

Main Modifications Schedule – Publication Draft South Tyneside Local Plan 2023-2040 (2026) Created by LT for analysis purpose

What are Main Modifications?

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

They 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. Comments already made at previous local plan consultation stages and during the examination process are in front of the Inspector and will be considered in his final report to the Council.

The Council has prepared a 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. Other modifications have been proposed through the Council's hearing statements and statements of common ground.

These are the main modifications related to SP8 Fellgate. It does not address other main modifications that may be use as policy during the planning, design or the actual build. e.g care home, community buildings, building specification, environment, travel, the list goes on.

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Mod Reference	Local Plan [SUB1] Page No.	Local Plan [SUB1] Chapter	Policy or Paragraph Local Plan [SUB1]	Proposed Change	Justification
Policy SP8: Fellgate Sustainable Growth Area					
MM-10	48-49	Strategic Allocations	SP8: Section A – Criterion 1	<p>Modifications to Criterion 1: Policy SP8: Fellgate Sustainable Growth Area</p> <p>A. Development Principles 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 10. The allocation will deliver approximately 1200 homes and supporting infrastructure and community facilities. broadly in the form illustrated on Inset Map 10.</p>	Effective
	48-49	Strategic Allocations	SP8: Section A – Criterion 2	<p>Modifications to Criterion 2: 2. Development is required to be comprehensively master planned through the Fellgate Sustainable Growth Area Supplementary Planning Document to be prepared by the Council. 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.</p>	Effective
	48-49	Strategic Allocations	SP8: Section A – Criterion 3 - 4	<p>Deletion of Criterion 3 & 4: 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. 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.</p>	Effective
	48-49	Strategic Allocations	SP8: Section A – Criterion 5 (i)	<p>Modification to renumber criterion 5 (i) as 3 (i): 5 3. Development of this new sustainable community shall: i. Provide a mix of house types, tenures and sizes, including a minimum of 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>	Effective
	48-49	Strategic Allocations	SP8: Section A – Criterion 5 (ii)	<p>Modification to renumber criterion 5 (ii) as 3 (ii): 5 3. ii. Make provision for Provide a well located and connected local centre providing for social and community infrastructure of a scale proportionate to the nature and size scale of the development and to address local needs. The local centre shall include: a) primary school provision; b) opportunities for primary health care provision; and, c) local retail facilities.</p>	Effective

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MM-10	48-49	Strategic Allocations	SP8: Section A – Criterion 5 (iii)	Modification to renumber criterion 5 (iii) as 3 (iii): 5 3. iii. Through a vision-led approach to transport planning, e Embed sustainable and active travel options to and reduce the dominance of car traffic and improve permeability by: a) Enhancing pedestrian/cycle access to existing local facilities and services, where appropriate; b) Incorporating convenient and, where appropriate, segregated, safe, and high-quality bus, pedestrian, and cycle routes within the site and through the remaining Green Belt , that connects to existing sustainable travel networks within South Tyneside and neighbouring authorities where possible; c) Providing access to the remaining Green Belt; d) Enhancing access and facilities for pedestrians and cyclists to Fellgate Metro Station; and, e) Contributing to the provision of a new high-quality bus service.	Effective
	48-49	Strategic Allocations	SP8: Section A – Criterion 5 (iv)	Modification to renumber criterion 5 (iv) as 3 (iv): 5 3. iv. Deliver vehicular access roads to the site from: a) Mill Lane roundabout on the A194 (primary access); b) Durham Drive (secondary access).	Effective
	48-49	Strategic Allocations	SP8: Section A – Criterion 5 (v)	Deletion of criterion 5 (v): 5. 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.	Effective
	48-49	Strategic Allocations	SP8: Section A – Criterion 5 (vi)	Modification to renumber criterion 5 (vi) as 3 (v): 5. vi. 3. v. Protect and strengthen the remaining Green Belt by: a) Creating a new defensible Green Belt boundary; and, b) Delivering improvements to biodiversity and habitat connectivity.	
	48-49	Strategic Allocations	SP8: Section A – Criterion 5 (vii)	Modification to renumber criterion 5 (vii) as 3 (vi): 5. vii. Delivering 3. vi. Be landscape led and deliver a well-connected network of good quality, publicly accessible green and blue infrastructure provision, including walking and cycling infrastructure, recreational open space and play provision both within the development site boundary and within the remaining Green Belt, where compatible with the purposes of the Green Belt.	
	48-49	Strategic Allocations	SP8: Section A – Criterion 5 (viii)	Modification to renumber criterion 5 (viii) as 3 (vii): 5. viii. 3. vii. Avoid, wherever possible, an adverse impact and, where necessary , mitigate the impact, of the development on biodiversity, wildlife corridors and ecological designations and, where possible, enhance these interests through ecological mitigation, compensation and biodiversity net gain delivery in accordance with Local Plan Policies 33, 34, 35 and 36.	Justified Effective

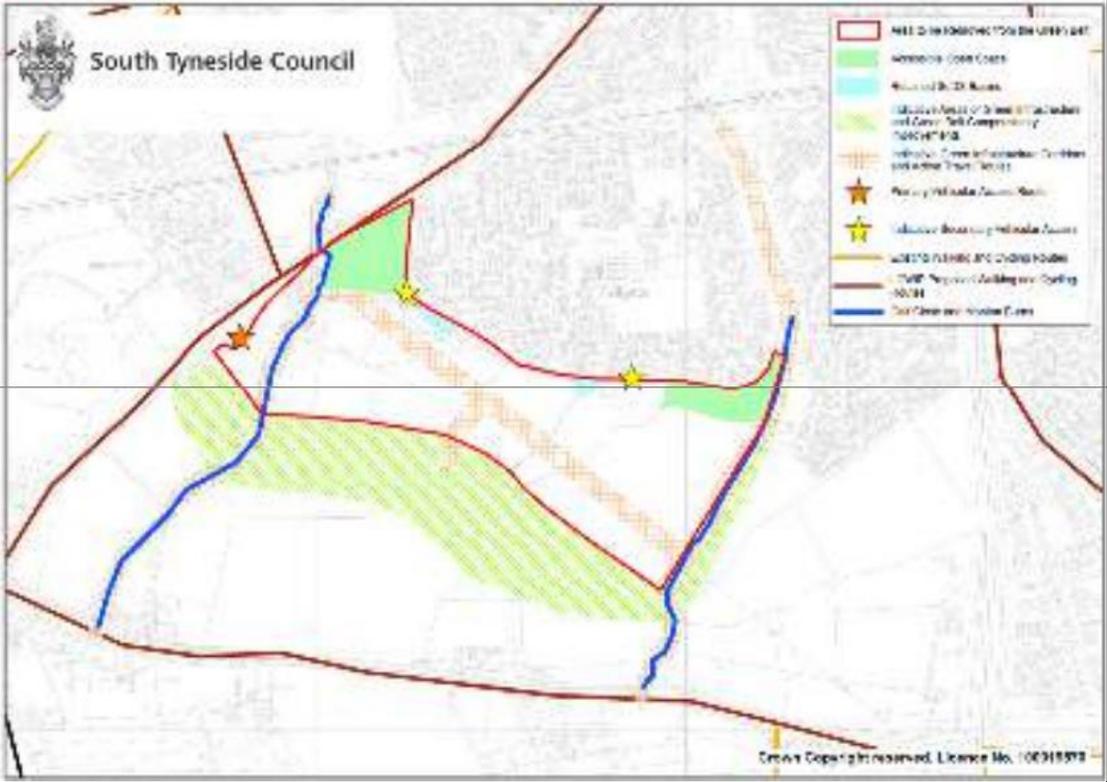
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MM-10	48-49	Strategic Allocations	SP8: Section A – Criterion 5 (x)	<p>Modification to renumber criterion 5 (x) as criterion 3 (ix):</p> <p>5. x. 3. ix. Embed sustainable and high-quality design principles throughout the site. Development proposals for this site should adhere to Policy 47 and the following key design principles, and as set out in Inset Map 10:</p> <p>a) 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;</p> <p>b) 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;</p> <p>c) 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,</p> <p>d) 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.</p> <p>be in accordance with the design code principles set out in the Fellgate Sustainable Growth Area Supplementary Planning Document.</p>	Justified Effective
	48-49	Strategic Allocations	SP8: Section B – New Criteria	<p>Additional Criteria:</p> <p>B. Strategic Highways Improvements and enhancements</p> <p>1. 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.</p> <p>2. 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.</p>	Justified Effective Consistent with national policy

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MM-10	48-49	Strategic Allocations	SP8: Section C – New Criteria	<p>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.</p> <p>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.</p> <p>5. All development proposals shall accord with the masterplan as approved, or such variation thereto as may be subsequently approved by the Council.</p> <p>6. Development proposals shall accord with other relevant policies in the plan including SP25 and SP26.</p>	Justified Effective
	48-49	Strategic Allocations	SP8: Supporting text	<p>Supporting text: 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. 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>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. 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>	Justified Effective

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	48-49	Strategic Allocations	SP8: Supporting text	<p>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 include a phasing and implementation plan. In order to ensure high quality design, the masterplan should also be accompanied by a Design Code.</p>	
				<p><u>Inset Map 10</u></p> 	

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	48-49	Strategic Allocations	SP8: Supporting text	<p>Housing provision</p> <p>The Fellgate Sustainable Growth Area will provide approximately 1200 homes. To maximise the delivery of homes within the identified developable area and sustainability credentials, it is anticipated that units will be delivered at higher densities close to the public transport network and the proposed local centre.</p> <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>Social and Community Infrastructure</p> <p>A new Local Centre shall be provided to serve both new and existing communities in the area through the location provision of community services, local scale retail, food and drink, primary school and opportunities for a primary health care provision. 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.</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. 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. The Council is also working with partners to assess potential options for health provision.</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 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'. 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 and cycling routes in the Local Cycling and Walking Infrastructure Plan 2021 -2036 must demonstrably be taken into account.</p>	

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	48-49	Strategic Allocations	SP8: Supporting text	<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>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>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. 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 accompanying the initial and any future planning applications. Green Belt Compensatory Improvements and Green – Blue Infrastructure</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 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>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>	

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	48-49	Strategic Allocations	SP8: Supporting text	<p>Natural Environment 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> <p>Sustainable Urban Drainage - SuDS 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>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>Design Principles 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.</p> <p>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 plan\$ng and large green front gardens to soften the edge of the development</p>	

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	48-49	Strategic Allocations	SP8: Supporting text	<p>Suitable storey-heights in the Fellgate Sustainable Growth Area include:</p> <ul style="list-style-type: none"> • Residential Dwellings: 2, 2.5 and 3 storey • Apartments: 3 storey • Care Homes: 2 and 3 storey • Schools: 1 and 2 storey; e.g. classroom provision to ground floor with staff/office provision to first floor • Retail/Commercial – 1, 2 and 3 storey; e.g. retail with residential accommodation above. <p>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.</p> <p>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. 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.</p> <p>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.</p> <p>Strategic Road Network – White Mare Pool Junction</p> <p>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 and validated by National Highways identifies that major improvements to White Mare Pool Junction Roundabout will need to be implemented by 2035. 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.</p>	