What would this do? The answers are in the experts submission. Please don't ignore it.</u></p> <p><u>Widespread culverting within any development proposal will not be accepted in accordance with the PPG, however we accept there may be instances where access may be required. These culvert proposals shall be submitted to the LPA and the LLFA for approval and will consider current relevant design standards with regards to culverting (e.g. CIRIA culvert design and operation guide) and be recognised within the SuDS maintenance plan for the lifetime of the development. Weak.</u></p> | Justified Effective |
| Policy 8: Flood Risk Assessment (FRA) and Drainage Strategy | | | | | |

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| Policy 9: Sustainable Drainage Systems | | | | | |
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| Policy 10: Disposal of Foul Water | | | | | |
| MM-20 | 80 | Meeting the challenge of | Policy 10: Criterion 1 | <u>Modification to Criterion 1</u> 1. Development shall utilise the following drainage hierarchy: | Justified Effective |

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| | | climate change | | <p>i. Connection to a public sewer</p> <p>ii. Package sewage treatment plant, which can be offered to the Sewerage Undertaker for adoption</p> <p>Septic tank</p> <p>1. <u>Development proposals should demonstrate that adequate mains foul water treatment and disposal already exist or can be provided in time to serve the development, or that this can be made available in time for the occupation of the development.</u></p> <p><u>Non mains foul sewage disposal solutions should only be considered where it can be shown to the satisfaction of the local planning authority that connection to a public sewer is not feasible. The hierarchy for non mains foul sewage disposal will be:</u></p> <p>i. <u>Package sewage treatment plant, which can be offered to the Sewage undertaker for adoption: and then</u></p> <p>ii. <u>Septic tank</u></p> <p><u>This is deeply questionable. As has been proven current policy requires immediate change. No amount of money can quickly resolve this sewerage problem. There is no capacity and progress is slow. This is serious.</u></p> | |
| | 80 | Meeting the challenge of climate change | Policy 10: Criterion 2 | <p><u>Modification of Criterion 2:</u></p> <p>2. Development involving the use of non-main methods of drainage (including septic tanks/cesspits) will not be permitted in areas where public sewerage exists. Development of new or extensions/ improvements to existing wastewater, sludge or sewage treatment works, will be supported unless the adverse impact of the development significantly outweighs the need for greater capacity</p> <p><u>We know that so long as further attachments are required the providers must make capacity, but that doesn't mean it happens. There is simply no capacity and the situation is worsening. The development at Monkton Gardens use as different arrangement and is 1/10 of the size of the proposed Fellgate site.</u></p> | Effective |

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| | 80 | Meeting the challenge of climate change | Policy 10 – Modification to supporting | <p><u>Modification to supporting text;</u></p> <p>The Environment Agency is the regulator for licensing abstractions, pollution control and the quality of the water environment, whilst Northumbrian Water (<u>NWL</u>) is responsible for water services and sewerage. The Council works closely with the Environment Agency and Northumbrian Water <u>NWL</u> and will continue to collaborate with these agencies and other infrastructure providers to inform future decision making.</p> <p><u>In bringing forward development proposals it is expected that applicants demonstrate that the site is served by adequate mains fould water treatment and disposals infrastructure.</u></p> <p><u>Applicants are strongly encouraged to engage with NWL’s Pre-Planning Enquiry or service prior to the submission of an application. Weak language. “Strongly encouraged”. Not adequate.</u></p> | Justified Effective |
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| | | | | <p><u>It is the responsibility of NWL as sewage undertaker to ensure that there is sufficient capacity to accept and treat foul flows arising from a proposed development. However, the Local Planning Authority (LPA) must have regard to whether there is sufficient capacity within the existing sewer network before granting planning permission for a development that would give rise to foul sewage. In assessing whether there is sufficient capacity, the LPA will consult NWL on all major development proposals and will have regard to the professional advice provided by NWL. In the event that NWL advises the LPA that there is a need to phase development or to control the rate of delivery of development in order to ensure that it has sufficient capacity to treat foul flows arising from that development, then the LPA would seek to impose appropriate planning conditions in order to reflect that advice.</u></p> <p><u>My comments above are reiterated. If a provider has to make room they will seek to do so, but there is no current capacity. The Inspector has heard us and I thank him but this wording does not prohibit development until this issue is resolved and it should. Occupation is too late as the damage is done. Fellgate’s sewerage network appears broken. We still have misconnections and serious regular difficulties with blockages in the aged system.</u></p> <p><u>Development involving the use of non-main methods of drainage (including septic tanks/cesspits) will not be permitted in areas where public sewerage exists.</u> For further information regarding the mains drainage hierarchy of preference and for recommendations regarding connection points on the NWL network, advice should be sought from NWL via its Pre-Planning Enquiry service</p> | |
| Policy 11: Protecting Water Quality | | | | | |
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| Policy 12: Coastal Change | | | | | |
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| Policy SP16: Housing supply and Delivery | | | | | |
| MM-21 | 84 | Delivering a Mix of Homes | Policy SP16 | <p><u>Modification to Policy SP16:</u></p> <p><u>To meet housing needs over the plan period from 2023 to 2040, provision will be made for at least 5253 new homes and associated infrastructure. This will be phased in a stepped trajectory as follows:</u></p> | Justified Effective Consistent with national policy |

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| | | | | <ul style="list-style-type: none"> • <u>At least 180 new homes per year in the first five years of the Plan period (2023-2028)</u> • <u>At least 363 new homes per year for the remainder of the Plan period (2028-2040)</u> <p>The Council will work with Partners and landowners to deliver South Tyneside’s overall housing requirement of 5253 net additional dwellings and maintain a rolling five-year land supply. This will be achieved by:</p> <ol style="list-style-type: none"> 1. Allocating sites to deliver at least 3498 <u>3439</u> new homes; 2. Making provision for the delivery of at least 263 <u>465</u> new homes within the designated East Boldon Neighbourhood Forum Area; 3. Making provision for the delivery of at least 71 new homes within the designated Whitburn Village Neighbourhood Forum Area; 4. The development of windfall sites; 5. The development of small sites; 6. Encouraging conversion and change of use of properties; 7. Maintaining a five year land supply; 8. Assessing the rate of housing delivery and supply through the annual monitoring process, with performance being assessed against the housing trajectory; 9. Introducing a range of contingency measures where the supply or delivery is projected to fall below the housing requirements. <p><u>This may well be applicable to this plan but the higher number is being sought now. This will supersede this plan and cause major further harm.</u></p> | |
| | 84 | Delivering a Mix of Homes | Policy SP16: Supporting text | <p>As identified in Policy SP2, and in line with the NPPF, the Strategic Housing Market Assessment (SHMA) has identified an overall housing requirement for the Plan period (1st April 2023 to 31st March 2040) of 309 dwellings per annum. This produces an overall minimum housing requirement of 5,253 new homes. Policy SP16 seeks to ensure that the housing need for the borough is met.</p> <p><u>A stepped trajectory is being adopted, with a lower rate of housing delivery for the first five years of the Plan period, before a step up in delivery over the remainder of the Plan period. This will support the delivery of the Plan’s spatial strategy including larger strategic site allocations that have required Green Belt alterations and sites that require more complex</u></p> | Justified Effective |

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| | | | | <p><u>mitigation. A stepped trajectory also reflects the fact that housing supply has been constrained in the early years of the Plan period.</u></p> <p><i>Housing Supply</i></p> <p>There are several sources of housing supply that can contribute to meeting the housing need:</p> <p>Completions and Commitments The Plan base date is April 2023 for housing completions and commitments (planning permissions). A proportion of the new houses the borough needs are already committed and are either under construction or have planning permission but have not yet started on site.</p> <p>Lapse Rate It is possible that some of these commitments will not come forward during the Plan period for a variety of reasons such as abnormal costs (e.g. contamination) or a lack of house builder interest. Non-delivery of some of these commitments could affect the Plan’s ability to meet the identified housing need. The Plan accounts for a lapse rate of 10% for commitments on site which are not yet under construction.</p> <p>Projected Demolitions/Loss South Tyneside has previously experienced relatively high levels of demolitions because of housing stock clearance and regeneration. There are, however, no further large-scale demolitions anticipated which can be planned for. Similar to windfall sites, the nature of demolitions and net losses to housing stock can be unpredictable. However, it is appropriate to account for a nominal loss attributable to demolitions going forwards as they can unexpectedly come forward through the planning process. As plans for demolitions within the next two years are largely known through discussions with the Council’s Housing Strategy team, it is considered appropriate to account for unknown demolitions from year 3 onwards.</p> <p>As there are no plans to carry out any further major clearance, for the remainder of the plan period, an allowance of 11 <u>7</u> demolitions per year from year 3 are included, this being the historic average (when excluding the large-scale demolitions as part of council renewal programmes).</p> | |

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| | | | | <p>Windfalls Over the past five years, there have been an average of 113 windfall dwellings delivered each year. However, given the progression of the Local Plan and the thoroughness of the SHLAA assessment, it would be unreasonable to assume that these levels of windfall delivery will continue. The SHLAA accounts for a windfall rate of 37 dwellings per year from year 6 onwards.</p> <p>Brownfield Register The Brownfield register identifies sites which are less than 5 dwellings. These are expected to be delivered during the Plan period.</p> <p>Residual Housing Requirement</p> <p>Taking the sources of supply set out above into account, Table 2.4 sets out the calculation used to determine how many houses the Council must plan for and allocate specific housing sites across the borough. This equates to a residual housing requirement target of 34433439 (Table 2.4).</p> <p><i>Table 2.4 Residual Housing Requirement</i></p> <table border="1" data-bbox="846 922 1406 1327"> <tbody> <tr> <td data-bbox="846 922 913 1002">A</td> <td data-bbox="913 922 1355 1002">Local Plan minimum housing requirement 2023 to 2040</td> <td data-bbox="1355 922 1406 1002">52</td> </tr> <tr> <td data-bbox="846 1002 913 1082">B</td> <td data-bbox="913 1002 1355 1082">Commitments (at November 2023)*</td> <td data-bbox="1355 1002 1406 1082">14</td> </tr> <tr> <td data-bbox="846 1082 913 1137">C</td> <td data-bbox="913 1082 1355 1137">Completions (net) (April 2023 – November 2023)</td> <td data-bbox="1355 1082 1406 1137">12</td> </tr> <tr> <td data-bbox="846 1137 913 1193">D</td> <td data-bbox="913 1137 1355 1193">10% lapse rate for commitments on sites not yet started</td> <td data-bbox="1355 1137 1406 1193">95</td> </tr> <tr> <td data-bbox="846 1193 913 1241">E</td> <td data-bbox="913 1193 1355 1241">Projected demolitions / losses</td> <td data-bbox="1355 1193 1406 1241">16</td> </tr> <tr> <td data-bbox="846 1241 913 1297">F</td> <td data-bbox="913 1241 1355 1297">Windfalls</td> <td data-bbox="1355 1241 1406 1297">44</td> </tr> <tr> <td data-bbox="846 1297 913 1327">G</td> <td data-bbox="913 1297 1355 1327">Brownfield Register (small sites)</td> <td data-bbox="1355 1297 1406 1327">30</td> </tr> </tbody> </table> | A | Local Plan minimum housing requirement 2023 to 2040 | 52 | B | Commitments (at November 2023)* | 14 | C | Completions (net) (April 2023 – November 2023) | 12 | D | 10% lapse rate for commitments on sites not yet started | 95 | E | Projected demolitions / losses | 16 | F | Windfalls | 44 | G | Brownfield Register (small sites) | 30 | |
| A | Local Plan minimum housing requirement 2023 to 2040 | 52 | | | | | | | | | | | | | | | | | | | | | | | | |
| B | Commitments (at November 2023)* | 14 | | | | | | | | | | | | | | | | | | | | | | | | |
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| G | Brownfield Register (small sites) | 30 | | | | | | | | | | | | | | | | | | | | | | | | |

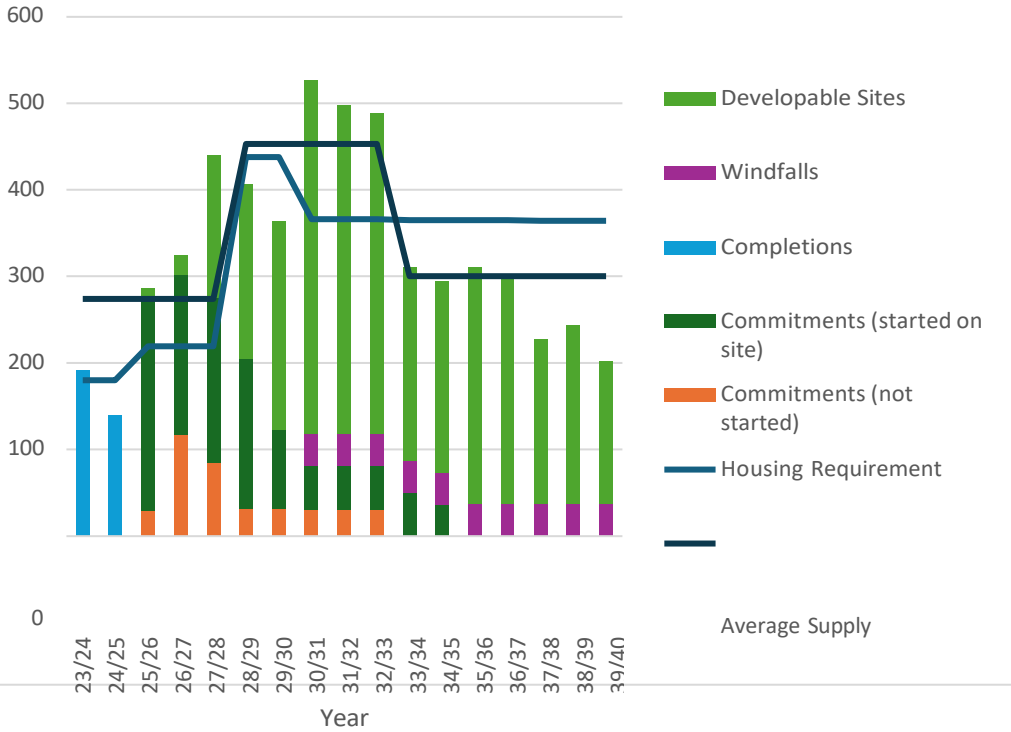
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| | | | | <table border="1" data-bbox="846 293 1429 847"> <tr> <td>A</td> <td><u>Local Plan minimum housing requirement 2023 to 2040</u></td> <td><u>5253</u></td> </tr> <tr> <td>B</td> <td><u>Commitments (at 31 March 2025)</u></td> <td><u>1192</u></td> </tr> <tr> <td>C</td> <td><u>Completions (net) (April 2023 – March 2025)</u></td> <td><u>330</u></td> </tr> <tr> <td>D</td> <td><u>10% lapse rate for commitments on sites not yet started</u></td> <td><u>12</u></td> </tr> <tr> <td>E</td> <td><u>Projected demolitions / losses</u></td> <td><u>91</u></td> </tr> <tr> <td>F</td> <td><u>Windfalls</u></td> <td><u>370</u></td> </tr> <tr> <td>G</td> <td><u>Brownfield Register (small sites)</u></td> <td><u>25</u></td> </tr> <tr> <td>H</td> <td>Residual housing requirement = A – B - C + D + E - F – G</td> <td>3439</td> </tr> <tr> <td>H</td> <td>Residual housing requirement – A – B – C + D + E – F – G</td> <td>34</td> </tr> </table> <p data-bbox="846 916 1144 943"><i>Housing Allocations Supply</i></p> <p data-bbox="846 983 1827 1082">The Plan needs to allocate sites to accommodate at least 3443 <u>3439</u> new homes during the plan period. Chapter 5 identifies Housing Allocations that would accommodate 3498 <u>up to 3634</u> new dwelling during the period.</p> <p data-bbox="846 1121 1032 1149"><i>Housing Delivery</i></p> <p data-bbox="846 1189 1839 1321">The Council must maintain a sufficient supply of housing land over the Plan period to ensure the delivery of the overall housing requirement as outlined in Policy SP16 and maintain a rolling five-year supply of deliverable housing sites, including appropriate buffers. <u>A detailed housing trajectory (updated to April 2025) is shown in Appendix 6.</u></p> | A | <u>Local Plan minimum housing requirement 2023 to 2040</u> | <u>5253</u> | B | <u>Commitments (at 31 March 2025)</u> | <u>1192</u> | C | <u>Completions (net) (April 2023 – March 2025)</u> | <u>330</u> | D | <u>10% lapse rate for commitments on sites not yet started</u> | <u>12</u> | E | <u>Projected demolitions / losses</u> | <u>91</u> | F | <u>Windfalls</u> | <u>370</u> | G | <u>Brownfield Register (small sites)</u> | <u>25</u> | H | Residual housing requirement = A – B - C + D + E - F – G | 3439 | H | Residual housing requirement – A – B – C + D + E – F – G | 34 | |
| A | <u>Local Plan minimum housing requirement 2023 to 2040</u> | <u>5253</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | <u>Commitments (at 31 March 2025)</u> | <u>1192</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | <u>Completions (net) (April 2023 – March 2025)</u> | <u>330</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | <u>10% lapse rate for commitments on sites not yet started</u> | <u>12</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E | <u>Projected demolitions / losses</u> | <u>91</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F | <u>Windfalls</u> | <u>370</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| H | Residual housing requirement = A – B - C + D + E - F – G | 3439 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| H | Residual housing requirement – A – B – C + D + E – F – G | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | <p>It is anticipated that housing sites will be delivered in accordance with the housing trajectory shown in Figure 2. Housing trajectories are a planning tool designed to illustrate the expected rate of housing delivery across the Plan period. To prepare the housing trajectory, the Council has estimated the projected build out rates for all existing housing commitments and allocated sites. It is important to emphasise that the housing trajectories are not intended to produce perfect forecasts of the future but do provide as good an understanding as possible of the prospects for delivery.</p> <p>If it becomes apparent that a five-year deliverable supply cannot be evidenced or that housing delivery is falling below the thresholds prescribed by the Housing Delivery Test over a rolling three year period, the Council will implement remedial action(s) to address any shorfalls. Depending upon the scale and nature of either under supply or under delivery, actions may include:</p> <ul style="list-style-type: none"> • Formally implementing those measures as required by the Housing Delivery Test • Drawing upon more up to date supply information from the SHLAA, Brownfield Register and Employment Land Review to identify additional housing sites that are consistent with the Plan’s policies • A partial and early review of the Plan to release additional land for new homes. This may include further consideration of releasing additional land from the Green Belt, should exceptional circumstances be met. This is seriously concerning for Fellgate and the Ward in general. The current proposed allocation would be catastrophic. Any further intention would be impossible. This has been mooted for so long and must not come to fruition. <p><i>Figure 2 Housing Trajectory</i></p> | |

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| | | | | <p style="text-align: center;">Local Plan Housing Trajectory 2023-2040</p> <p>The chart displays the following components:</p> <ul style="list-style-type: none"> Developable Sites: Constant at 450 units. Commitments (started on site): Represented by the bottom blue portion of the stacked bars. Commitments (not started): Represented by the orange portion of the stacked bars. Completions (net): Represented by the grey portion of the stacked bars. Total Supply: Represented by the green line, starting at 450, peaking at 650 in 2029, and ending at 250 in 2040. Housing Requirement: Represented by a horizontal line at 450 units. | |

[Deleted]

Local Plan Housing Trajectory
2023-2040 (Stepped Trajectory)



[Added]

Neighbourhood Plans Housing Requirement

The NPPF states that within the overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. The NPPF notes that, where it is not possible to provide a requirement figure for a neighbourhood area, an indicative

figure can be provided if requested by the neighbourhood planning body. **What does this mean in real terms?**

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| | | | | The Plan has identified an indicative figure for the neighbourhood areas based on the latest evidence of local housing need and the Plan's spatial strategy and allocations. This neighbourhood housing requirement is a minimum and therefore Neighbourhood Plans can include additional allocations. | |
| Policy 13: Windfall and Backland sites | | | | | |
| MM-22 | 86 | Delivering a Mix of Homes | Policy 13: Criterion 1 (i) | <u>Modification to Criterion 1(i)</u> 1. i. The site is previously developed or is a small infill site within the a main urban area or would make a positive contribution to the identified housing needs of the borough; | Effective |
| | 86 | Delivering a Mix of Homes | Policy 13 | <u>Insertion of a new Criterion 1(vi):</u> 1. <u>vi. Development would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites</u> <u>Fellgate of course will. The infrastructure is not and will not be put in place to facilitate. From stage 1 to stage 2 a massive shift occurred. I have not been furnished with any data as to how this was arrived at. A change of council view, consultants view and Counsel's view. Not reassuring at all.</u> | Effective |
| Policy 14: Housing Density | | | | | |

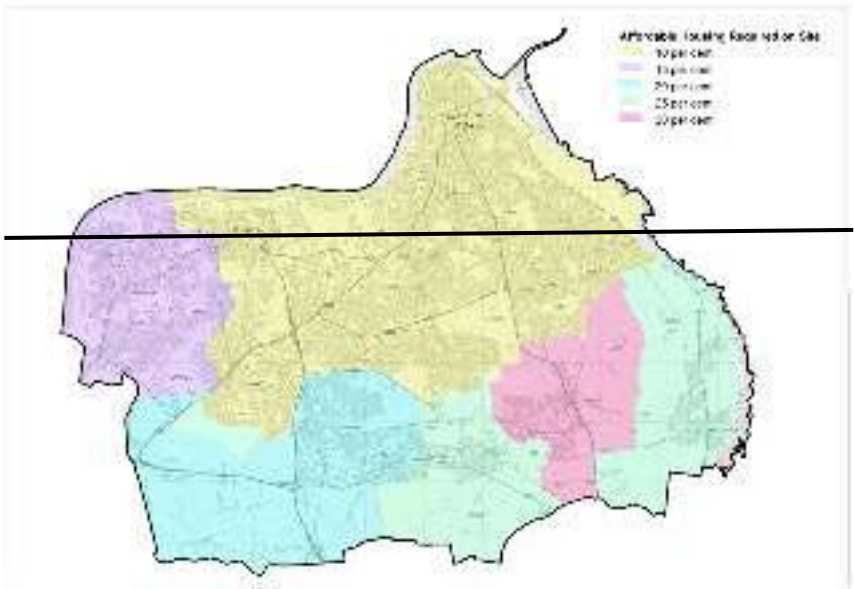
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|----------------------------------|----|---------------------------|----------------------------|--|-----------|
| MM-23 | 88 | Delivering a Mix of Homes | Policy 14: supporting text | <p><u>Modification to supporting text:</u></p> <p>8.24 The South Tyneside Density Study (2023) sets out recommendations for achievable housing densities across the borough. In accordance with the following distances around the borough's defined town, district and local centres or Metro stations, the following indicative densities should be applied:</p> <ul style="list-style-type: none"> • Average 60 Dwellings per Hectare on sites within 400m in the Jarrow and Inner South Shields Character Areas identified on Map 20 • Within the rest of the borough: <ul style="list-style-type: none"> • Average 55 dwellings on sites within 400m • Average 45 dwellings per hectare on sites between 400-800m • Average 35 dwellings per hectare on sites beyond 800m. <p>Jarrow and localities around metro stations are permitted a greater density yet there is no additional capacity put into the network by way of metros, busses etc etc. No road network infrastructure against the plan pre stage 1 hearings.</p> | Effective |
| Policy 15: Existing Homes | | | | | |
| | | | | | |

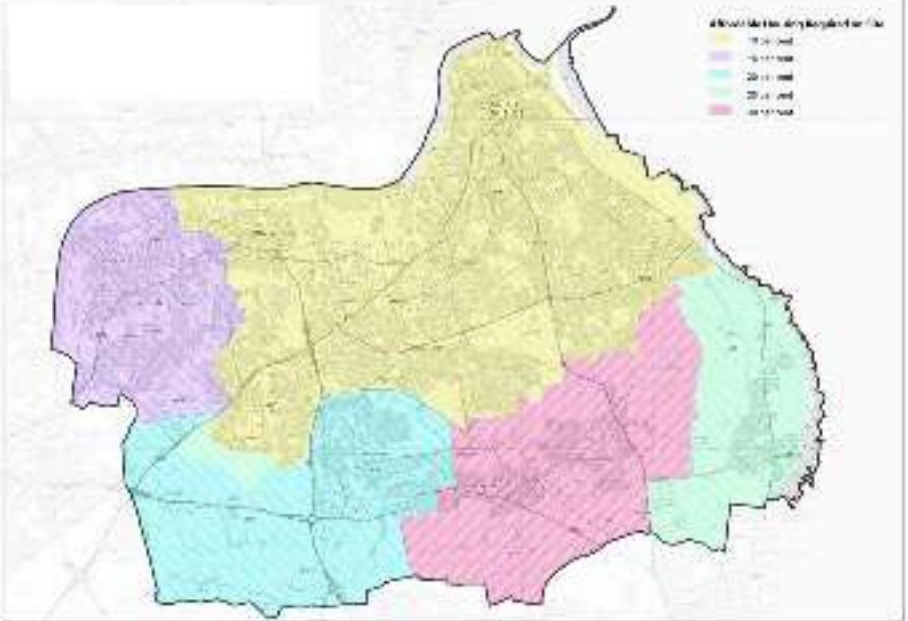
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| Policy 16: Houses in Multiple Occupation (HMO's) | | | | | |
| MM-24 | 90 | Delivering a Mix of Homes | Policy 16: Supporting text | <p>Houses of Multiple Occupation (HMOs) are defined as having a shared toilet, bathroom or kitchen that is the main residence of three or more occupiers who form a household. <u>HMOs can and do help to meet the housing need within the Borough by providing diverse and affordable properties. However, they can tend to be grouped together as certain property types are more suitable for conversion than others. This can lead to clustering and HMOs becoming the dominant type of accommodation within an area.</u> It is possible for single dwelling units to be converted into an HMO of between 3 and 6 household units without planning permission.</p> <p><u>In November 2025 South Tyneside Council took the decision to make an immediate Article 4 Direction to remove permitted development rights across the Borough (excluding the Lawe Top area of South Shields) for the change of use from dwelling houses (Class C3) to small HMOs (Class C4). An Article 4 Direction is a direction under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) which enables the local planning authority to withdraw specified permitted development rights across a defined area.</u></p> <p><u>The Direction was made in response to an increase in the number of Use Class C3 dwellings being converted into small Class C4 HMOs and where such changes of use are taking place using national permitted development rights.</u></p> <p><u>In South Shields Town Centre, an Article 4 Direction has been in place since 2014 (Lawe Top Article 4 Direction Area). The effect of both Article 4 Directions is to require the owner of any residential properties in South Tyneside to apply for planning permission, should they want to convert a residential property into a 'small HMO'.</u></p> <p>The Houses of Multiple Occupancy Topic Paper (2023) sets out the distribution and local impacts of HMO's in South Tyneside.</p> | Justified Effective |

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| | | | | <p>HMOs can and do help to meet the housing need within the borough by providing diverse and affordable properties. However, they can tend to be grouped together as certain property types are more suitable for conversion than others.</p> <p>This can lead to clustering and HMOs becoming the dominant type of accommodation within an area.</p> <p>In South Tyneside, HMOs are typically clustered around areas of old, larger housing that can often be easily converted into multiple units. Government has recognised that high clusters of HMOs in an area can lead to:</p> <ul style="list-style-type: none"> • Increased anti-social behaviour, noise, nuisance, and crime • Imbalanced and unsustainable communities • Negative impacts on the physical environment • Parking pressures • Pressure on community facilities. <p>Therefore, when assessing applications for HMOs, consideration will be given to the impact on the amenity of the area, the impact of additional traffic generation and the existence of other HMOs.</p> <p>When considering whether there is an over concentration of HMO properties within the locality, the Council will consider each proposal on its individual merits, taking into account the numbers and concentration of existing HMOs and the character of the area.</p> <p>To reduce the immediate impact of HMO's on residential properties in Use Class C3, and to assist in reducing over managing concentrations of HMOs in a localised area, planning permission for new HMOs will not be approved where it would lead to a residential property being directly 'sandwiched' between two HMO's.</p> <p>An article 4 direction is a direction under article 4 of the General Permitted Development Order which enables the local planning authority to withdraw specified permitted development rights across a defined area. In South Shields Town Centre (Lawe Top Article 4</p> | |

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| | | | | <p>Direction Area) we require the owner of a residential properties to apply for planning permission, should they want to convert a residential property into a 'small HMO'. Where an application for a new HMO falls within the Lawe Top Article 4 Area (Inset Map 21), permission will only be granted where the number of HMO's, within 100m from the application site is below 10% of the total number of properties.</p> <p>In assessing planning applications for new HMOs, a 100-metre circle radius will be drawn from the address point (middle of the property). The percentage calculation will count residential properties whose address point falls within the circle. Dwelling houses and HMOs that are located within blocks of flats or subdivided properties are counted as one property. Residential institutions, care homes, hostels and purpose- built student accommodation and other specialist housing are also counted as one property per block. This will ensure that calculations of HMO concentration are not skewed.</p> <p>The application of this these criteria will contribute to the management of over the concentration of HMOs in this area.</p> | |
| Policy 17: Specialist Housing – Extra Care and Supported Housing | | | | | |
| Policy 18: Affordable Housing | | | | | |
| MM-25 | 92 | Delivering a Mix of Homes | Policy 18: Criterion 4 | <p><u>Modification to Criterion 4:</u></p> <p>4. The exact type and tenure of affordable housing to be provided on site should be identified through discussions with the Council, the latest Government guidance, and the following requirements: This should be on neighbourhood need.</p> <p>i. On sites with an overall affordable housing requirement of 25% or more, 25% of all affordable housing to be delivered as First Homes. The remaining affordable housing requirement should be delivered according to a tenure split of 75% affordable rent and 25% affordable home ownership (a combination of First Homes and Discount Market Sales Homes);</p> <p>ii. On sites with an overall affordable housing requirement of 20% or less, 25% of all affordable housing to be delivered as First Homes, after which priority will be for delivery of affordable</p> | Justified Effective |

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| | | | | rent, subject to satisfying the national planning policy requirement for at least 10% of the total number of homes to be available for affordable home ownership. Disagree in part. There should be a requirement for any large development no matter how big or small the affordable % is to provide homes for affordable renting. Affordable to buy will still not cover the social rent gap. | |
| | 93 | Delivering a Mix of Homes | Policy 18 Criterion 3 | <p><u>Modification to Criterion 3:</u></p> <p>3. <u>As shown on Map 22</u>, development of new housing of 10 units or more, or on a site of 0.5ha or more, shall deliver a minimum:</p> <ul style="list-style-type: none"> i. 10% affordable homes in South Shields and Jarrow ii. 15% affordable homes in Hebburn iii. 20% affordable homes in West Boldon and Boldon Colliery iv. 25% affordable homes in East Boldon and Whitburn Village v. 30% affordable homes in Cleadon <u>and East Boldon</u> <p><u>Fellgate is not reiterated here and should be as a MUST with no mitigation or dilution.</u></p> | Justified Effective |
| | 94 | Delivering a Mix of Homes | Policy 18 Supporting Text | <p>8.53 The typology testing results for the 'Local Plan Viability Testing' report (2023) shows that different locations in the borough can sustain different levels of affordable housing. The report concludes that the following levels of affordable housing provision are reasonable:</p> <ul style="list-style-type: none"> • Cleadon <u>and East Boldon</u> – 30% • East Boldon and Whitburn Village – 25% • West Boldon, Boldon Colliery – 20% • Hebburn – 15% • South Shields, Jarrow – 10% <p><u>Fellgate should be specified here.</u></p> | Justified Effective |

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| | 94 | Delivering a Mix of Homes | Policy 18 Inset Map 22 |  <p data-bbox="1697 868 1800 895">[Deleted]</p> | Justified Effective |


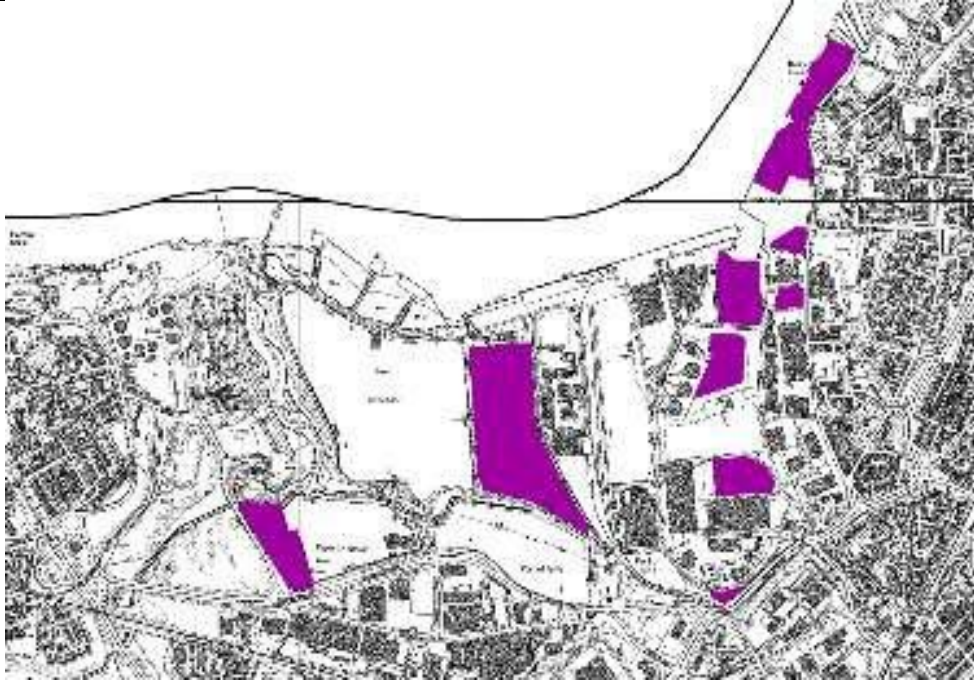
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| | | | |  <p style="text-align: right;">[Added]</p> | |
| Policy 19: Housing Mix | | | | | |
| MM-26 | 95 | Delivering a Mix of Homes | Policy 19: Criterion 2 (iv) | <u>Modification of Criterion 2(iv):</u> 2. iv. Ensure new homes meet the needs of aging population older people and are accessible to all. Fellgate should be specified here.. None planned! | Effective |
| | 95 | Delivering a Mix of Homes | Policy 19 Criterion 2(iii) | <u>Modification of Criterion 2(iii):</u> 2. iii. Encourage the inclusion of self- build and custom housebuilding plots as part of large housing developments, where it is viable and where there is an identified need Fellgate should be specified here. | Effective |
| | 95 | Delivering a Mix of Homes | Policy 19: Criterion 3 | <u>Insert a new Point 3:</u> 3. In relation to accommodation for older people, including the provision of extra care housing, the provision of such accommodation will be particularly encouraged on major sites | Effective |

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| | | | | <u>allocated in the plan for residential development, even if the notional dwelling capacity of the allocation would be higher than indicated provided that the criteria of Policy 17 are satisfied.</u> <u>Weak wording- encouraged. Fellgate should be specified here.</u> | |
| | 95 | Delivering a Mix of Homes | Policy 19: Supporting text | <u>Modification of supporting text paragraph 8.58:</u> 8.58 While most of the development within the Plan period will be carried out by private developers, it is still important that an appropriate mix of housing is developed to meet the housing need. The SHMA provides information on the housing need in the borough as well as information on the type and size. <u>Development proposals must have regard to the SHMA or its successor documents when identifying the appropriate mix of dwelling types and tenures to be delivered.</u> <u>Fellgate should be specified here.</u> | Effective |
| | 95 | Delivering a Mix of Homes | Policy 19: Supporting text | <u>Inclusion of additional supporting text</u> <u>The Strategic Housing Market Assessment (2023) identifies an increasing need for homes for older people, including Extra Care and specialist housing. Major residential allocations, such as those outlined under Policies SP7, SP7a and SP8, could provide an opportunity to deliver older persons accommodation in sustainable locations with good access to services, facilities and public transport.</u> <u>Fellgate should be specified here.</u> | Positively Prepared Effective |
| Policy 20: Technical Design Standards for New Homes | | | | | |
| MM-27 | 96 | Delivering a Mix of Homes | Policy 20: Supporting Text | <u>Modification to supporting text. New paragraph 8.69:</u> <u>8.69 In line with Planning Practice Guidance, wheelchair accessible homes will be allocated by the Local Authority. The authority's housing and social care teams will be responsible for assessing applicants for wheelchair accessible homes.</u> <u>Fellgate should be specified here.</u> | Consistent with national policy |
| Policy 21: Gypsies, Travellers and Travelling Showpeople | | | | | |

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| MM-28 | 96 | Delivering a Mix of Homes | Policy 21: Criterion 2 (i) | <p><u>Deletion of Criterion 2 (i):</u></p> <p>2. i. The proposal is adequately justified through robust evidence of need for additional Gypsy and Traveller pitches; and</p> | Effective Consistent with national policy |
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| Policy SP17: Strategic Economic Development | | | | | |
| MM-29 | 99 | Strong and Competitive Economy | Policy SP17: Criterion 1 | <p><u>Modification of Criterion 1:</u></p> <p>1. Maintaining a portfolio of 278.35 329.6 ha of land for economic development including 141.3 ha of land for specialist port-related development <u>and 51.25 ha of land for specialist advanced manufacturing.</u> <u>Again this includes land at IAMP partky from Fellgate and Hedworth Ward.</u></p> | Justified Effective |
| | 100 | Strong and Competitive Economy | Policy SP17: Supporting text Paragraph 9.10 | <p><u>Inclusion of additional supporting text to be inserted following paragraph 9.10:</u></p> <p><u>The International Advanced Manufacturing Park Area Action Plan (IAMP AAP) is a cross-boundary development plan which allocates land in both South Tyneside and Sunderland for a regional-scale employment park specifically for the Principal Uses of production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors. The IAMP AAP was adopted by both South Tyneside Council and Sunderland City Council in 2017.</u></p> <p><u>The IAMP AAP was informed by its own bespoke evidence base which considers the specific needs for the development of the Principal Uses only, which is complementary to the wider general employment needs being met through each the respective Local Plans of both authorities.</u></p> <p><u>Given the strategic nature of the IAMP, its cross-boundary location within two local planning authorities and the restrictions on types of employment uses permissible on the site (the Principal Uses), it is considered appropriate that the IAMP continues to form part of its own separate development plan. Therefore, whilst the contribution of land for specialist advanced manufacturing to the overall portfolio of employment land is recognised within Policy SP17, a clear distinction is maintained between the IAMP and land allocated for either general economic development or specialist port and river-related development within the Local Plan.</u></p> <p><u>Consideration has been given to the interrelationship between the IAMP and the supply/demand for employment space within the borough to ensure that there is no double-counting, with economic growth associated with the Principal Uses expected to take place</u></p> | Justified Effective |

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| | | | | <p><u>within the IAMP and economic growth expected to be accommodated within the portfolio of employment sites allocated through the South Tyneside Local Plan.</u></p> <p><u>As this is a shared site with another authority Fellgate Greenbelt should not be considered in isolation as a main strategic site. No detailed exploration regarding cross boundary Local Plan is evident and is not clear where it does exist.</u></p> | | | | | | |
| Policy SP18: Employment land for General Economic Development | | | | | | | | | | |
| Policy SP19: Provision of Land for Port and River-Related Development | | | | | | | | | | |
| MM-30 | 102 | Building a Strong and Competitive Economy | Policy SP19 | Modification to: | Use Class | Allocated Area (ha) | Available Area (Net)(ha) | | Justified Effective | |
| | | | | Site Name: | | | | | | |
| | | | | PORT OF TYNE | | | | | | |
| | | | | PR.1 | | | | | | Port of Tyne |
| Total | | | 141.3 | 25.38 24.48 | | | | | | |
| MM-31 | 103 | Building a Strong and Competitive Economy | Policy SP19 | Modification to boundary of available sites. | Justified Effective | | | | | |

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|  <p data-bbox="1003 979 1111 1007" style="text-align: right;">[Deleted]</p> | | | |  <p data-bbox="2047 979 2141 1007" style="text-align: right;">[Added]</p> | |
| Policy 22: Protecting Employment Uses | | | | | |
| MM-32 | 103 | Building a Strong and Competitive Economy | Policy 22: Criterion 1 & 2 | <p data-bbox="846 1048 1182 1075"><u>Modification to Criterion 1 & 2:</u></p> <ol style="list-style-type: none"> <li data-bbox="846 1114 1839 1177">1. The site is no longer viable for employment purposes as demonstrated by an active and robust marketing extending to be at least 12 months, <u>and</u> <ol style="list-style-type: none"> <li data-bbox="882 1182 1839 1246">i. <u>The applicant has demonstrated that redevelopment or refurbishment of the site is not viable for continued employment use, or</u> <li data-bbox="846 1251 1839 1315">2. The applicant has demonstrated that redevelopment of the site is not viable for continued employment uses, <p data-bbox="943 1319 1827 1383" style="margin-left: 20px;"><u>Continued employment uses would result in unacceptable traffic or environmental problems impacts which would be significantly alleviated by the proposed use.</u></p> <p data-bbox="943 1388 1666 1414" style="margin-left: 20px;"><u>This applies directly to Fellgate yet is being used in contradiction here.</u></p> | Effective |

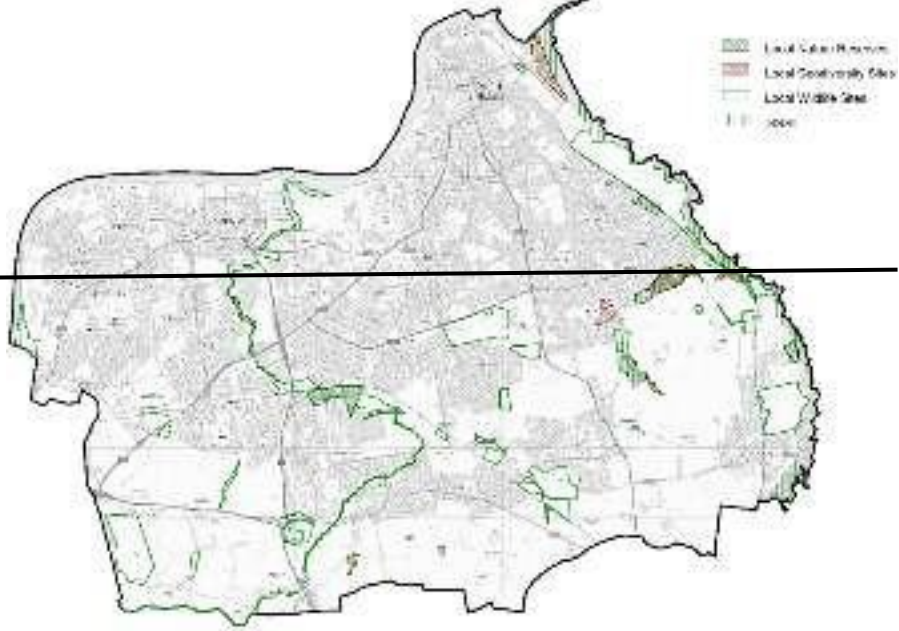

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| | 104 | Building a Strong and Competitive Economy | Policy 22: supporting text Paragraph 9.19 | <p><u>Modification to supporting text:</u></p> <p>The safeguarding of the borough’s employment land and buildings for employment uses is vital to support a growing and diverse economy. It is also important to strike the right balance between this and having the flexibility to allow alternative uses where this is appropriate. Policy 22 sets out the <u>criteria against which proposals for alternative uses will be assessed, including in relation to the viability of the site.</u> for when a site is considered to no longer have a reasonable prospect of coming into use for employment purposes. <u>In particular, the Council wishes to ensure that premises are not deliberately run down or neglected with the intention of demonstrating that they are not viable for continued employment uses and where the first part of criterion 1 requires further evidence, beyond the marketing report / viability appraisal, to demonstrate that the owner has taken all reasonable steps to ensure that the site is well-maintained and has not been deliberately run down or neglected.</u> The Council will continue to monitor employment land supply in terms of take up and review the existing portfolio of employment land to ensure it remains fit for purpose. <u>The land at Rohm Haas has not been adequately explored transparently. This is now earmarked for the port? Why now and not previously during this plan period.</u></p> | Effective |
| | 104 | Building a Strong and Competitive Economy | Policy 22: supporting text new paragraph | <p><u>Inclusion of additional supporting text paragraph:</u></p> <p><u>Compliance with criterion 2 will need to be agreed with the Council’s Environmental Protection team</u></p> <p><u>There’s no environmental protection only destruction with the SP8.</u></p> | Effective |
| Policy 23: Employment Development beyond Employment Allocations | | | | | |
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| Policy 24: Safeguarding land at CEMEX Jarrow Aggregates Wharf | | | | | |
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| Policy 25: Leisure and Tourism | | | | | |
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| Policy SP20: The Hierarchy of centres | | | | | |
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| Policy 26: Ensuring Vitality and Viability in Town District and Local Centres | | | | | |

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| MM-33 | 109 | Ensuring vitality of centres | New paragraph | <u>Inclusion of additional supporting text paragraph:</u> | Justified Effective |
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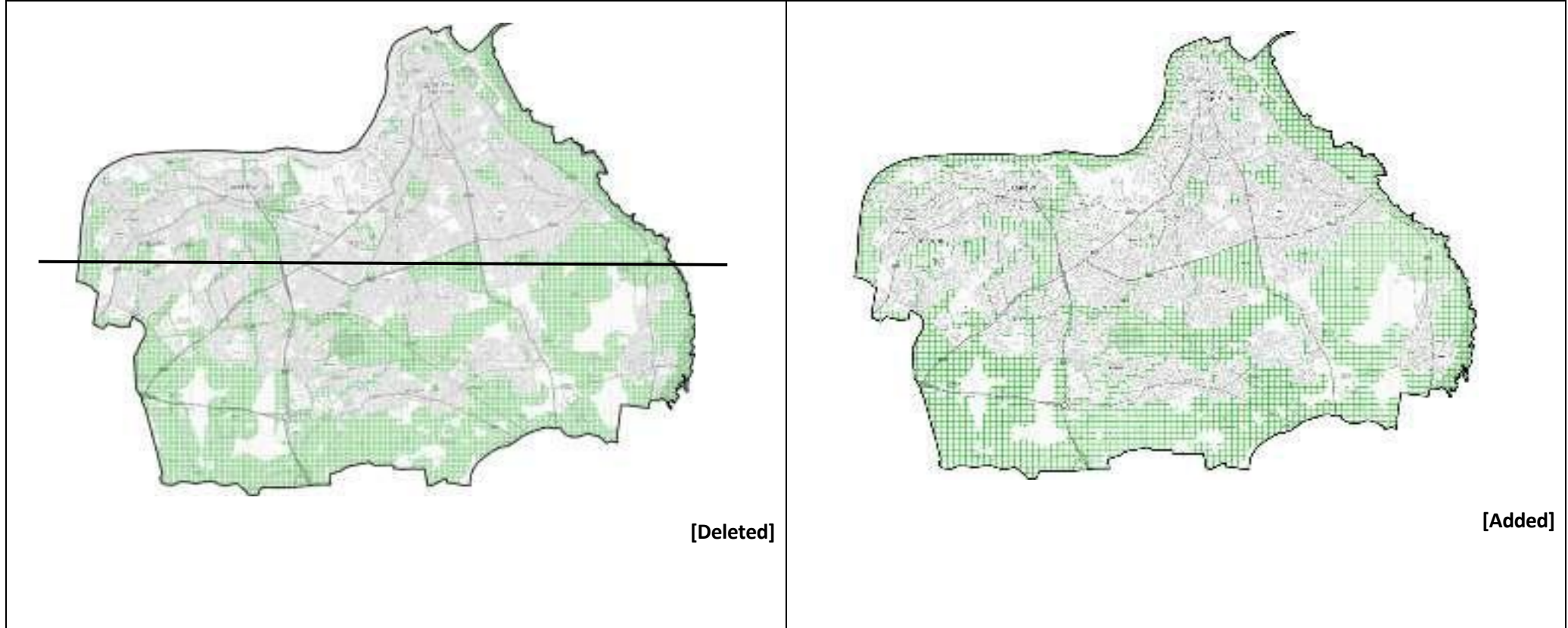
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| | | | | <p><u>The Council wishes to discourage clusters of uses that would be harmful to the vitality of centres. Challenges faced by retail areas have included concentrations of takeaways and betting shops. The negative impact that a cluster of hot food takeaways can have on environmental quality including inactive street frontages arising from the high vacancy rate and shuttered takeaways was identified in the South Tyneside Town, District and Local Centres Study (2023). The Council is seeking to prevent clusters of uses which could impact upon the vitality of our centres and which may also contribute to health inequalities in the Borough. The Council will monitor and review trends within town and district centres to identify effects of clusters of particular uses.</u></p> <p><u>There needs to be housing at Rohm Haas to bring back life into Jarrow Town Centre in keeping with Pride in Place funding.</u></p> | |
| Policy 27: Prioritising Centres Sequentially | | | | | |
| Policy 28: Impact Assessment | | | | | |
| Policy 29: Local Neighbourhood Hubs | | | | | |
| Policy 30: South Shields Market | | | | | |
| Policy 31: Evening and Night-time Economy in South Shields Town Centre | | | | | |
| Policy 32: Hot Food Takeaways | | | | | |
| Policy SP21: Natural Environment | | | | | |
| Policy 33: Biodiversity, Geodiversity and Ecological Networks | | | | | |
| MM-34 | 118 | Conserving and enhancing the natural environment | Policy 33 Supporting Text Paragraph 11.8 | <p><u>Inclusion of additional supporting text:</u></p> <p>Regard should be had to Policy 35 <u>and</u> the emerging <u>any</u> Biodiversity guidance on the application of Biodiversity Net Gain.</p> | Effective |
| Policy 34: Internationally, nationally and Locally Important Sites | | | | | |

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| MM-35 | 121 | Conserving and enhancing | Policy 34 | <u>Inclusion of additional supporting text:</u> | Justified Effective |
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| | | the natural environment | Supporting Text Paragraph 11.17 | The emerging South Tyneside Recreational Mitigation Strategy (2025 -2030) identifies <u>some</u> C3 dwelling house extensions <u>(where it is considered the extension functions as a separate unit)</u> and Residential Institutions (Use Class C2/C2A) as potentially resulting in recreational disturbance effects. These development proposals will be reviewed on a case-by case basis. | |
| | 121 | Conserving and enhancing the natural environment | Policy 34 Supporting Text Paragraph 11.29 | <p><u>Reordering of supporting text:</u></p> <p><u>Developments should minimise impacts on wildlife corridors, and provide net gains for biodiversity, including by developing these ecological networks whilst ensuring they are more resilient to current and future pressures. Where significant harm cannot be avoided, suitable alternative locations must be considered.</u></p> <p><u>This is weak and I reiterate the unimaginable destruction of wildlife and biodiversity which cannot be replicated on site should prevent development at Fellgate.</u></p> <p>11.29 Local Wildlife Sites are areas of land that are especially important for their wildlife. They are identified and selected locally using scientifically determined criteria and are some of our most valuable wildlife areas. As South Tyneside is such an urban borough there are already significant pressures on our Local Wildlife Sites, it is therefore important to protect such sites of identified ecologically quality from further adverse impacts. Developments should minimise impacts on wildlife corridors, and provide net gains for biodiversity, including by developing these ecological networks whilst ensuring they are more resilient to current and future pressures. Where significant harm cannot be avoided, suitable alternative locations must be considered. <u>SP8 does not protect it destroys.</u></p> | Effective |
| | 122 | Conserving and enhancing the natural environment | Policy 34 Inset Map (Map 28) | Modification to Wardley Colliery Local Wildlife Site boundary | Justified Effective |

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| | | | |  <p data-bbox="996 946 1115 975">[Deleted]</p> |  <p data-bbox="2040 946 2159 975">[Added]</p> |

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| MM-36 | 123 | Conserving and enhancing the natural environment | Policy 34 Inset Map (Map 29) | Modification to wildlife corridor boundaries Further destruction to Fellgate and Hedworth Ward. | Justified Effective |



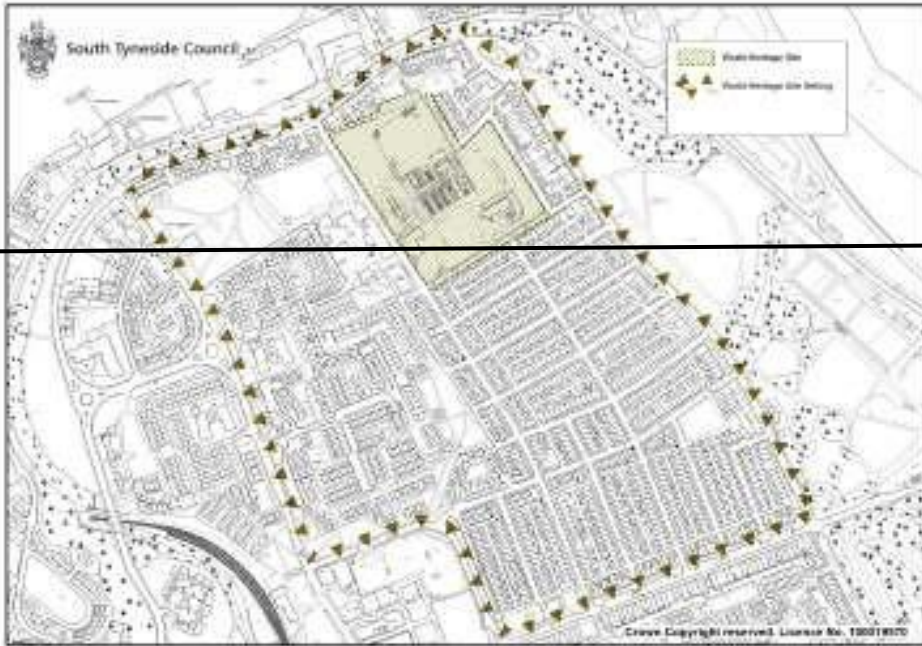
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| Policy 35: Delivering Biodiversity Net Gain | | | | | |
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| Policy 36: Protecting Trees, Woodland and Hedgerows | | | | | |
| MM-37 | 125 | Conserving and enhancing the natural environment | Policy 36: Criterion 4 (i) | <p><u>Modification to Criterion 4(i):</u></p> <p>i. Enhance the landscape quality <u>and character</u> of the development site and the local area</p> <p><u>Not in SP8</u></p> | Effective |
| Policy SP22: Green Infrastructure | | | | | |
| MM-38 | 126 | Conserving and enhancing the natural environment | SP22 | <p><u>Amendment to policy structure:</u></p> <p><u>6.</u> New Development shall support and enhance the identified South Tyneside green and blue infrastructure network by:</p> <p>6. <u>i.</u> Incorporating existing and/or new green and blue infrastructure within the design to ensure proposals are integrated into the surrounding area and enhance the wider green and blue infrastructure network. Where relevant, development proposals shall strengthen green and blue infrastructure connections with neighbouring authorities.</p> <p>7. <u>ii.</u> Ensuring new Green and Blue Infrastructure provision is resilient to the effects of climate change and supports opportunities for nature-based climate change adaptation and mitigation</p> <p>8. <u>iii.</u> Where there is an identified need, developer contributions will be sought to improve the quality, use and value of the green and blue infrastructure network</p> <p><u>None of this is present in SP8 and seeks to destroy irrevocably Fellgate Greenbelt.</u></p> | Effective |
| Policy 37: Protecting and enhancing Open Spaces | | | | | |
| MM-39 | 128 | Conserving and enhancing the natural environment | Policy 37: Criterion 4 | <p><u>Modification of Criterion 4:</u></p> <p>(4) <u>3. ii.</u></p> <p>New or improved open space provision should be provided <u>providing new or improved open space provision</u> in accordance with the Council's most recent Open Space Study, including the quantity and access standards set out in Table 3-5</p> <p><u>SP8 does not seek to improve although wording suggests this. Access to our greenbelt will be prohibited by proposed development. The private developer will not allow privately owned land opened up for all. They want all of it, not some of it. The open space will be removed from inclusive enjoyment in totality.</u></p> | Effective |

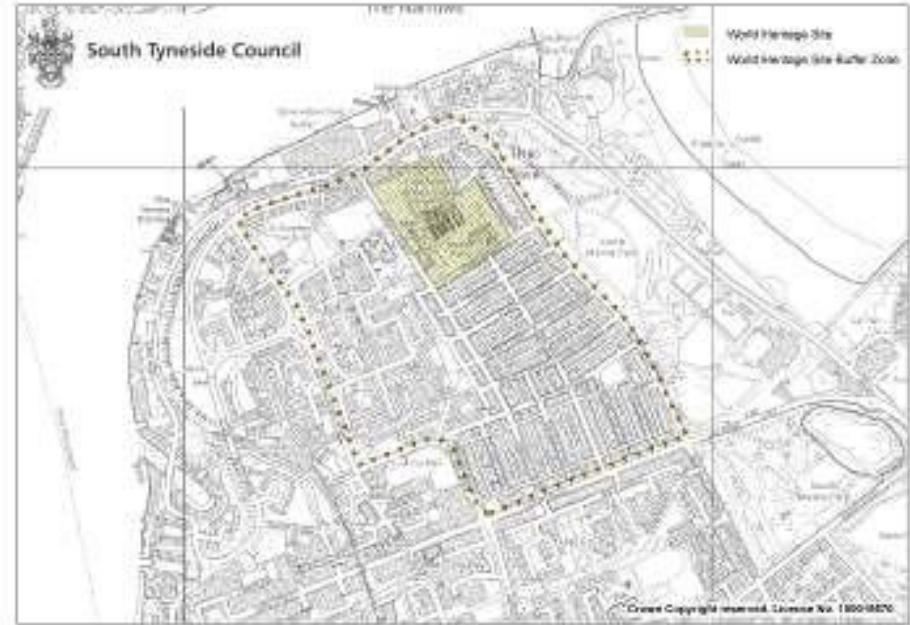
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| Policy SP23: Sports provision and playing pitches | | | | | |
| MM-40 | 131 | Conserving and enhancing the natural environment | SP23: Criterion 4 | <u>Modification of Criterion 4:</u> Delivering new sporting facilities, playing pitches and infrastructure improvements at the following sites to create <u>support</u> key sporting hubs, as shown on the Policies Map: Again weak. No creation of any new sporting hubs requested/required. A hub could also not be built on greenbelt. | Effective |
| | 131 | Conserving and enhancing the natural environment | SP23: Criterion 5 | <u>Addition of new sites to Criterion 5:</u> 5. <u>xi. Harton and Westoe Collieries Welfare Ground</u> <u>xii. Hebburn Riverside</u> | Justified Effective |
| Policy 38: Providing for Cemeteries | | | | | |
| Policy 39: Areas of High Landscape Value | | | | | |
| Policy 40: Agricultural Land | | | | | |
| Policy 41: Green Belt | | | | | |
| Chapter 12: Conserving and enhancing the Historic Environment | | | | | |
| MM-41 | 135 | Conserving and enhancing the historic environment | Para 12.11 | 12.11 Development proposals which affect the historic environment must sustain the borough's local distinctiveness and character by safeguarding, conserving, and enhancing designated and <u>non</u> undesignated heritage assets and their settings. Fellgate is a non designated conservation area within a wildlife corridor and with a nature reserve of it's own. Local distinctiveness would be destroyed. | Effective |
| Policy SP24: Heritage Assets | | | | | |
| Policy 42: World Heritage Sites | | | | | |

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| MM-42 | 136 | Conserving and enhancing the historic environment | Policy 42: Criterion 1 | <p><u>Modification to Criterion 1:</u></p> <p>Policy 42 World Heritage Sites <u>The Frontiers of the Roman Empire (Hadrian's Wall) World Heritage Site</u></p> <p>1. Development affecting the Frontiers of the Roman Empire (Hadrian's Wall) World Heritage Site, as shown on the Policy Map, will be encouraged to <u>should</u> conserve, promote, and enhance its Outstanding Universal Value, including the authenticity, integrity, and significance of its attributes, and support its management and protection. Weak – must not should.</p> | Effective Consistent with national policy |
| | 136 | Conserving and enhancing the historic environment | Policy 42: Criterion 3 | <p><u>Modification to Criterion 3:</u></p> <p>3. Development likely to have an impact on the Frontiers of the Roman Empire (Hadrian's Wall) World Heritage Site or its setting will be permitted only where it can be demonstrated that the scheme will conserve those elements which contribute towards its Outstanding Universal Value.</p> | Effective |
| | 136 | Conserving and enhancing the historic environment | Policy 42 – supporting text: Paragraph 12.16 | <p><u>Inclusion of additional supporting text to paragraph 12.16:</u></p> <p><u>Arbeia, South Shields' Roman Fort, guarded the main sea route to Hadrian's Wall. It was a key garrison and military supply base to other forts along the Wall. It is an important part of the history of Roman Britain and makes a significant contribution to the Outstanding Universal Value of the World Heritage Site.</u></p> | Effective |
| | 137 | Conserving and enhancing the historic environment | Inset Map 31 Arbeia World Heritage Site (WHS) | <p><u>Modification to Inset Map 31 Legend:</u></p> <p>World Heritage Site Setting <u>Buffer Zone</u></p> | Effective |

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Policy 43: Development Affecting Designated Heritage Assets

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| MM-43 | 137 | Conserving and enhancing the historic environment | Policy 43: Criterion 1 | <p><u>Modifications to Criteria 1:</u></p> <p>1. Development proposals involving designated heritage assets shall be accompanied by a Heritage Statement. <u>This Statement should that include an adequate and proportionate description of the heritage significance of those heritage assets affected, including any contribution made by their setting. This does not read correctly.</u></p> | Effective Consistent with national policy |
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| | 137 | Conserving and enhancing the historic environment | Policy 43 | <p><u>Modifications to Criteria 3:</u></p> <p>3. Development involving the alteration, extension or change of use of a designated heritage asset or construction of any structure within its curtilage will only be permitted if where the proposal:</p> <ul style="list-style-type: none"> i. Preserves or enhances its significance as a heritage asset ii. Protects existing historically significant hard and soft landscaping, including trees, hedges, walls, fences, and surfaces iii. Retains historic plot boundaries and layouts iv. Ensures the sensitive and viable use of the building. <p>Fellgate SP8 is our heritage – hedgerows, trees BNG etc etc</p> | Effective |
| | 137 | Conserving and enhancing the historic environment | Policy 43 | <p><u>Modifications to Criteria 4:</u></p> <p>4. Development should protect those features of a designated heritage asset's immediate setting that contribute to its significance, including the space(s) around the heritage asset and the historically significant hard and soft landscaping, including trees, hedges, walls, fences, and surfacing.</p> | Effective |
| | 137 | Conserving and enhancing the historic environment | Policy 43 | <p><u>Modifications to Criteria 5:</u></p> <p>5. Where a development will lead to the substantial harm or total loss of a designated heritage asset, applications will be assessed in accordance with National Policy.</p> | Effective Consistent with national policy |
| Policy 44: Archaeology | | | | | |
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| Policy 45: Development Affecting Non-Designated Heritage Assets | | | | | |
| MM-44 | 140 | Chapter 12 | Policy 45 | <p><u>Modification to Criterion 3:</u></p> <p>3. In determining applications that would result in substantial harm to, or total loss of, a non-designated heritage asset or its setting, proposals must demonstrate that the public benefits of the development would outweigh any harm or loss of the heritage asset, based on heritage significance. A balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. SP8 non designated but requires the same</p> | Effective Consistent with national policy |

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| Policy 46: Heritage At Risk | | | | | |
| Policy 47: Design Principles | | | | | |
| MM-45 | 144 | Well-designed places | Policy 47 | <p><u>Modification to Criterion 1(i):</u></p> <p>1. i. Be based on a sound understanding of <u>site constraints and</u> the context, integrating into the surroundings and responding to natural and historic features, local history, culture and heritage. <u>SP8 is not evidence of this.</u></p> | Effective |
| | 144 | Well-designed places | Policy 47 | <p>Development proposals will be expected to satisfy requirements of <u>meet the specific policy requirements regarding design set out in made Neighbourhood Plans and to satisfy the requirements of any adopted local design guide or design code where relevant to the proposal.</u></p> <p><u>Doesn't read correctly.</u></p> | Effective |
| | 145 | Well-designed places | Policy 47: supporting text | <p><u>Inclusion of supporting text:</u></p> <p><u>Embedding opportunities for wildlife and nature in the design of new development proposals is a key priority. Designing nature into schemes from the outset will contribute to delivering high-quality environments and supporting opportunities for climate change mitigation and resilience. Such measures could provide opportunities to support existing wildlife networks and corridors. The use of wildlife design features such as swift bricks, bat boxes and hedgehog highways will be encouraged in design proposals.</u></p> <p><u>This does, in no way reflect the extensive mitigation required at SP8. It simply cannot be achieved here. Why should other areas benefit from off site BNG at a cost to our community?</u></p> | Effective |
| | 145 | Well-designed places | Policy 47: supporting text | <p><u>Inclusion of supporting text:</u></p> <p><u>Development proposals should be designed to ensure users have access to adequate internal and external space. National Described Space Standards (NDSS) deals with internal space within new dwellings. Regard should be had to these space standards, where possible. Policy 20: Technical Design Standards for New Homes should also inform the size of new residential dwellings. The large properties proposed would disproportionately benefit from greenbelt in SP8 which is lost to all others.</u></p> | Effective |
| Policy 48: Shopfronts | | | | | |



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| Policy 49: Advertisements | | | | | |
| Policy SP25: Infrastructure | | | | | |
| MM-46 | 150 | Transport and Infrastructure | Policy SP25: Criterion 2 | <p><u>Modification to criterion 2:</u></p> <p>2. Ensuring that development provides or contributes towards the provision of measures to directly mitigate the impacts of the development and make it acceptable in planning terms and contribute towards the delivery of essential infrastructure identified in the Infrastructure Delivery Plan, <u>subject to it being fairly and reasonably related in scale and kind to the development. This will include the mitigation of cross-boundary impacts, where relevant. There are no mitigations sufficient for SP8.</u></p> | Effective Consistent with national policy |
| | 150 | Transport and Infrastructure | Policy SP25: Criterion 6 | <p><u>New criterion 6:</u></p> <p><u>6.The timing and prioritisation in the delivery of essential infrastructure will accord with the priority needs established through the Infrastructure Delivery Plan however, the exact timing of any required transport infrastructure will be identified through the Transport Assessment and Travel Plan process at the planning application stage. This will be officer led. We have already seen the huge shift from stage 1 to stage 2. This must be member led.</u></p> | Effective |
| | 150 | Transport and Infrastructure | Policy SP25: supporting text | <p><u>New supporting text paragraph 14.8:</u></p> <p><u>Some developments will have cross-boundary impacts, and it is important that these are mitigated, subject to them being robustly evidenced.</u></p> <p><u>This will be officer led. We have already seen the huge shift from stage 1 to stage 2. This must be member led. There's no cross boundary compensation for the loss of the IAMP greenbelt, yet more is proposed to be lost.</u></p> | Effective |
| Policy 50: Social and community infrastructure | | | | | |
| MM-47 | 151 | Transport and Infrastructure | Policy 50 : Criterion 3 (iii) | <p><u>New criterion 3(iii):</u></p> <p><u>3. iii. Where facilities within the estate of an essential public service provider have been formally declared to be surplus to operational requirements, the requirements listed under Part 3i and Part 3ii of the Policy will not apply.</u></p> | Effective |

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| 151 | Transport and Infrastructure | Policy 50 new supporting text | <u>New supporting text paragraph:</u> <u>Policies aimed at preventing the loss or change of use of community facilities and assets can potentially have a harmful impact on the ability of essential public services providers, such as</u> | Effective |
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| | | | | <p><u>the NHS, to ensure the delivery of essential facilities and services for the community. The policy therefore incorporates the flexibility to mitigate against this.</u></p> <p><u>This should not relate to community centres with sustainable buildings etc.</u></p> | |
| Policy SP26: Delivering sustainable transport | | | | | |
| MM-48 | 152 | Transport and Infrastructure | Policy SP26: Criterion 3 (iii) | <p><u>Modification to Criterion 3(iii):</u></p> <p>3. iii. Provide or contribute towards the provision of new and/or improved sustainable travel infrastructure where the predicated number of additional trips will lead to a cumulative increase in car-based trips</p> <p><u>The wording struck out proves the point. There will categorically be and already is a massive increase in motor vehicle usage. Vision led, in principle is good. It does not play out in reality.</u></p> | Effective |
| | 153 | Transport and Infrastructure | Policy SP26 – supporting text Paragraph 14.14 | <p><u>Modification of supporting text paragraph:</u></p> <p>14.14 The NPPF states that all development that generates significant amounts of movement should be required to produce a travel plan, and the application should be supported by transport statement or transport assessment so that the likely impacts of the proposal can be addressed. <u>The transport implications of development must be addressed as part of any planning application, where relevant this could include through Transport Assessments, Transport Statements and Travel Plans. All development shall deliver sustainable transport by ensuring that vehicular traffic generated by new development, following the implementation of sustainable transport measures, can be safely accommodated on the local and strategic highway network and does not cause an unacceptable increase in congestion or air pollution and that severe congestion can be avoided by appropriate transport improvements.</u></p> <p><u>The development scenario to be considered for Transport Assessments will include:</u></p> <ul style="list-style-type: none"> <u>all relevant development that is consented and/or allocated over the entirety of the plan period where there is a reasonable degree of certainty development will proceed within the next 3 years and</u> <u>include the full amount of development to be built.</u> <p>When determining whether a Transport Statement, Transport Assessment or Travel Plan is adequate, applicants are advised to have regard to the criteria provided within the Transport Assessments/Statements, and Travel Plans section of the Validation of Planning Applications in Tyneside (2019). <u>(2024)</u></p> <p><u>The LA has no authority over private providers of transport. This too is not realistic and is vision led. Not acceptable. This should be member led!</u></p> | Effective |

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| | 153 | Transport and Infrastructure | Policy SP26 – supporting text | <u>New supporting text paragraph after 14.14</u> | Justified Effective |
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| | | | | <p><u>Active Travel England recommends that 'Bus stops should be easily accessible. All buildings should be located within 400 metres from a bus stop. The routes to the bus stops should be safe, direct, convenient and accessible for people of all abilities'. The Council acknowledges that not all areas of the Borough are within 400m of an existing bus stop. Should development be proposed where buildings would be more than 400m from an existing bus stop, the Council will, in consultation with Nexus, consider the potential for the development to provide new bus stop infrastructure linked to either an existing bus service or the potential for a new or diverted service.</u></p> <p><u>Weak- no requirement on NEXUS to provide or by the private bus companies. This does not stack up.</u></p> | |
| Policy 51: Improving capacity on the road network | | | | | |
| MM-49 | 154 | Transport and Infrastructure | Policy 51: Criterion 1 | <p><u>Modification to criterion 1 of the policy:</u></p> <p><u>1. Strategic Highway Network projects-as shown on the Policies Map:</u></p> <p><u>i. Junction improvements (A19/A185/Tyne Tunnel)</u></p> <p><u>White Mare Pool Junction (A 194M/A194/A184)</u></p> <p><u>ii A19 Lane Gain / Lane Drop Scheme (A185 to A194) – South bound</u></p> <p><u>iii Whitemare Pool Junction (A 194M/A194/A184)</u></p> <p><u>THIS SHOULD NOT BE REMOVED AS POLICY 59 SHOULD NOT BE REMOVED. SP8 IS DEFUNCT AS IT CANNOT BE SERVICED AND WILL CAUSE SERIOUS ENVIRONMENTAL AND NETWORK REPURCUSSIONS.</u></p> | Justified Effective |
| | 154 | Transport and Infrastructure | Policy 51: Criterion 2 | <p><u>Modification to Criterion 2(ii):</u></p> <p><u>2. ii. A185 Improvements between the Gateshead boundary (A185) A194 and A19 / Tyne Tunnel This will not support SP8.</u></p> | Justified Effective |
| Policy 52: Safeguarding Land for Metro and Rail development | | | | | |
| MM-50 | 155 | Transport and Infrastructure | Policy 52 | <p><u>Deletion of criterion(ii)</u></p> <p><u>Land for a new Metro / rail station to the north of Follingsby Lane at Wardley Coilliery</u></p> | Justified Effective |

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| 155 | Transport and Infrastructure | Policy 52 | <p><u>Modification to supporting text paragraph 14.27</u></p> <p>The Transport Plan for the North East 2021-2035 supports the delivery of new stations on existing lines and reopen routes including the Leamside Line, alongside Metro network extensions. This will widen access to jobs and training, grow the economy and reduce deprivation. <u>The Council is supportive of the Transport Plan and, in principle, of proposals to develop public transport infrastructure including for rail and metro stations. LA are supportive but not the deliverers of such. There is no imminent or timely changes that would positively impact SP8. This cannot proceed on this basis.</u></p> | Effective |
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| Policy 53: Airport and Aircraft Safety | | | | | |
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| Policy 54: Waste Facilities | | | | | |
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| Policy 55: Existing Waste Facilities | | | | | |
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| Policy 56: Minerals Safeguarding | | | | | |
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| Policy 57: Development Management Considerations for Minerals Extraction | | | | | |
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| Policy 58: Implementation and Monitoring | | | | | |
| MM-51 | 164 | Implementati on and Monitoring | Policy 58 Supporting Text – New paragraphs | <p><u>Performance of this Local Plan will be monitored against the indicators identified in the Local Plan Monitoring Framework (Appendix 3). Where there is evidence that the Local Plan is not delivering, action will be undertaken in accordance with Policy 58 and the contingency measures identified in Appendix 3.</u></p> <p><u>With regard to housing delivery, if it becomes apparent that a five-year deliverable supply cannot be evidenced or that housing delivery is falling below the thresholds prescribed by the Housing Delivery Test over a rolling three-year period, the Council will implement remedial action(s) as set out in Appendix 3 and Policy SP16.</u></p> <p><u>What would this look like?</u></p> | Effective |
| Policy 59: Delivering Infrastructure | | | | | |
| MM-52 | 164 | Implementati on and Monitoring | Policy 59 | <p><u>Deletion of Policy 59:</u></p> <p>Policy 59: Delivering Infrastructure</p> <p>Development will be expected to provide or contribute towards the provision of measures to directly mitigate the impacts of the development and make it acceptable in planning terms and contribute towards the delivery of essential infrastructure identified in the Infrastructure Delivery Plan, subject to it being fairly and reasonably related in scale and kind to the development.</p> | Effective |

| Mod Reference | Local Plan [SUB1] Page No. | Local Plan [SUB1] Chapter | Policy or Paragraph Local Plan [SUB1] | Proposed Change | Justification |
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| | | | | <p>The timing and prioritisation in the delivery of essential infrastructure will accord with the priority needs established through the Infrastructure Delivery Plan.</p> <p>THIS IS NOT SUPPORTED AND IS CRITICAL. THIS HAS CHANGED FROM STAGE 1 AND THE PUBLIC SHOULD KNOW WHY. SP8 CANNOT PROCEED.</p> | |
| | 164 / 165 | Implementation and Monitoring | Policy 59 – supporting text | <p><u>Deletion of Policy 59 – supporting text:</u></p> <p>16.3 The purpose of the Infrastructure Delivery Plan (IDP) is to assess what current infrastructure there is in the borough, what is being planned with committed investment and what will be needed in the future.</p> <p>16.4 The Local Plan sets out the policies and allocations to meet the borough’s development needs to 2040. The IDP identifies the infrastructure required to support the delivery of the Local Plan.–</p> <p>16.5 This Plan and the IDP has been developed with contributions made by a wide range of key stakeholders and continued consultation with the bodies responsible for infrastructure.</p> <p>16.6 The IDP will be updated as appropriate to take account of changes to and progress with specific development schemes or projects. It deals primarily with public sector related infrastructure and / or land under public ownership. All sites, including references, correspond to the emerging Local Plan’s site allocations. The Council will continue to work with infrastructure providers on and engage in on-going consultation to identify future, unforeseen needs.</p> <p>THIS IS NOT SUPPORTED AND IS CRITICAL. THIS HAS CHANGED FROM STAGE 1 AND THE PUBLIC SHOULD KNOW WHY. SP8 CANNOT PROCEED.</p> | Effective |
| Policy 60: Developer Contributions, Infrastructure Funding and Viability | | | | | |
| MM-53 | 165 | Implementation and Monitoring | Policy 60 | <p><u>Renumber Policy 60 to Policy 59</u></p> <p><u>Policy 59: Developer Contributions, Infrastructure Funding and Viability</u></p> | Effective |

| | | | | |
|-----|-------------------------------|-----------------------|--|---|
| 165 | Implementation and Monitoring | Policy 60 Criterion 3 | <p><u>Modification of criterion 3:</u></p> <p>2. <u>Proportionate developer</u> Developer contributions may be secured retrospectively where it has been necessary to forward fund development <u>infrastructure</u></p> <p>ABSOLUTELY NOT. STC AS WITH MANY COUNCILS CANNOT AFFORD TO PROP UP PRIVATE DEVELOPERS WHILE DESTROYING FELLGATE GREENBELT AND NOT PROVIDING HOMES TO MEET THE NEEDS OF THAT COMMUNITY.</p> | Effective Consistent with national policy |
|-----|-------------------------------|-----------------------|--|---|

| Mod Reference | Local Plan [SUB1] Page No. | Local Plan [SUB1] Chapter | Policy or Paragraph Local Plan [SUB1] | Proposed Change | Justification |
|---------------|----------------------------|-------------------------------|--|---|--|
| | 165 | Implementation and Monitoring | Policy 60 Supporting text paragraph 16.11 | <p>Modification to supporting text paragraph 16.11:</p> <p>It is sometimes necessary to forward fund infrastructure projects in advance of anticipated housing growth <u>to mitigate the impact of development proposals. Where this is the case, proportionate developer contributions will be secured by way of a planning obligation in advance of any infrastructure works commencing and to ensure that such forward funding is reimbursed.</u></p> <p>ABSOLUTELY NOT. STC AS WITH MANY COUNCILS CANNOT AFFORD TO PROP UP PRIVATE DEVELOPERS WHILE DESTROYING FELLGATE GREENBELT AND NOT PROVIDING HOMES TO MEET THE NEEDS OF THAT COMMUNITY.</p> | Effective Consistent with national policy |

MM- 54: Appendix 6: Housing Trajectory


| SHLA A Ref | Site Name | Total site capacity | Dwellings built to date | Remaining Capacity | First 5 years | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | Years 6-10 | 2030/31 | 2031/32 | 2032/33 | 2033/34 | 2034/35 | Years 11-17 | 2035/36 | 2036/37 | 2037/38 | 2038/39 | 2039/40 | 2040/41 | Planning application number | Planning Status |
|------------------|--|---------------------|-------------------------|--------------------|---------------|---------|---------|---------|---------|---------|------------|---------|---------|---------|---------|---------|-------------|---------|---------|---------|---------|---------|---------|-----------------------------|--------------------------|
| SBC003 | Land at North Farm(west) | 263 | 0 | 263 | 80 | | | | 30 | 50 | 183 | 50 | 50 | 50 | 33 | | 0 | | | | | | | | |
| SBC010 | Land at Cleadon Lane Industrial Estate | 202 | 0 | 202 | 109 | | 15 | 32 | 31 | 31 | 93 | 31 | 31 | 31 | | | 0 | | | | | | | ST/1109/21/FUL | Refusal appeal submitted |
| SBC051 | Land at West Hall Farm | 259 | 0 | 259 | 109 | | | | 59 | 50 | 150 | 50 | 50 | 50 | | | 0 | | | | | | | | |
| SBC089 | Formerly Vinci Construction UK Ltd | 18 | 16 | 2 | 2 | 2 | | | | | 0 | | | | | | 0 | | | | | | | ST/0322/17/FUL | under construction |
| SBC090 | Vacant former Mayflower Glass | 9 | 0 | 9 | 9 | 9 | | | | | 0 | | | | | | 0 | | | | | | | ST/0389/22/FUL | permitted - not started |
| SBC102 | Land to North of Town End Farm | 400 | 0 | 400 | 40 | | | | | 40 | 200 | 40 | 40 | 40 | 40 | 40 | 160 | 40 | 40 | 40 | 40 | | | | |
| SBC113 | Former storage yard Hardie Drive | 3 | 0 | 3 | 0 | | | | | | 3 | 3 | | | | | 0 | | | | | | | | |
| SBC114 | Former garage site Hindmarch Drive | 10 | 8 | 2 | 2 | 2 | | | | | 0 | | | | | | 0 | | | | | | | ST/0904/20/LAA | Under construction |
| SFG042 | Land East of Lukes Lane | 127 | 17 | 110 | 110 | 10 | 30 | 30 | 30 | 10 | 0 | | | | | | 0 | | | | | | | ST/0882/21/FUL | Under construction |
| SFG043 | Land at Trent Drive | 7 | 0 | 7 | 7 | | | 7 | | | 0 | | | | | | 0 | | | | | | | 250041 | Application submitted |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-----|----|-----|-----|--------|----|----|----|----|---------|----|----|----|----|----|----|----|--|--|--|--|--|----------------|------------------------------------|---|
| SIA0 88 | Land at Eskdale Drive | 62 | 60 | 2 | 2 | 2 | | | | | 0 | | | | | 0 | | | | | | | | ST/0160/19/FUL | Under construction | |
| SIA1 03 | Land at Kirkstone Avenue | 2 | 0 | 2 | 0 | | | | | | 0 | | | | | 2 | | | | | | | | | | |
| SOSO 07 | South Tyneside College - South Shields campus | 260 | 0 | 260 | 120 | | | 30 | 40 | 50 | 14 0 | 50 | 50 | 40 | | 0 | | | | | | | | | ST/0676/23/FUL | |
| SOSO 09 | Former Brinkburn School | 151 | 0 | 151 | 0 | | | | | | 70 | | | 30 | 40 | 81 | 40 | 41 | | | | | | | | |
| SOSO 14 | Land at Holborn | 299 | 96 | 203 | 203 | 3 6 | 50 | 50 | 50 | 17 | 0 | | | | | 0 | | | | | | | | | ST/0245/21/FUL | under construction |
| SOSO 21 | Land at Associated Creameries | 30 | 0 | 30 | 0 | | | | | | 30 | 10 | 20 | | | 0 | | | | | | | | | ST/0417/17/FUL | Permission Lapsed |
| SOSO 40 | Land at Chuter Ede Education Centre (excluding Brydon Court) | 190 | 0 | 190 | 190 | | 50 | 50 | 50 | 40 | 0 | | | | | 0 | | | | | | | | | 250168 | Application submitted |
| SOSO 43 | Former Temple Park Infant School | 22 | 0 | 22 | 22 | | | | 22 | | 0 | | | | | 0 | | | | | | | | | | |
| SOSO 44 | site of former Connolly House | 18 | 0 | 18 | 18 | | 10 | 8 | | | 0 | | | | | 0 | | | | | | | | | ST/0741/23/LAA | permitted - not started |
| SOSO 53 | Land at Farding Square | 62 | 56 | 6 | 6 | 6 | | | | | 0 | | | | | 0 | | | | | | | | | ST/1107/18/FUL | under construction |
| SOSO 69 | Landreth House | 6 | 0 | 6 | 6 | | 6 | | | | 0 | | | | | 0 | | | | | | | | | ST/0336/21/PNCU | permitted - not started |
| SOSO 80 | Tyne Dock Regeneration Scheme | 69 | 13 | 56 | 56 | 2 0 | 30 | 6 | | | 0 | | | | | 0 | | | | | | | | | ST/0805/23/FUL | Permitted- not started |
| SOSO 83 | Land at Biddick Hall Drive | 6 | 0 | 6 | 0 | | | | | | 0 | | | | | 6 | 6 | | | | | | | | | |
| SOSO 87 | Land at Ryedale Court | 15 | 0 | 15 | 0 | | | | | | 0 | | | | | 15 | 15 | | | | | | | | | |

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If you know someone who needs this information in a different format, for example large print, Braille or a different language, please call Marketing and Communications on 0191 424 7385.