

## Appendix – Main Modifications

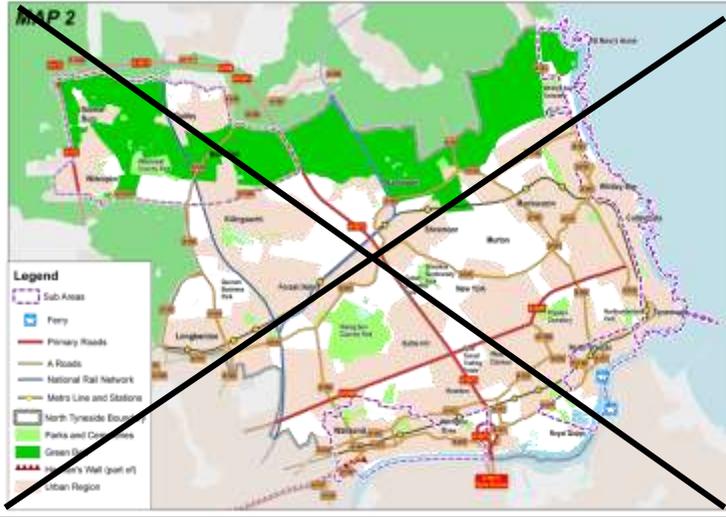
The modifications below are expressed either in the conventional form of ~~striketrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

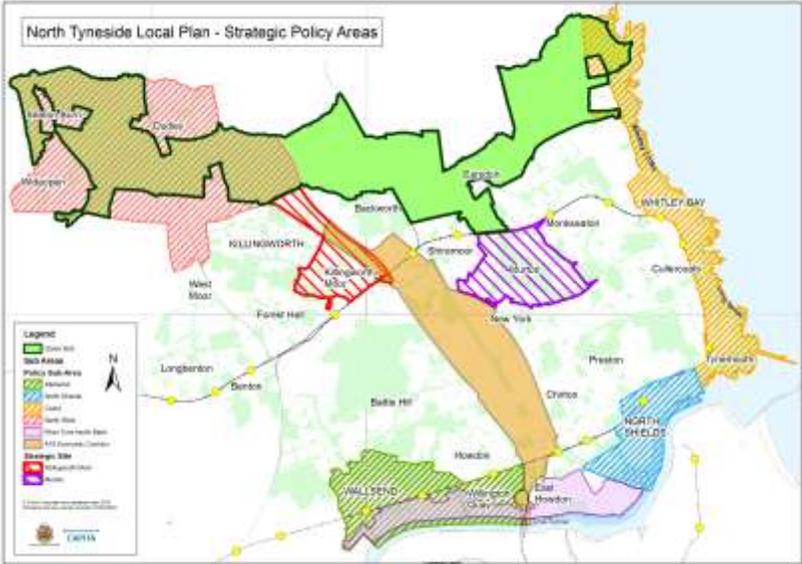
The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

Ref	Page	Policy / Paragraph	Main Modification
MM9	12	New <i>Para</i> after 1.25 ( <i>ref 1.25a</i> )	<u>The Marine Management Organisation (MMO) are responsible for preparing Marine Plans and taking decisions affecting the marine environment which includes the coast, estuaries and tidal waters, as well as developments that impact on these areas. This cross over of marine planning and land use planning would apply to the coastal and riverside areas of North Tyneside (specifically it applies to the mean high water springs mark, therefore overlapping with the Local Plan). The MMO will be preparing a marine plan for the north east coast of England which will inform and guide marine users and regulators and seek to manage the sustainable development of marine industries alongside the need to conserve and protect marine species, habitats and leisure uses.</u>
MM10	12	<i>Para</i> 1.26	<u>...planning decisions until adoption of the Local Plan. The remaining 'saved' polices in the UDP will be completely replaced on the adoption of this Local Plan.</u>
MM15	14	New <i>Para</i> after 1.36 ( <i>ref 1.36a</i> )	<p>...production of the Local Plan and over its fifteen year life to ensure the policies and proposals of the Plan are based on the most accurate and robust information.</p> <p><u>Development sites referred to within this Local Plan have been considered with reference to a range of evidence and tests that ensure sustainable development. All the relevant site evidence is addressed in the accompanying Local Plan Site Schedule. This includes:</u></p> <ul style="list-style-type: none"> <li>• <u>Sequential tests to ensure developments can be directed to areas with the lowest probability of flooding;</u></li> <li>• <u>Heritage assessments that reviewed how the significance of heritage assets or their settings could be affected by development on the site and how any potential negative impacts could be mitigated or positive opportunities maximised.</u></li> <li>• <u>Area-Wide and Strategic Sites Viability Assessments that ensure that development can be said to be viable and the Local Plan is deliverable.</u></li> </ul>

Ref	Page	Policy / Paragraph	Main Modification
MM29	21	Para 3.3	<del>To deliver the overall strategy over the plan period to 2032 the Plan sets out a series of priorities and key actions which will enable</del> Within each of these priorities additional key actions such as ensuring the delivery of affordable housing, and securing secure regeneration and investment, <del>at The Spanish City and in Wallsend are major proposals that the Local Plan will support.</del>
MM30	21	Vision box, first Para	We want North Tyneside to be a place of opportunity, prosperity and vibrancy; a place that is resilient to climate change, where everyone can be happy, healthy, safe, and able to participate in a flourishing economy, <del>led by investment at the River Tyne in research and high tech manufacturing and elsewhere in the Borough's town centre's bustling office and manufacturing parks.</del>
MM34	22	Objective 4	The population of North Tyneside is forecast to grow, particularly with more residents aged 65 and over. Along with improvements to the existing dwelling stock, which will continue to meet most housing needs during the plan period, provision of additional homes to meet the full <del>objectively assessed need for housing requirements</del> during the plan period in sustainable locations, will assist housing affordability, improve the range and choice of housing and meet the needs of all sectors of a changing and growing population, and enable growth of the Borough's economy. Such housing provision will contribute to sustainable mixed communities.
MM36	22	Objective 6	<u>6 Regenerate the Borough</u>  <u>Opportunities for regeneration and investment across the whole Borough will be identified and explored over the plan period. Early examples of regeneration priorities within North Tyneside include:</u> <ul style="list-style-type: none"> <li><u>The North Bank of the River Tyne, with a focus on revitalising Wallsend riverside, bringing underused areas back into beneficial use, improving links with the River and adjoining communities, and on the Port of Tyne in providing an international gateway to the Borough.</u></li> <li><u>Support for the revitalisation of Wallsend town centre and Willington Quay, North Shields town centre and the heritage-led regeneration of the Fish Quay.</u></li> <li><u>The Coast from North Shields Fish Quay to St Mary's Lighthouse in Whitley Bay, with new facilities and improved public realm to develop the tourism and visitor offer whilst safeguarding the natural landscape and wildlife habitat and conserving the historic environment.</u></li> <li><u>Enhance the character and attractiveness of the North West villages bringing under-used or vacant sites back into use and supporting improved accessibility and connectivity.</u></li> </ul>

Ref	Page	Policy / Paragraph	Main Modification
			<p><del>6 Regenerate the Coast</del>  <del>The Coast from North Shields Fish Quay to St Mary's Lighthouse in Whitley Bay will be regenerated</del>  <del>to enhance its image through a coordinated approach to delivering regeneration schemes with new facilities and improved public realm to develop the tourism and visitor offer whilst safeguarding the natural landscape and wildlife habitat.</del></p>
MM37	22	Objective 7	<p><del>7 Regenerate the Riverside</del>  <del>The North Bank of the River Tyne will be regenerated with marine related industries and training on Wallsend riverside bringing underused areas back into beneficial use and, together with improved links with adjoining communities, support the revitalisation of Wallsend town centre Town Centre and Willington Quay. Down river, the Port of Tyne will continue to provide an international gateway to the Borough and the heritage led regeneration of North Shields Fish Quay will be an increasing draw for visitors and tourists.</del></p>
MM42	23	Objective 12	<p><del>12</del> <u>11</u> Enhance the Image of the Borough</p> <p>High quality design will be a requirement of all new development supporting quality of life, sustainable communities and, the preservation or enhancement of the existing natural, <del>and</del> built <u>and historic</u> environment, to develop and maintain a clear identity and focus for the Borough and <u>to</u> increase the attraction of the Borough to business and visitors.</p>
MM44	24	Para 4.5	<p>To assist in guiding the proposals and policies of the Local Plan, Strategic Policy Areas have been defined <del>based on</del>:</p> <ul style="list-style-type: none"> <li>• <u>The Green Belt – the Plan ensures the extent of the Green Belt will remain unchanged. The area of land covered by this formal designation runs across the north of the Borough from Seaton Burn to the Coast. It is predominantly undeveloped and comprised of agricultural land, country parks and land for recreation uses.</u></li> <li>• <u>The Area Specific Strategies – these strategies provide further detailed policy guidance for Wallsend and Willington Quay, North Shields, the Coast and the North West villages.</u></li> <li>• <u>The strategic allocations at Murton and Killingworth Moor.</u></li> <li>• <u>The A19 Economic Corridor.</u></li> <li>• <u>The River Tyne North Bank.</u></li> <li>• <del>The Urban Fringe – the area running east across the north of the Borough from Seaton</del></li> </ul>

Ref	Page	Policy / Paragraph	Main Modification
			<p>Burn to the Coast. It is predominantly undeveloped and comprised of agricultural land, country parks and recreation uses. Much of the urban fringe is formally designated as Green Belt.</p> <ul style="list-style-type: none"> <li>• The Main Urban Area—further divided between the east and the west, including Killingworth town centre, but mainly covering the remainder of the Borough not included in as a priority investment area or the Urban Fringe.</li> <li>• Four priority investment areas—these locations include three of the Borough's town centres identified as priorities for North Tyneside. They cover: the Coast, North Shields, Wallsend and Willington Quay, and the North West Villages.</li> </ul>
MM45	25	Para 4.6 and Map 2	<p>These Strategic Policy Areas are shown on the Key Diagram (Map 2) displayed in Map 2.</p>  <p>Map 2 Local Plan Strategic Policy Areas</p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1227 858 1581 890" style="text-align: center;"><u>Map 2 – The Key Diagram</u></p>
MM53	29	<b>Policy S1.4</b>	<p data-bbox="761 946 1736 975">...In accordance with the nature of development those proposals should:</p> <ol data-bbox="761 986 2029 1340" style="list-style-type: none"> <li data-bbox="761 986 2029 1082">Minimise the impact and mitigate the <u>Contribute to the mitigation of the likely effects of climate change, taking full account of flood risk, water supply and demand and where appropriate coastal change.</u> and support reduction in flood risk from all sources.</li> <li data-bbox="761 1086 2029 1145"><del>Are</del> <u>Be</u> acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses.</li> <li data-bbox="761 1150 2029 1179">Make the <del>best</del> and most <u>effective and</u> efficient use of available land.</li> <li data-bbox="761 1184 2029 1243">Have regard to and address any identified impacts of a proposal upon the Borough's heritage assets, built and natural environment; and<sub>2</sub></li> <li data-bbox="761 1248 2029 1340"><del>Can be</del> <u>Be</u> accommodated by<sub>2</sub> and make best use of<sub>2</sub> existing facilities and infrastructure, particularly in encouraging accessibility and walking, cycling and public transport, whilst making appropriate provision for new or additional infrastructure requirements.</li> </ol>
MM54	29	<i>Para 4.21</i>	<p data-bbox="761 1353 1995 1382">...However, there is only a finite supply of brownfield land<sub>2</sub> which is not enough to meet the</p>

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			Borough's total growth requirements. Equally, not all brownfield sites are available for development, where or example they have become naturalised and valuable in ecological terms. Other sites may not be capable of being developed without significant investment, which can render them <del>unviable</del> <u>not viable in this current climate</u> . <del>Its</del> <u>It is crucial that</u> this Local Plan acknowledges such potential constraints in terms of releasing land before consideration is given to releasing sustainable greenfield sites.
MM59	31	<b>Policy DM1.6</b>	<p><del>Proposals in that are appropriate</del> <u>not inappropriate</u> to the Green Belt, particularly those offering <del>for increased or enhanced opportunities for access to the open countryside and which that</del> <u>provide opportunities for beneficial use as a biodiversity resource, such as outdoor sport and recreation, appropriate to the Green Belt,</u> will be <del>encouraged</del> <u>supported</u> where <del>it they</del> <u>they preserve the openness of the Green Belt and will not harm the objectives of the designation.</u> <del>will not harm the objectives of the Green Belt, and recognise the important role of the green belt as a biodiversity resource.</del></p> <p>The Council will not permit additional development where it considers that the cumulative impact of these would be detrimental to the objectives of the Green Belt.</p>
MM60	31	<i>Para 4.26 and 4.27</i>	<p>4.26 The NPPF also provides clear guidance on development within the Green Belt. This sets out uses that are considered to be <del>considered to be not inappropriate</del> <u>acceptable and appropriate</u> within the Green Belt and is clear that, for other forms of development, the construction of new buildings is not appropriate. This reflects that fact that whilst a range of development is considered inappropriate, the Green Belt has an important role in the overall delivery of sustainable development of North Tyneside, including in providing a resource for wildlife, recreation, farming and other land-based businesses</p> <p>4.27 The main purpose of the <u>North Tyneside Green Belt</u> is to check the spread of the <del>built-up</del> <u>built-up area</u> by keeping land permanently open, <del>preventing urban sprawl and merging of settlements.</del> Government guidance in the NPPF confirms that one of the essential characteristics of a <u>Green Belt</u> <del>Belts</del> is that of permanence, with boundaries only being able to be altered in exceptional circumstances. <u>Therefore, the Green Belt boundaries are considered to be robust, permanent and able to endure beyond the plan period.</u></p>
MM61	31	<i>Para 4.28, replacement paragraph</i>	<del>Based on paragraph 89 of the NPPF, North Tyneside will support the provision of buildings for agricultural use, outdoor sports and recreation facilities.</del>

Ref	Page	Policy / Paragraph	Main Modification
			<p>In conformity with the NPPF, the Council will regard the construction of new buildings in the Green Belt as inappropriate. However, as set out in paragraph 89, there are certain exceptions to this including, as examples: the provision of buildings for agricultural uses; appropriate facilities for outdoor sport and recreation; and extensions or alterations to an existing building, again providing they are appropriate. Additionally, certain other forms of development are also not inappropriate as set out in paragraph 90 of the NPPF, including, of relevance to the Plan's spatial strategy, local transport infrastructure which requires a Green Belt location. Such proposals will be determined on an individual basis and subject to the qualifications for these exceptions as set out in national policy.</p>
MM62	31	Para 4.29	<p>This Local Plan has consequently not sought to review or amend the existing boundaries of the Green Belt in North Tyneside. Having considered the extent of development requirements to 2032 and the capacity of existing safeguarded land in the Borough addressed in policies S1.7 and DM1.8 below. The existing boundaries of the North Tyneside Green Belt have not been amended through the Local Plan. This position is based on the findings of the Green Belt Review (2015), following consideration of: the requirements for growth and development to 2032; the role of the designated land in the context of the NPPF objectives; and, the capacity of remaining safeguarded land. In conclusion, there remains sufficient land in sustainable locations to meet the development needs of the Borough for at least the current plan period without requiring a review of change to the Green Belt.</p>
MM63	31	Para 4.30	<p>Having defined the Green Belt and the growth requirements and sites necessary to meet this need, the Local Plan then identifies areas of safeguarded land, which are areas of undeveloped land outside the Green Belt and that are also not protected by other Local Plan designations such as open space. This land will be protected from development, being identified in order to meet long-term development needs, well beyond the Local Plan period. , these being locations which are potentially suitable for development but that are not allocated as such through the Local Plan. The designated safeguarded land will be protected from development for the life of the Plan but may meet longer term development needs beyond the plan period to 2032.</p>
MM64	31	Para 4.31	<p>As a result, through this Local Plan the remaining areas of land that are located between the urban area and the Green Belt are identified as safeguarded land. In line with national policy requirements, the safeguarded land identified on the Policies Map is identified to meet potential development needs beyond the plan period, in this case after 2032, and therefore is not allocated for development at the current time.</p>

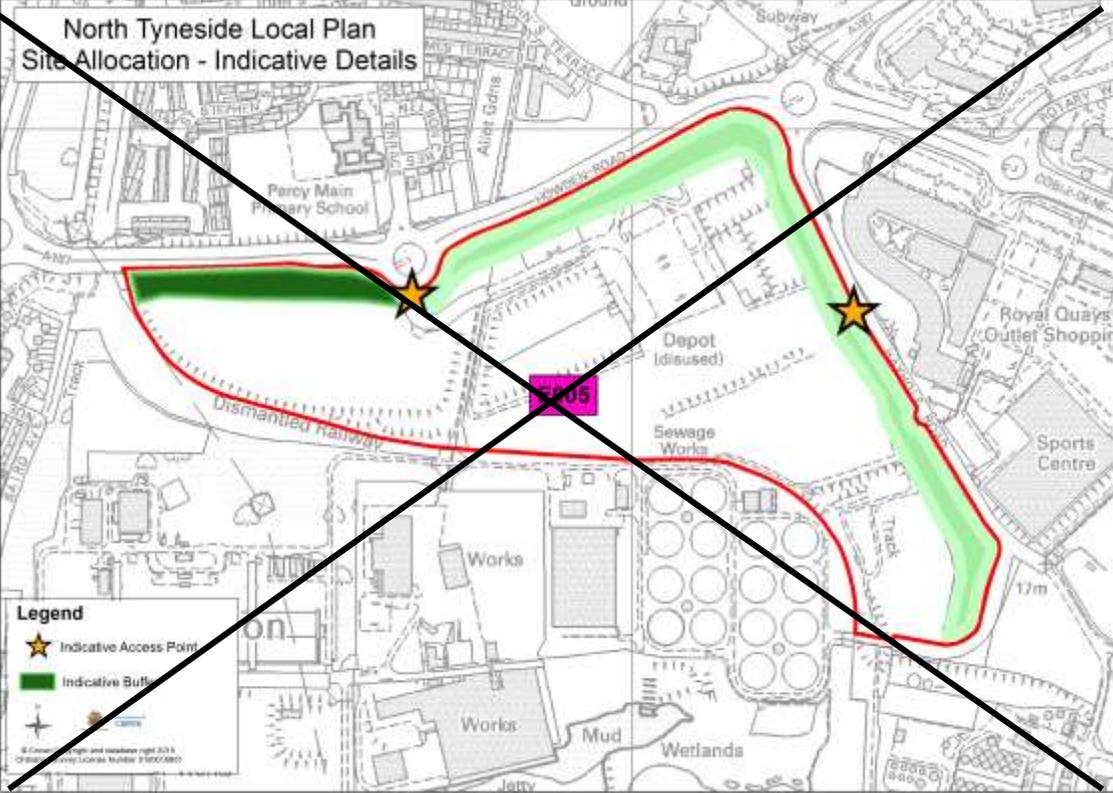
Ref	Page	Policy / Paragraph	Main Modification
MM68	32	Para 4.34	In line with national policy, any future amendments to the Green Belt and the safeguarded land will <u>only</u> be undertaken through a <u>formal review</u> of the Local Plan. <u>The triggers for such a review are identified in Chapter 12 Implementation and Monitoring, notably through the Monitoring and Local Plan Implementation Policy and the accompanying Implementation and Monitoring Framework.</u>
MM77	38	<b>Policy S2.1</b>	<p>Proposals that make an overall contribution towards sustainable economic growth, prosperity and employment in North Tyneside will be encouraged. This includes supporting economic growth as follows:</p> <p>a) <u>a. Town Centres and Tourism</u></p> <ul style="list-style-type: none"> <li>i. Attract a range of innovative and creative businesses to retail, leisure and office development within the Borough's town centres;</li> <li>ii. The creation, enhancement and expansion of tourist attractions, visitor accommodation and infrastructure, capitalising on the Borough's exceptional North Sea coast, River Tyne and International Ferry Terminal;</li> <li>iii. <u>Capitalise on the historic</u> <del>Historic</del> <u>environment including at Segedunum Fort and Hadrian's Wall World Heritage Site (WHS) in Wallsend and the Fish Quay in North Shields, while conserving and enhancing its significance.</u></li> </ul> <p>b) <u>b. Advanced Engineering, low carbon, renewable, marine and off-shore technology, Port related activity and manufacturing</u></p> <ul style="list-style-type: none"> <li>iv. Develop marine and renewable sectors of manufacturing in the River Tyne North Bank area, <u>as shown on the Policies Map</u>, including on the former Swan Hunter <del>shipyard</del> <u>Shipyard</u> and land owned by the Port of Tyne contributing to a low carbon economy, and building upon the existing high skills base and maximising the benefits of the Enterprise Zone, and accompanying Local Development Order.</li> </ul> <p>c) <u>c. Office and business investment</u></p> <ul style="list-style-type: none"> <li>v. Support investment opportunities for regional and national scale office, research and development and manufacturing in the <del>A19(T) economic corridor</del> <u>A19 Economic Corridor as shown on the Policies Map</u>, which includes the former Enterprise Zone area.</li> </ul>

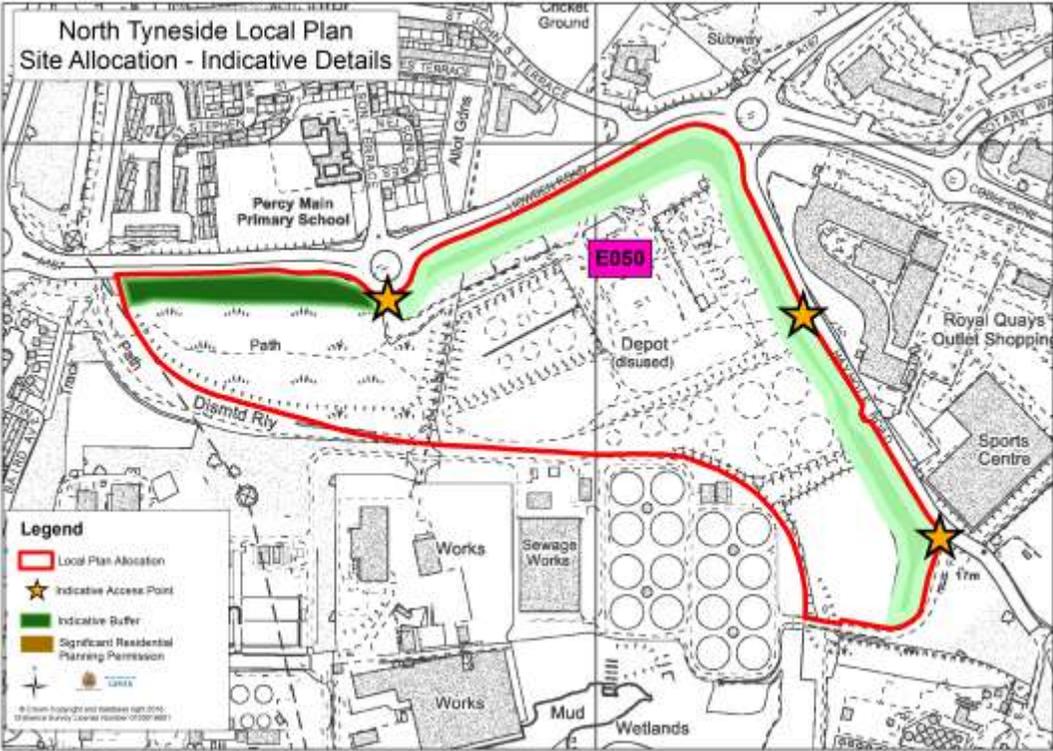
Ref	Page	Policy / Paragraph	Main Modification
			<p>vi. Strengthen the Borough's important contribution to the economy of the Tyne and Wear conurbation with multi-national firms choosing quality business park accommodation in Cobalt, Quorum, Balliol and Gosforth Business Parks for national headquarters and major customer service centres.</p> <p>⇒ <u>d.</u> Distribution - major logistics</p> <p>vii. Recognise potential for major distribution and logistics facilities for goods and materials, that can take advantage of the Borough's excellent national and international transport connections by road, rail, air and port connections.</p>
MM95	41	Para 5.35	<p>Weetslade / Indigo Park – , <u>including what has already been taken up, is a 33ha-49ha</u> development site offering the opportunity for bespoke manufacturing and distribution buildings. The site is one of the largest in the north and can offer units ranging in size from <u>3,716m<sup>2</sup> to 139,355m<sup>2</sup></u> <del>40,000 sq ft to 1.5 million sq ft.</del></p>
MM97	43	<b>Policy S2.2,</b> introduction	<p>To ensure an attractive and flexible supply of employment land is available to deliver the Council's strategy for economic prosperity and job growth and investment a total of <del>828</del> <u>822</u> hectares (<u>ha</u>) of currently occupied or available employment land is recognised of particular value to the economy and the following land will be available for development to 2032:</p> <p><b>a.</b> <del>149</del> <u>150</u> hectares of general employment land available for development during the plan period, an annual average of 8ha per year 2014 to 2032. Indicative mapping identifying potential access arrangements and possible areas of open space have been prepared for sites "E003 Weetslade", "E008 Gosforth Business Park", "E010 Balliol East Business Park", "E029 Tyne Tunnel Trading Estate" and "E050 Esso" where additional guidance could benefit future delivery. Planning applications related to those sites should have regard to these indicative plans.</p> <p><b>b.</b> A further <del>38</del> <u>30</u> hectares identified as reserved land, is within the curtilage of existing businesses and is therefore to be treated as potential expansion for <del>those</del> businesses.</p> <p><u>Unless specified elsewhere in the Local Plan, the The employment sites Employment Sites identified on the Policies Map.....</u></p>
MM453	43 to 44	<b>Policy S2.2,</b> sites list	

Ref	Page	Policy / Paragraph	Main Modification				
			<b>Policy Map Ref</b>	<b>Site Name</b>	<b>Ward</b>	<b>Total Available (Ha)</b>	<b>Total Reserved (Ha)</b>
			E002	Dudley Industrial Area	Weetslade		0.80
			E003	Weetslade	Weetslade	31.86	
			E004	Weetslade East A	Weetslade	1.40	
			E006	Camperdown Industrial Estate	Camperdown		2.12
			E007	Station Road Industrial Estate	Camperdown		<del>0.86</del> <u>2.12</u>
			E008	Gosforth Business Park	Longbenton	10.26	
			E009	Balliol Business Park West	Longbenton		<del>2.22</del> <u>2.05</u>
			E010	Balliol Business Park East	Longbenton	<del>25.79</del> <u>25.29</u>	
			E013	Proctor & Gamble Industrial Site	Killingworth		8.51
			E014	Bellway Industrial Site	Killingworth	<u>0.44</u>	0.27
			E016	North Tyne Industrial Estate	Killingworth	<u>0.67</u>	<del>0.98</del> <u>0.31</u>
			E018	Holystone	Killingworth	<del>0.47</del> <u>0.46</u>	
			E019	A19 Corridor	Killingworth	<u>17.00</u>	<del>17.00</del>

Ref	Page	Policy / Paragraph	Main Modification				
				Killingworth Moor			
			E020	Shiremoor	West Valley	<del>1.36</del> <u>1.12</u>	
			E021	Cobalt Business Park	Valley/Collingwood	<del>5.29</del> <u>6.25</u>	
			E024	New York Industrial Estate	Collingwood		<del>0.40</del> <u>0.49</u>
			E025	West Chirton North Trading Estate	Collingwood	0.74	<del>10.56</del> <u>0.60</u>
			E027	West Chirton Middle Industrial Estate	Collingwood		11.45
			E028	Silverlink Industrial Estate	Collingwood	<del>0.56</del> <u>0.63</u>	
			E029	Tyne Tunnel Trading Estate	Chirton	<del>19.71</del> <u>19.48</u>	7.11
			E030	Brewers Lane	Riverside	2.67	
			E031	Wallsend Road Industrial Area	Chirton/Percy Main	1.55	
			E032	East Howdon	Riverside	<del>2.50</del> <u>3.10</u>	
			E034	<del>Thermal Syndicate</del> Swan Hunters	Wallsend	<del>2.14</del> <u>1.13</u>	
			E036	Swan Hunters <del>Thermal Syndicate</del>	Wallsend	<del>1.13</del> <u>2.04</u>	
			E039	<del>Davy Bank</del> Industrial Area	Wallsend	<del>0.37</del>	
			<del>E041</del> E040	Hadrian Road South	Wallsend	1.15	

Ref	Page	Policy / Paragraph	Main Modification				
			E043	Willington Quay	Riverside	<u>0.27</u>	<del>0.56</del>
			E044	Swales Industrial Site	Riverside	0.74	
			<u>E048</u>	<u>Chemson</u>	<u>Riverside</u>		<u>1.22</u>
			E050	Esso	Riverside	<del>18.20</del> <u>20.85</u>	
			E052	Whitehill Point	Riverside	<del>3.66</del> <u>1.13</u>	<u>0.62</u>
			<b>Total Area</b>			<del>148.55</del> <u>150.23</u> <b>(Ha)</b>	<del>38.06</del> <u>29.76</u> <b>(Ha)</b>
MM476	44	<b>Policy S2.2</b> , new text following sites list	Those mixed-use sites allocated at Policy S4.3 may also provide an additional contribution to the supply of employment land. Proposals for employment uses that are compatible with residential development will be supported where they are consistent with other policies of this Local Plan.				
MM101	49	Map 7	<i>Map 7 is incorrectly marked as site E005, it should be amended to site E050 as shown on the Policies Map and potential second access point off Hayhole Road (as shown below)</i>				

Ref	Page	Policy / Paragraph	Main Modification
			<p data-bbox="786 284 1189 339">North Tyneside Local Plan Site Allocation - Indicative Details</p>  <p data-bbox="1144 1078 1659 1106">Map 7 : Indicative Details — Site E050</p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1144 1027 1659 1054">Map 7 : Indicative Details – Site E050</p>
MM105	50	<b>Policy DM2.3</b>	<p data-bbox="757 1070 2042 1166">The Council will support proposals on <u>employment land</u> <del>Employment Land</del>, as shown on the Policies Map, for new or additional development for uses within use classes B1, B2 or B8 or that which is deemed ancillary.</p> <p data-bbox="757 1174 2042 1302"><del>Proposals that would lead to a loss not of on identified employment land</del> <del>Employment Land</del> or other buildings in use-class B1, B2 or B8, for uses that could <del>harm</del> <u>conflict with the development and regeneration of sites for economic development</u>, will be permitted where these proposals would not:</p> <p data-bbox="757 1310 2042 1375">a. <del>Harm the development and regeneration of identified Employment Sites for economic development</del>; and</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p><del>b. a.</del> Result in the unacceptable loss of operating businesses and jobs; and<sub>2</sub></p> <p><del>c. b.</del> Result in an excessive reduction in the supply of land for development for employment uses, taking into account the overall amount, range, and choice available for the remainder of the plan period; and<sub>2</sub></p> <p><del>d. c.</del> Have an adverse impact upon the amenity and operation of neighbouring properties and businesses.</p>
MM106	51	<i>NEW PARA after 5.53 (ref 5.53a)</i>	<p>National policy is clear that local authorities need to plan for future needs of economic development but a balance needs to be struck between making land available and not reserving land which has little likelihood of being taken up. An employment site, which is considered as having no reasonable prospect of coming into use, would need to justify whether the site is no longer suitable, available and or economically viable, including evidence of appropriate marketing and future market demand.</p>
MM107	51	<b>Policy DM2.4</b>	<p>Proposals for new employment uses outside the <del>149ha</del> <u>150ha</u> of available land or existing areas of employment land will be permitted where it can be demonstrated that the proposal:</p> <p>a. Cannot be accommodated within the existing portfolio of available employment land;<sub>27</sub> and<sub>2</sub></p> <p>b. Would make a contribution to job creation and diversification of the economy in North Tyneside;<sub>27</sub> and<sub>2</sub></p> <p>c. Can be provided with appropriate vehicular access, and supports access to sustainable transport connections;<sub>27</sub> and<sub>2</sub></p> <p>d. Would not be detrimental to local amenity.</p>
MM118	55	<b>Policy S3.1</b>	<p>Within the Borough's defined <del>centres</del> <u>Centre's</u> the Council will seek ways to support their growth and regeneration, and support proposals for main town centre development, appropriate residential and mixed-use schemes, <del>that</del> <u>which</u> would:</p> <p>a. Contribute to the protection and enhancement of the vitality and viability of the centre.</p> <p>b. Capitalise upon the character, <del>distinctiveness and heritage value of the centre.</del> <u>and distinctiveness of the centre, while sustaining and enhancing its heritage assets.</u></p> <p>c. Support the improvement in the range and quality of shops, services and facilities<sub>2</sub></p> <p>d. Boost the growth...</p>
MM126	58	<i>Para 6.22</i>	<p>The amount of additional retail floorspace identified in the RTLS is provided in the Local Plan (Policy <del>S3.3</del> <u>S6.3</u>), but the thresholds should not restrict development proposals that are above these. <del>Future provision should be in accordance with the time periods specified and in</del></p>

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			accordance with other policies in the Local Plan. The first five years estimates of floorspace need are considered the most accurate whereas the later years are more to be viewed as general estimations.																																																												
MM131	59	Para 6.27	Table 2 identifies the amount of retail floorspace required over the next 15 years, with indicative rates of delivery (that have been surpassed). Table 2 identifies the outstanding retail floorspace required during the Plan period, accounting for retail floorspace committed since the RTLS was published, the amount of retail floorspace converted to another use and other retail floorspace within the town centres that could accommodate future growth. Northumberland Park has the capacity for expansion to help meet the Borough's requirements for comparison floorspace, with the revised boundary increasing the overall area of the district centre by approximately 4 hectares, potentially capable of supporting approximately 10,000m <sup>2</sup> sqm of retail floorspace. The expansion of Northumberland Park is more than the required floorspace shown in Table 2, but considering its proximity to the existing centre and excellent access to the Northumberland Park Metro Station, and it allows for great flexibility in the delivery of comparison retail units with large floorplates in a sequentially preferable location.																																																												
MM133	59/60	Table 2	<table border="1"> <thead> <tr> <th rowspan="3"></th> <th colspan="6">Table 2: Retail Floorspace 2014-2032 Floorspace (m<sup>2</sup> sqm Net)</th> <th rowspan="3">Overall</th> </tr> <tr> <th colspan="3">Convenience</th> <th colspan="3">Comparison</th> </tr> <tr> <th><u>2014-2019</u></th> <th><u>2019-2024</u></th> <th><u>2024-2032</u></th> <th><u>2014-2019</u></th> <th><u>2019-2024</u></th> <th><u>2024-2032</u></th> </tr> </thead> <tbody> <tr> <td>A) Retail Floorspace Requirement</td> <td><u>1,499</u></td> <td><u>1,876</u></td> <td><u>3,004</u></td> <td><u>960</u></td> <td><u>3,676</u></td> <td><u>10,613</u></td> <td>21,627</td> </tr> <tr> <td></td> <td colspan="3">6,378</td> <td colspan="3">15,249</td> <td></td> </tr> <tr> <td>B) Retail floorspace committed (Planning permissions since 2014)*</td> <td></td> <td><u>3,770</u></td> <td><u>7,687</u></td> <td></td> <td>9,682</td> <td></td> <td><u>13,452</u> <u>17,369</u></td> </tr> <tr> <td>C) Retail floorspace converted to another use since 2014</td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td> <td><u>790</u> <u>2,130</u></td> </tr> <tr> <td>D) <u>Identified Potential</u> retail floorspace in town</td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td> <td><u>6,428</u> <u>2,211</u></td> </tr> </tbody> </table>		Table 2: Retail Floorspace 2014-2032 Floorspace (m <sup>2</sup> sqm Net)						Overall	Convenience			Comparison			<u>2014-2019</u>	<u>2019-2024</u>	<u>2024-2032</u>	<u>2014-2019</u>	<u>2019-2024</u>	<u>2024-2032</u>	A) Retail Floorspace Requirement	<u>1,499</u>	<u>1,876</u>	<u>3,004</u>	<u>960</u>	<u>3,676</u>	<u>10,613</u>	21,627		6,378			15,249				B) Retail floorspace committed (Planning permissions since 2014)*		<u>3,770</u>	<u>7,687</u>		9,682		<u>13,452</u> <u>17,369</u>	C) Retail floorspace converted to another use since 2014		-			-		<u>790</u> <u>2,130</u>	D) <u>Identified Potential</u> retail floorspace in town		-			-		<u>6,428</u> <u>2,211</u>
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			* NB Land West of Boulevard Shopping Centre (1,140sqm net) granted planning permission and counted in row B)																							
MM134	61	<b>Policy S3.3,</b> introduction and overview tables	Provision should be made for at least <u>6,378m<sup>2</sup> convenience (net) and 15,249m<sup>2</sup> comparison (net)</u> <del>the amount of additional retail floorspace set out below</del> . Future provision should be in accordance with the <u>latest available evidence</u> <del>time periods specified</del> and in accordance with other policies in the Local Plan.																							
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			<p>Key sites identified for retail development over the plan period are:</p> <table border="1" data-bbox="837 341 1966 831"> <thead> <tr> <th data-bbox="837 341 1346 416">Site Name</th> <th data-bbox="1350 341 1664 416">Designated Centre</th> <th data-bbox="1668 341 1966 416">Total Floorspace (m<sup>2</sup> sqm Net)</th> </tr> </thead> <tbody> <tr> <td data-bbox="837 419 1346 491">Northumberland Park</td> <td data-bbox="1350 419 1664 491">Northumberland Park</td> <td data-bbox="1668 419 1966 491">10,160</td> </tr> <tr> <td data-bbox="837 494 1346 566">Land West of The Forum Shopping Centre</td> <td data-bbox="1350 494 1664 566">Wallsend</td> <td data-bbox="1668 494 1966 566">1,200</td> </tr> <tr> <td data-bbox="837 569 1346 641">Land West of The Boulevard Shopping Centre</td> <td data-bbox="1350 569 1664 641">Longbenton District Centre</td> <td data-bbox="1668 569 1966 641">1,140</td> </tr> <tr> <td data-bbox="837 644 1346 679">Tynemouth Station</td> <td data-bbox="1350 644 1664 679">Tynemouth</td> <td data-bbox="1668 644 1966 679">1,011</td> </tr> <tr> <td data-bbox="837 683 1346 754">Murton Strategic Allocation</td> <td data-bbox="1350 683 1664 754">Neighbourhood Parade</td> <td data-bbox="1668 683 1966 754">1,000</td> </tr> <tr> <td data-bbox="837 758 1346 829">Killingworth Moor Strategic Allocation</td> <td data-bbox="1350 758 1664 829">Neighbourhood Parade</td> <td data-bbox="1668 758 1966 829">500</td> </tr> </tbody> </table>	Site Name	Designated Centre	Total Floorspace (m <sup>2</sup> sqm Net)	Northumberland Park	Northumberland Park	10,160	Land West of The Forum Shopping Centre	Wallsend	1,200	Land West of The Boulevard Shopping Centre	Longbenton District Centre	1,140	Tynemouth Station	Tynemouth	1,011	Murton Strategic Allocation	Neighbourhood Parade	1,000	Killingworth Moor Strategic Allocation	Neighbourhood Parade	500
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MM138	62	Para 6.34	<p>Due to the Borough having four town centres that are only of an average size they are susceptible to developments that are not considered to be very large on a national scale, but would still have a significant impact on the borough's town centres. As a consequence, the threshold of a <u>retail</u> development to undertake a <u>an</u> impact assessment is lower than current government guidance, but is based on our Retail and Leisure Study (2011 &amp; 2014). New <u>retail town centre</u> developments should not have a significant adverse impact on the vitality and viability of any other existing centre <u>and proposals for retail, leisure and office development outside a town centre and over 2,500 m<sup>2</sup> gross will require an impact assessment.</u></p>																					
MM139	63	<b>Policy DM3.4</b>	<p>Proposals for main town centre uses on sites not within the <u>town centres</u> <del>Town Centres</del> will be permitted where they meet the following criteria:</p> <p>a. In order of priority, there are no sequentially preferable sites in-centre, <u>then</u> edge of centre, <u>and then</u> existing out-of-centre development sites previously occupied by appropriate main town centre uses that are readily accessible to <u>Metro</u> <del>metro</del> stations or other transport connections to the town centres and <u>then</u> <del>only</del> finally existing out-of-centre locations;</p>																					

Ref	Page	Policy / Paragraph	Main Modification
			<p>b. The suitability... [...] Proposals for retail, leisure and office development outside a town centre will require an impact assessment where they would provide either:</p> <p>e. 500m<sup>2</sup>–sq.m gross of comparison retail floorspace, or more; or f. 1,000m<sup>2</sup>–sq.m gross of retail floorspace for supermarkets/superstores, or more. [...]</p> <p>h. The proposal would have no significant adverse impact on the vitality and viability of a <u>town centre</u> <del>Town Centre</del>, including consumer choice and trade in the <u>town centre</u> <del>Town Centre</del> and wider area, up to...</p>
MM478	64	<b>Policy S3.5</b>	<p><del>Within the Primary Shopping Areas of</del> <u>Primary Shopping Areas, as shown on the Policies Map, are defined for:</u></p> <ol style="list-style-type: none"> <li>1. North Shields;</li> <li>2. Wallsend;</li> <li>3. Whitley Bay; and,</li> <li>4. Killingworth.</li> </ol> <p><del>Within these Primary Shopping Areas, proposals</del> <u>Proposals for development will be permitted in the Primary Shopping Frontages, as shown on the Policies Map, where they would:</u></p> <ol style="list-style-type: none"> <li>a. Enhance or complement the principal role of the location as an area of retail activity.</li> <li>b. Promote the vitality and viability of the centre, including proposals for residential development and conversion of upper floors.</li> <li>c. Avoid a cumulation of uses that can undermine the centre's overall retail function and character.</li> <li>d. Deliver high quality active ground floor frontages.</li> <li>e. Not result in more than three adjacent units being in the same non A1, A2 and A3 use.</li> <li>f. In the Primary Shopping Frontage not result in less than 80% of frontages being in A1, A2 and A3 use and the following factors will be taken into account in assessing the impact of a proposal: <ol style="list-style-type: none"> <li>i. the nature of the use proposed, in particular the extent to which it would</li> </ol> </li> </ol>

Ref	Page	Policy / Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>ii. the size (frontage width) and prominence of the property;</li> <li>iii. if vacant, the prospects of the property finding another A1, A2 and A3 use in the foreseeable future;</li> <li>iv. recent trends in the balance of shop and non-shop uses in the frontage, whether stable or changing, and at what pace;</li> <li>v. which would result in an A1, A2 and A3 frontage of between 75% and 80% will normally be more acceptable than those which result in a level below 75%</li> </ul> <p>Proposals for development will be permitted in the Secondary Shopping Frontages, <u>as shown on the Policies Map</u>, where they would:</p> <ul style="list-style-type: none"> <li>g. Enhance or complement the principal role of the location for town centre activity.</li> <li>h. Promote the vitality and viability of the centre, including proposals for residential development and conversion of upper floors.</li> <li>i. Avoid a cumulation of uses that can undermine the centre's overall function and character.</li> <li>j. Deliver high quality active ground floor frontages.</li> </ul>
MM466	70	Para 6.48	<p>Reducing levels of obesity is a key objective of the Council. One way this can be achieved is to encourage healthy eating. Large concentrations of hot food take-aways within our commercial centres and surrounding our local schools can have the opposite effect by encouraging unhealthy eating habits. <del>An over concentration of hot food take-aways can also have a detrimental impact on vitality and viability of centres. They can also give rise to complaints about noise, disturbance, odours and litter. In assessing proposals within commercial centres, consideration will therefore be given to the detrimental impact that an over provision of A5 uses may have.</del> <u>Obesity levels have more than trebled in the last 30 years and a quarter of 4-5 year old, over one third of 10-11 year old and two thirds of adults in North Tyneside are either overweight or obese. The Council aims to reduce the proportion of children categorised as very overweight across the borough. The aim is for a prevalence of very overweight in both reception and year 6 to be no more than 10% by 2020.</u></p>
MM467	70	NEW PARAS after 6.48 (ref 6.48a and 6.48b)	<p><u>There prevalence of overweight children in reception hovers at around 10%. However, there are some wards that have more than 10% and we should aim to bring this below 10% in all wards.</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>By the time our young people have entered year 6 in some areas of the borough this figure more than doubles. There are no wards in the borough that have levels less than 10%. Therefore in terms of the policy to help work toward an overall target of 10% we are setting a threshold for year 6 pupils at 15% very overweight.</u></p>
MM469	70	Para 6.49	<p><u>An over-concentration of hot food take-aways can also have a detrimental impact on vitality and viability of centres. They can also give rise to complaints about noise, disturbance, odours and litter. In assessing proposals within commercial centres, consideration will therefore be given to the detrimental impact that an over-provision of A5 uses may have. An assessment has been carried out of the number of take-away A5 units within North Tyneside's commercial centres. This has identified that some have existing high numbers of A5 uses within them ranging from 13.7% in Wallsend Town town centre to 0.5% at Preston Grange local centre Local Centre.</u></p>
MM468	70	NEW PARA after 6.49 (ref 6.49a)	<p><u>Up to date data for childhood obesity and prevalence of hot food takeaways can be found within the evidence base document 'Data available within the Public Health Evidence for control of Hot Food Takeaways':</u>  <a href="http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=563031">http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=563031</a> or obtained directly from the Council.</p>
MM145 And Policies Map Modifications Schedule MM145	72	<b>Policy DM3.7</b>	<p>Proposals for A5 hot food take-aways will be permitted unless:</p> <p><del>i. a.</del> <u>a.</u> It would result in a clustering of A5 uses to the detriment of the character, function, vitality and viability of the defined centres or it would have an adverse impact on the standard of amenity for existing and future occupants of adjacent land and buildings.</p> <p><del>ii. b.</del> <u>b.</u> There are two or more consecutive A5 uses in any one length of frontage. Where A5 uses already exist in any length of frontage, a gap of at least two non A5 use shall be required before a further A5 use will be permitted in the same length of frontage.</p> <p><u>In all locations, the To promote healthier communities the Council council will:</u></p> <p><del>iii. c.</del> <u>c.</u> Prevent the development of A5 use within a 400m radius of entry points to all <u>middle and secondary schools, as shown on the Policies Map. , youth centres, leisure centres and parks.</u></p> <p><del>iv. d.</del> <u>d.</u> Prevent the development of A5 use in wards where there is more than <del>10%</del> <u>15%</u> of the year 6 pupils or <u>10% of reception pupils</u> classified as <del>obese</del> <u>very overweight*</u>.</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>v. e. Assess on an individual basis, the impact hot food take-aways have on the well-being of residents.</p> <p>* Data available within the 'Public Health Evidence for control of Hot Food Takeaways': <a href="http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=563031">http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=563031</a></p>
MM148	73	NEW PARA after Para 7.1 (moved and amended former 7.8) (ref 7.1a)	The National Planning Policy Framework (NPPF) sets a clear requirement for local authorities to <u>boost significantly the delivery of housing and to plan to meet objectively assessed housing requirements as informed by population and household projections.</u>
MM149	73	NEW PARA after Para 7.1 (moved and amended former 7.10) (ref 7.1b)	<p>Evidence informing the needs for housing in the Borough is set out in the North Tyneside Strategic Housing Market Assessment (SHMA) includes detailed supporting evidence in the form of Population and Household Forecasts to 2032. This has included development of a wide range of separate scenarios for potential growth in North Tyneside. The housing forecasts are based on three basic types of housing forecast:</p> <ul style="list-style-type: none"> <li>• <u>A benchmark ONS Projection Forecast – the latest and most up to date national population projection for North Tyneside (is now 2014 ONS and CLG data) (ONS 2012)– was published in June 2014;</u></li> <li>• <u>A Jobs Led forecast - that can be adjusted based on the balance of workers living in the Borough and available jobs, developed from forecasts of job growth within the ELR; and,</u></li> <li>• <u>A Migration led forecast - that takes account of observed trends in migration over the recent past and can be adjusted based on possible or known factors that could affect future migration to or from North Tyneside. This in particular considers the relationship between North Tyneside, Newcastle and Northumberland.</u></li> </ul>
MM150	73	NEW PARA after Para 7.1 (moved and amended former 7.11) (ref 7.1c)	Development of the SHMA 2014 also included a Borough wide Household Survey directly <u>contacting 27,000 households seeking information on householders' income and housing history, and expectations and needs for housing in the future. Analysis of economic and market signals across North Tyneside, and recent and long term trends for housing delivery in North Tyneside, the Borough's Travel to Work and Housing Market Area is also incorporated into the SHMA in developing this evidence to identify the overall need for market and affordable housing in North Tyneside and the range and type of homes that would be meet the needs of residents. In addition to these housing forecasts the objectively assessed housing need for the Borough incorporates a modest uplift to respond to market signals and issues of housing</u>

Ref	Page	Policy / Paragraph	Main Modification
			<p>affordability. The uplift is 15% from 2021/2 reflecting the need for a stepped approach to sustainable housing delivery and as such equates to a total 9% increase over the plan period. This represents a principal adjustment to the demographic baseline housing need. Consequently, the Council will continue to monitor indicators related to housing market signals, including affordability, to inform future assessments of the quantity of housing needed to meet the needs of the Borough.</p>
MM151	73	NEW PARA after Para 7.1 (moved and amended former 7.12) (ref 7.1d)	<p>The Strategic Housing Land Availability Assessment (SHLAA) provides a technical assessment of the capacity of identified land in the Borough to provide for housing development. This considers whether sites are suitable and available and whether they are broadly capable of being delivered within the short term, are more generally developable over the long term, or otherwise not considered developable. As part of this, the potential viability of identified sites is taken into consideration, and the current housing land supply position is determined.</p>
MM152	73	NEW PARA after Para 7.1 (ref 7.1e)	<p>The Housing and Planning Act 2016 would require local planning authorities to introduce a 'brownfield register'. Therefore, in line with this emerging national context, as part of the SHLAA, the Council is developing a 'brownfield register' to help identify derelict and under-used sites within the Borough which could be utilised for housing development. Identification of sites through the 'register' would allow opportunities for funding and investment to be explored and, where appropriate, for delivery of the site to be accelerated. This includes the idea of a 'permission in principle' to assist with the development process. Further work on establishing a Brownfield Register was undertaken during 2016 as part of the SHLAA process. This baseline work sets the parameters for the first register being published in 2017. <del>will be undertaken during 2016 as part of the SHLAA process.</del></p>
MM153	74	<b>Policy S4.1</b>	<p>The full objectively assessed housing needs of North Tyneside will be met through the provision of sufficient specific deliverable housing sites, including the positive identification of <del>Council-owned land</del>, brownfield land and sustainable greenfield sites <u>that do not fall within the Borough's Green Belt, whilst also making best use of the existing housing stock.</u></p> <p>In doing so, this will reflect <del>and reflecting</del> the following key priorities of:</p> <ol style="list-style-type: none"> <li>a. Providing enough new homes to meet current and future need and ensuring the Borough maintains a rolling five year supply of deliverable housing <u>land sites</u>;</li> <li>b. Delivering a distribution of new housing that is sustainable, taking account of the <u>economic, social and environmental impacts</u> <del>impact</del> of development and infrastructure requirements;</li> <li>c. The delivery of brownfield land, whilst taking into consideration the viability of land for</li> </ol>

Ref	Page	Policy / Paragraph	Main Modification
			<p>development;</p> <p>d. Providing accommodation that is affordable for all sectors of the local community;</p> <p>e. Improving existing residential areas and bringing empty homes back into residential use;</p> <p>f. Delivering a range and type of housing that is currently under-provided for in the Borough, in order to meet identified shortfalls in need; <del>and,</del></p> <p>g. Ensuring the delivery of specialist stock to meet specific needs such as larger housing, and extra care facilities; <del>and,</del></p> <p>h. Promoting good management of Houses in Multiple Occupation including encouraging landlords to <u>work with the Council through specific improvement schemes and initiatives;</u> <del>join the Private Landlords Forum.</del></p> <p>i. <del>Opportunities</del> <u>Offering opportunities</u> for self-build schemes, including the identification of parcels of land on larger housing sites; <del>and,</del></p> <p>j. <del>Ensure</del> <u>Ensuring that</u> there remains <u>a</u> choice and variety of viable housing sites, capable of meeting a range of housing needs.</p>
MM155	75	<b>Policy S4.2</b>	<p>To provide for the growth and development needed in North Tyneside to meet the Borough's <del>Objectively Assessed Need</del> <u>objectively assessed need</u> for new homes, provision is made for the development of <u>at least 17,388 16,593</u> homes from 2011/12 to 2031/32, <del>at</del> <u>This overall requirement will be provided through a phased approach, to deliver an annual average of 828 790</u> new homes per year <u>per annum</u> over the plan period.</p>
MM456	75	<b>NEW Policy</b> after Policy S4.2 (ref Policy S4.2a)	<p><b><u>S4.2a Ensuring a Sufficient Supply of Housing Land</u></b></p> <p><u>A sufficient supply of housing land will be maintained over the plan period in order to ensure the delivery of the overall housing requirement as outlined in Policy S4.2. The rate of housing delivery and supply will be assessed through the monitoring process on an annual basis, with performance being measured against the stepped housing trajectory. If monitoring demonstrates that the number of completed dwellings falls below the cumulative target over the appropriate 12-month monitoring period (1 April to 31 March), the Council will prioritise the delivery of housing in the subsequent monitoring periods. This will be ensured through appropriate mechanisms which, depending on the scale and nature of potential under-delivery, will include:</u></p> <ul style="list-style-type: none"> <li><u>Preparation of an interim position statement and drawing on evidence from the Strategic Housing Land Availability Assessment to identify additional housing land, including options for safeguarded land;</u></li> </ul>

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			<ul style="list-style-type: none"> <li>• <u>Preparation of new development plan documents, development briefs and use of the Council's powers to support delivery, such as Compulsory Purchase Orders; and/or</u></li> <li>• <u>A partial review of the Local Plan, including options for safeguarded land and, if exceptional circumstances prevail, consideration of <del>considering</del> a review of the Green Belt if exceptional circumstances prevail.</u></li> </ul> <p>The Plan contains a range of proposals relating to housing, including the two strategic sites that are crucial to the delivery of the overall spatial strategy. The Council will work with developers and other stakeholders to ensure the timely development of these strategic proposals, including the associated key infrastructure requirements. Any material delay in the implementation of infrastructure necessary to sustain housing delivery, which would lead to under-delivery of supply, will inform whether the range of measures set out above are triggered. This process will ensure that plan-led corrective measures are put in place at the appropriate time.</p>																					
MM457	75	<b>NEW PARAGRAPHS</b> to support proposed additional Policy S4.2a (ref 7.7a to 7.7i)	<p><u>In meeting the overall housing needs of the borough, the requirement for new homes is phased in a manner that will best deliver the strategy for growth over the plan period. The rationale for this phasing is set out in the SHMA 2016 Addendum and SHLAA 2016 Addendum, with key evidence being provided in analysis produced by Edge Analytics. This work was undertaken to reflect the latest data issued by the Department for Local Government (DCLG) and the Office for National Statistics (ONS), specifically following publication of the sub-national population projections (2014-SNPP) and household forecasts in summer 2016. As a result, 16,593 dwellings are required to 2032 separated into tranches, as set out in Table X.</u></p> <table border="1" data-bbox="808 1059 1995 1358"> <caption data-bbox="1151 1066 1653 1091">Table X Phased Housing Requirement</caption> <thead> <tr> <th data-bbox="815 1102 981 1241"></th> <th data-bbox="981 1102 1149 1241"><u>Phase 1 – 2011/12 to 2015/16</u></th> <th data-bbox="1149 1102 1317 1241"><u>Phase 2 – 2016/17 to 2020/21</u></th> <th data-bbox="1317 1102 1485 1241"><u>Phase 3 – 2021/22 to 2025/26</u></th> <th data-bbox="1485 1102 1653 1241"><u>Phase 4 – 2026/27 to 2030/31</u></th> <th data-bbox="1653 1102 1821 1241"><u>Phase 5 – 2032</u></th> <th data-bbox="1821 1102 1995 1241"><u>Total Requirement</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="815 1241 981 1283"><u>Total</u></td> <td data-bbox="981 1241 1149 1283"><u>2,755</u></td> <td data-bbox="1149 1241 1317 1283"><u>3,700</u></td> <td data-bbox="1317 1241 1485 1283"><u>4,690</u></td> <td data-bbox="1485 1241 1653 1283"><u>4,540</u></td> <td data-bbox="1653 1241 1821 1283"><u>908</u></td> <td data-bbox="1821 1241 1995 1283"><u>16,593</u></td> </tr> <tr> <td data-bbox="815 1283 981 1358"><u>Per Annum</u></td> <td data-bbox="981 1283 1149 1358"><u>551</u></td> <td data-bbox="1149 1283 1317 1358"><u>740</u></td> <td data-bbox="1317 1283 1485 1358"><u>938</u></td> <td data-bbox="1485 1283 1653 1358"><u>908</u></td> <td data-bbox="1653 1283 1821 1358"><u>908</u></td> <td data-bbox="1821 1283 1995 1358"><u>790</u></td> </tr> </tbody> </table>		<u>Phase 1 – 2011/12 to 2015/16</u>	<u>Phase 2 – 2016/17 to 2020/21</u>	<u>Phase 3 – 2021/22 to 2025/26</u>	<u>Phase 4 – 2026/27 to 2030/31</u>	<u>Phase 5 – 2032</u>	<u>Total Requirement</u>	<u>Total</u>	<u>2,755</u>	<u>3,700</u>	<u>4,690</u>	<u>4,540</u>	<u>908</u>	<u>16,593</u>	<u>Per Annum</u>	<u>551</u>	<u>740</u>	<u>938</u>	<u>908</u>	<u>908</u>	<u>790</u>
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			<p><u>The stepped approach identified in Table X above reflects the annual rate of growth anticipated across the plan period informed by the evidence and analysis provided within the Demographic and Household Forecasts Update 2016 and the further evidence considering housing needs provided in the Strategic Housing Market Assessment Addendum 2016.</u></p> <p><u>In considering anticipated annual growth, established through this latest and most up to date evidence, the Council has been able to identify a phased approach to housing requirements that ensures appropriate alignment between annual dwelling provision, population growth and economic forecasts. The stepped per annum rates in Table X would be the basis for monitoring and assessing land supply (including the five year housing land supply) throughout the plan period. For calculation of the five year housing land supply, due to persistent under-delivery a buffer of 20% is considered appropriate. Additionally, a non-implementation rate of 5% is to be applied. However, on-going monitoring of performance may demonstrate an alternative basis for calculating the five year housing land supply, including a lower non-implementation rate. This will be considered as part of the annual monitoring report process.</u></p> <p><u>Enabling the delivery of new homes to meet the phased requirement outlined will be dependent on the successful provision of key infrastructure to support development in a timely manner. This includes highway infrastructure and other important supporting facilities and services. Particularly with regard to the strategic allocations at Killingworth Moor and Murton, the early delivery of essential infrastructure will be critical in assisting development to come forward in line with the programme for housebuilding, as set out in the trajectory, and to enabling development to continue at a sustained rate. In order to meet objectives this includes, but is not limited to, the following examples of critical infrastructure:</u></p> <ul style="list-style-type: none"> <li>• <u>Murton Strategic Link Road;</u></li> <li>• <u>Potential new Metro station; and,</u></li> <li>• <u>Schools and education provision.</u></li> </ul> <p><u>The delivery of this infrastructure will be monitored throughout the plan period with any measures to rectify delay pursued when appropriate. If the delays cannot be mitigated or appropriately addressed then the Council will make use of the mechanisms outlined in Policy S4.2a.</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>Whilst the majority of future housebuilding will result from sites allocated through the plan process, in order to deliver the overall housing requirement to 2032, a small proportion of need will be met by windfall development. Windfall sites are those that cannot be specifically identified at the point of adoption of the Local Plan but which are forecast to come forward over the plan period and make a valuable contribution to residual housing need. Any examples will be sites in sustainable locations, within the urban area, that are deemed acceptable when determined against the criteria in Policy DM4.5 to follow.</u></p> <p><u>There is a longstanding pattern of land in North Tyneside becoming available for (re)development unexpectedly, without prior notice, and the Council is confident that such conditions are likely to continue in the future. The majority of this supply relates to brownfield land within the existing urban area and involves redevelopment of sites within both public and private sector ownership. Regular examples include land previously utilised for employment purposes, sites within town centres and land declared surplus by the Council and other public sector bodies. This positive approach supports wider objectives, including in ensuring the redevelopment of vacant and derelict land across the borough.</u></p> <p><u>As a result, an allowance for windfall development is made through the housing trajectory. In-line with the NPPE, this is based on robust analysis of local circumstances, including past trends, being a realistic forecast for additional delivery through to 2032. The evidence for this allowance is provided in the 2016 SHLAA and is considered robust, being founded on actual rates of housebuilding and not just based on a trend of the grant of planning permission. In particular, in the context of an adopted Local Plan, it is considered that the annual windfall potential of the borough is likely to increase in later years. This is a situation that is inevitable given it is very difficult to predict where sites will come forward for redevelopment in the long-term, particularly 10 years or more after adoption.</u></p> <p><u>Further sites will come forward over the plan period that cannot be currently identified, supporting the Council's position that the windfall allowance is realistic and providing confidence that the allowance will be met over plan period. The supply of windfall sites will be closely monitored on an annual basis in order to ensure that development is coming forward to meet the requirements of the housing trajectory. If it becomes apparent that windfall development is not progressing at the necessary rate then a range of appropriate contingency</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			measures could be delivered to rectify the issues, including those outlined in Policy S4.2a and the Implementation and Monitoring Framework.
MM163	76	Para 7.14	<p><b>Key Information:</b> The forecasting for this scenario is based on a continued improvement in the balance between workers and jobs within North Tyneside, providing:</p> <ul style="list-style-type: none"> <li>• <del>790-828</del> homes per year, using a phased approach to provide a total of <del>and</del> <u>16,593</u> <del>17,388</del> from 2011 to 2032;</li> <li>• <u>654 jobs per year from 2011 to 2032 (707 jobs per year, 12,700 from 2014 to 2032 as identified within the Employment Land Review economic forecast).</u> <del>about 96,000 in total.</del></li> <li>• <del>At least 46ha employment land required for job growth 114ha less than currently available.</del></li> </ul>
MM164	76	Para 7.15	Population profile analysis indicates that by 2032 total net in-migration of 17,700 residents will support maintenance of the <del>borough's</del> Borough's working age population. <del>Continued</del> <u>At 2011 there was less than one job available in the Borough for each resident worker in North Tyneside. The strategy therefore leads to an improvement in the balance between jobs and employees in the Borough, with more the amount of new jobs created exceeding than growth in the workforce. potential for net if job growth stronger</u> An extra 4,891 over <del>64s</del> <u>64's</u> will potentially be in need of social care, <u>exceeding</u> <del>exceed</del> growth in working age population, and <u>there will also be an extra 1,000 primary and 1,000 secondary age children.</u>
MM165	76	Para 7.16	The overall requirement for <u>at least 16,593</u> <del>17,388</del> new homes between 2011 and 2032, <u>with a phased approach to delivery,</u> provides for the identified objectively assessed need (OAN) for new housing. This represents <del>being</del> a level of <u>house-building</u> <del>house building</del> that is considered to be both achievable over the plan period and also desirable in the context of ensuring that there is sufficient growth in the housing stock of the Borough to 2032 to deliver the Local Plan objectives for population growth and diversity.
MM167	77	Para 7.18	Based on past delivery and the <u>required</u> boost in <del>housing delivery</del> which will be the objective of <del>housing</del> house-building that will result from providing growth of <u>790-828</u> homes per year, the requirement for new homes in the next five years can be determined. <del>As a result</del> <u>As outlined in the 2016 SHLAA, the annual target for housing land supply, when incorporating a</u> <del>5%</del> <u>20%</u> buffer, would currently require the building of <u>931</u> <del>1,283</del> <u>1,222</u> new homes per annum over the next five years to 31 March <del>2021</del> <u>2020</u> . This is a position which will continue to

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>be monitored throughout the plan period so that the appropriate 'buffer' can be applied to the immediate residual housing requirement, in-line with NPPF.</u></p>
MM483	77	<p><i>NEW PARAGRAPHS after Para 7.18 (ref 7.18a to 7.18c)</i></p>	<p><u>The assessment of the housing land supply position is based upon the robust methodology set out in the 2016 SHLAA. At the time of adoption of this Plan, based on the period 1 April 2016 to the 31 March 2021, a 5.56 year supply of housing land can be identified, with the deliverable supply made up from the sources outlined in the SHLAA and housing trajectory. This is based upon the following key components, which are incorporated into the calculation in order to reach the conclusion:</u></p> <ul style="list-style-type: none"> <li>• <u>An overall requirement for 16,593 homes to 2032 at an average of 790 dwellings per annum;</u></li> <li>• <u>A phased approach to delivery, incorporating an uplift in the middle and latter tranches of the plan period – requiring 6,455 homes from 2011/12 to 2020/21;</u></li> <li>• <u>Using the <i>Liverpool</i> method to dealing with the residual need – to 31 March 2016, an undersupply of 585 homes against the phased requirement;</u></li> <li>• <u>A robust forecast of future deliverable supply from all potential sources – including planning permissions, allocated sites, other site-specific sources and a small allowance for windfall and small sites; and,</u></li> <li>• <u>The application of a 5% discount rate to all forecast future delivery, in order to allow for non-implementation.</u></li> </ul> <p><u>Following detailed analysis through the 2016 SHLAA, the Council acknowledge that there has been a shortfall in delivery over recent years and that this has led to an undersupply of new housing against the relevant target. Whilst these particular circumstances are apparent for a wide range of reasons, notably market factors and the significant uplift in requirements as a result of the revocation of the RSS, this evidence of "persistent under delivery" (in-line with the NPPF) does necessitate the incorporation of a 20% buffer into the calculation of residual need. At the time of adoption, the higher buffer is considered the best approach to meeting immediate housing need and also to ensuring that there is necessary choice and competition in the market. However, this is a position that will be reviewed by the Council on an annual basis, through a variety of means, the context for which will be provided by Policy S9.1 and specifically Policy S4.2a.</u></p>

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			<p>The critical evidence of housing land supply will be assessed through the latest SHLAA and the mechanisms outlined in the Implementation and Monitoring Framework (see Appendix to this Plan). When it is clear that the circumstances of “persistent under delivery” are no longer evident, the Council will instead revert to a lower 5% buffer. As a result, in future years the Council will calculate the five-year housing land supply position on the following basis:</p> <ul style="list-style-type: none"> <li>• <u>An overall requirement based on the latest evidence of need, to cover 1 April 2011 to the end of the coming relevant 5 year period – as outlined in the adopted Plan;</u></li> <li>• <u>Calculation of the residual need, by deducting the net number of homes provided since the start of the plan period to the end of the previous monitoring year;</u></li> <li>• <u>If an undersupply is apparent, application of the appropriate method of spreading this residual need – currently the <i>Liverpool</i> approach but, if more suitable in the future, a <i>Sedgefield</i> method;</u></li> <li>• <u>The addition of the appropriate buffer as required by the NPPF – either 5% or 20% based on specific local circumstances;</u></li> <li>• <u>The forecast of future delivery from all deliverable sources of supply, as evidenced by the latest SHLAA, following robust site-specific assessment; and,</u></li> <li>• <u>Application of an allowance for non-implementation to the above supply – currently a 5% discount but again based on the latest evidence of local circumstances.</u></li> </ul>																						
MM169	77	Table 5	<table border="1"> <thead> <tr> <th colspan="2" data-bbox="761 946 1944 986"><b>Table 5: Identifying the outstanding requirement for housing land supply</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="761 989 1644 1029">A) Net Housing Target 2011/12 to 2031/32</td> <td data-bbox="1648 989 1944 1029"><u>16,593</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1032 1944 1072"><u>17,388</u></td> </tr> <tr> <td data-bbox="761 1075 1644 1139">B) Total additional homes provided 2011/12 to <u>2015/16</u> 2014/15</td> <td data-bbox="1648 1075 1944 1115"><u>2,170</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1118 1944 1158"><u>2,470</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1161 1944 1201"><u>1,634</u></td> </tr> <tr> <td data-bbox="761 1204 1644 1268">C) Outstanding Planning Permissions (as at 31 March <u>2016</u> 2015)**</td> <td data-bbox="1648 1204 1944 1244"><u>4,652</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1248 1944 1287"><u>4,765</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1291 1944 1331"><u>5,177</u></td> </tr> <tr> <td data-bbox="761 1334 1644 1390">D) Outstanding Gross Housing Target 2011/12 to 2031/32 (A <i>minus B minus C = D</i>)</td> <td data-bbox="1648 1334 1944 1374"><u>9,771</u></td> </tr> <tr> <td></td> <td data-bbox="1648 1377 1944 1417"><u>10,453</u></td> </tr> </tbody> </table>	<b>Table 5: Identifying the outstanding requirement for housing land supply</b>		A) Net Housing Target 2011/12 to 2031/32	<u>16,593</u>		<u>17,388</u>	B) Total additional homes provided 2011/12 to <u>2015/16</u> 2014/15	<u>2,170</u>		<u>2,470</u>		<u>1,634</u>	C) Outstanding Planning Permissions (as at 31 March <u>2016</u> 2015)**	<u>4,652</u>		<u>4,765</u>		<u>5,177</u>	D) Outstanding Gross Housing Target 2011/12 to 2031/32 (A <i>minus B minus C = D</i> )	<u>9,771</u>		<u>10,453</u>
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			<table border="1" data-bbox="761 260 1944 304"> <tr> <td data-bbox="761 260 1641 304"></td> <td data-bbox="1646 260 1944 304" style="text-align: right;">10,577</td> </tr> </table> <p data-bbox="761 347 2040 475">** n.b. This only includes the outstanding housing supply from sites of 5 dwellings and above, with small sites potentially contributing a further 103 units to this total. This includes all planning permissions, including, but not limited to,, This total includes, but is not limited to, the following major sites:</p> <ul data-bbox="761 483 1052 523" style="list-style-type: none"> <li>• Smith's Dock...</li> </ul>		10,577
	10,577				
MM171	78	Para 7.21	<p data-bbox="761 526 2040 818">...those locations. If successful, this <u>complementary strategy</u> would reduce historic patterns of migration from Newcastle to North Tyneside, <u>whilst delivering growth in Northumberland that can support the employment needs of North Tyneside</u> and <del>support</del> <u>reflects</u> the stable level of growth set out in Policy S4.1. <del>However, it is also the case that, the</del> The preferred growth scenario that has been developed results in levels of employment growth that are considered achievable with adequate supporting housing provision, <u>delivered at sustainable locations both within North Tyneside and Northumberland.</u> <del>something which would require</del> <u>This would lead to a change not only in the level of migration from Newcastle to North Tyneside, but also in the proportion of residents living and working within North Tyneside and strengthen the</u></p> <p data-bbox="761 871 2040 970"><u>live-work relationship between Northumberland and North Tyneside. Further consideration and analysis of this strategic approach to growth is outlined in the North Tyneside Local Plan – Growth Strategy Background Paper.</u></p>		
MM173	79	<b>Policy S4.3,</b> introductory text	<p data-bbox="761 973 2040 1010"><b>S4.3 Distribution of Potential Housing Development Sites</b></p> <p data-bbox="761 1058 2040 1217">The sites allocated for housing development are identified on the Policies Map, including those identified for both housing and mixed-use schemes. The Strategic Housing Land Availability Assessment 2016 <del>2015</del> outlines that these sites have an overall capacity of approximately <del>8,838</del> <del>8,797</del> <del>8,986</del> homes, assessed as being deliverable and developable over the plan period to 2032.</p> <p data-bbox="761 1270 2040 1394">Indicative mapping identifying potential access arrangements and possible areas of open space have been prepared for a selected range of sites where additional guidance could benefit future delivery. Planning applications related to those sites should have regard to these indicative plans. Additional policy for the <u>strategic allocations at Strategic Allocations of Murton and</u></p>		

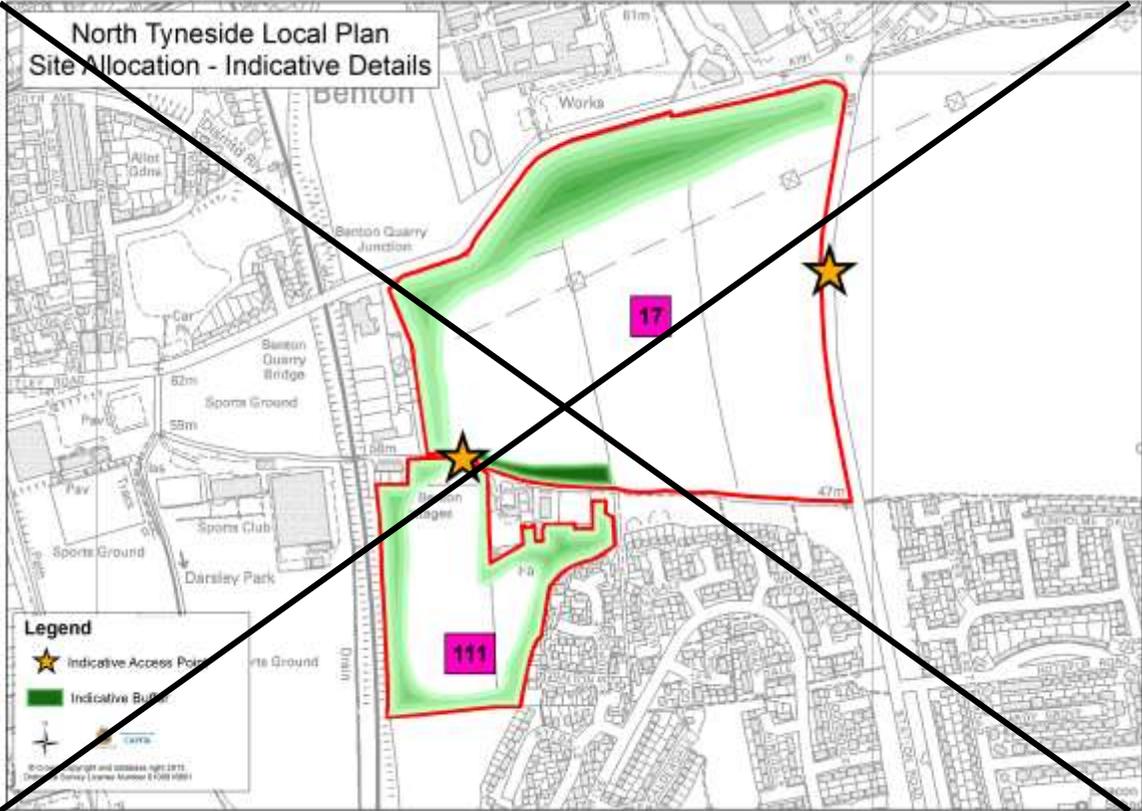
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			Killingworth Moor should be considered to inform the preparation of detailed site wide masterplans and applications for development.				
MM174 Policies Map Modifications Schedule MM174, MM175, MM179 and MM484.	79 to 83	Policy S4.3, sites list	<b>Map Ref</b>	<b>Site Name</b>	<b>Ward</b>	<b>Greenfield / Brownfield</b>	<b>Potential Homes</b>
			2	Grieves Row, Dudley	Weetslade	Brownfield	90
			3	Annitsford Farm, Annitsford	Weetslade	Greenfield	400
			13	Site at Station Road, Forest Hall	Benton	Brownfield	22
			17	Station Road (West), Station Road, Wallsend	Northumberland	Greenfield	450
			21	Devonshire Drive, Whitley Road, Holystone	Killingworth	Mixed	30
			22 – 26	Killingworth Moor (strategic site)	Killingworth	Greenfield	Apprx. 2,000
			27	Land at Castle Square, Backworth	Valley	Greenfield	14
			35 – 41	Murton (strategic site)	Collingwood / Valley	Greenfield	Apprx. 3,000
			42	Moorhouses Reservoir, Billy Mill, North Shields	Collingwood	<del>Brownfield</del> Greenfield	50
			45	Land at Charlton Court, Cedartree Gardens, Whitley Bay	Monkseaton South	Mostly Greenfield	<del>20</del> 13
			48	Site at Coquet Avenue, Whitley Bay	Whitley Bay	Brownfield	41
			50	Whisky Bends, Promenade, Whitley Bay	Whitley Bay	Brownfield	5
<del>51</del>	<del>High Point Hotel, Promenade, Whitley Bay</del>	<del>Whitley Bay</del>	<del>Brownfield</del>	<del>14</del>			
52	Land at Shap Road, Marden,	Cullercoats	Greenfield	15			

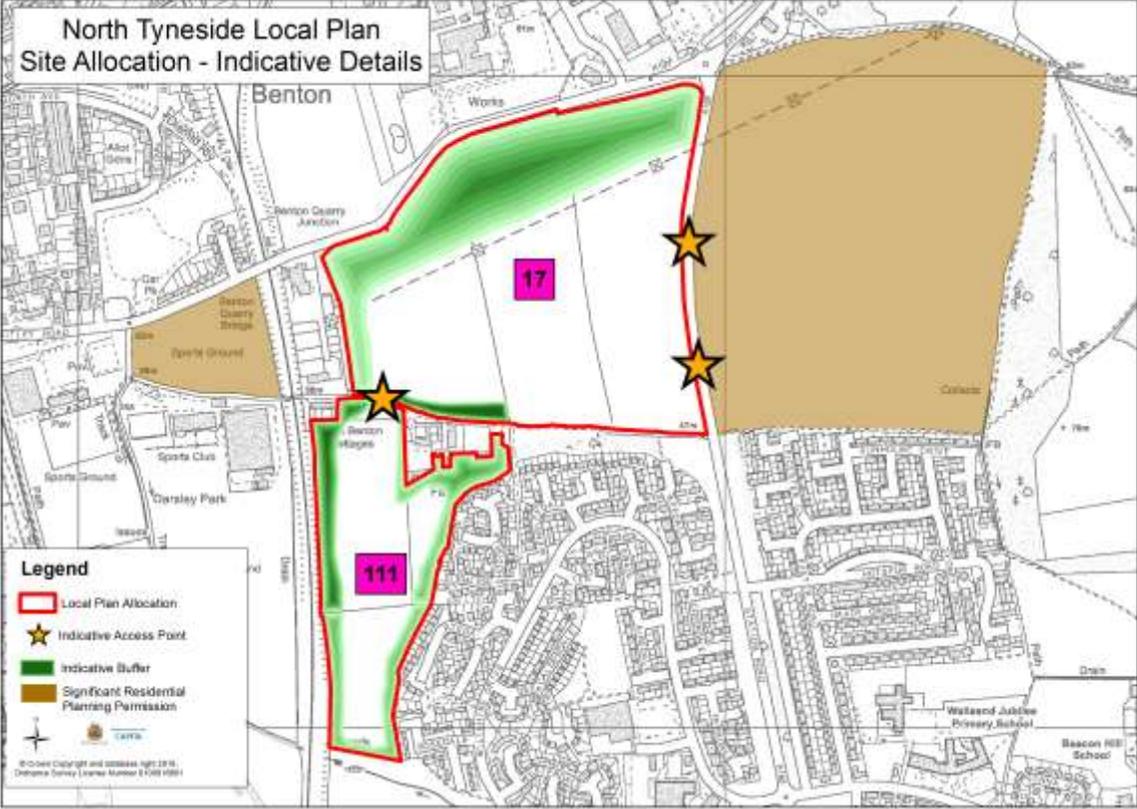
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				North Shields			
			53	Wallington Court, Wallington Avenue, Cullercoats	Cullercoats	Brownfield	12
			58	Tanners Bank West (S), North Shields	Tynemouth	Brownfield	100
			60	Stephenson House, Stephenson Street, North Shields	Tynemouth	Brownfield	5
			62	Land at Albion Road, North Shields	Tynemouth	Brownfield	10
			63	Site at Hawkey's Lane, North Shields	Preston	Brownfield	54
			64	Albion House, Albion Road, North Shields	Tynemouth	Brownfield	36
			65	Bingo Hall, Lovaine Place, North Shields	Riverside	Brownfield	6
			66	Land at North Shields Metro Station, Russell Street, North Shields	Tynemouth	Brownfield	30
			67	Land at Waldo Street, North Shields	Riverside	Brownfield	6
			68	Land at 26-37 Clive Street, North Shields	Riverside	Brownfield	50
			69	Fleur De Lis, Dock Road Industrial Estate, North Shields	Riverside	Brownfield	35
			70	Dock Road Industrial Estate, Lawson Street, North Shields	Riverside	Brownfield	128
			71	Metro Sidings at Waterville Road, North Shields	Riverside	Brownfield	45
			72	Gasometer at Minton Lane, North Shields	Riverside	Brownfield	59

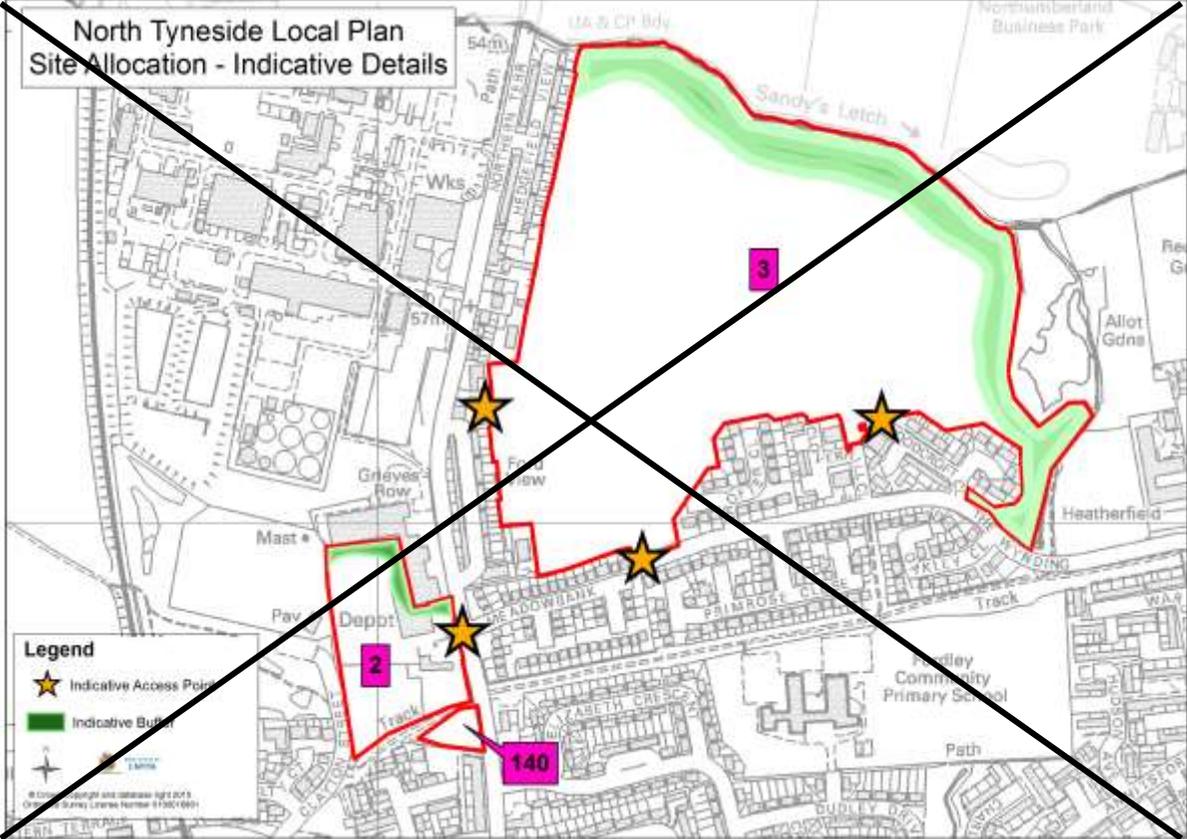
Ref	Page	Policy / Paragraph	Main Modification				
			73	Land at Minton Lane, North Shields	Riverside	Brownfield	33
			74	Site 18R, Royal Quays, North Shields	Riverside	Brownfield	50
			75	Land at Coble Dene, Royal Quays, North Shields	Riverside	Brownfield	7
			79	Langdale Gardens, Howdon	Howdon	Brownfield	69
			80	Bonchester Court, Battle Hill Drive, Wallsend	Battle Hill	Brownfield	16
			81	Beadnell Court, Battle Hill Drive, Wallsend	Battle Hill	Brownfield	19
			85	Portugal Place Block, High Street West, Wallsend	Wallsend	Brownfield	25
			88	Land adjacent to <del>RAOB ROAB</del> Club, Brussels Road, Wallsend	Wallsend	Brownfield	5
			95	<del>High Street East/Lawson Street, Wallsend</del>	<del>Wallsend</del>	<del>Brownfield</del>	<del>12</del>
			97	Cedar Grove Block, Wallsend	Wallsend	Brownfield	25
			98	Hadrian Road (land south of Metro line), Wallsend	Wallsend	Brownfield	41
			99	Rosehill Road, Ropery Lane, Wallsend	Riverside	Brownfield	30
			101	Howdon Gas Works, Howdon Lane, Howdon	Riverside	Brownfield	66
			104	Howdon Green, Willington Quay	Riverside	Brownfield	83
			105	Land at Telford Street, East Howdon	Riverside	Greenfield	18
			111	East Benton Farm ( <del>north</del> ), Wallsend	Northumberland	Greenfield	<del>50</del> <u>100</u>

Ref	Page	Policy / Paragraph	Main Modification				
			113	High Farm (Oliver), Killingworth	Killingworth	Greenfield	<del>31</del> <del>30</del> 28
			118	Land at Western Terrace, Dudley	Weetslade	Brownfield	14
			119	Site off Burradon Road, Dudley	Weetslade	Brownfield	12
			120	Land adjacent to Benton Metro Station	Benton	Brownfield	12
			121	Norway House, Royal Quays, North Shields	Riverside	Brownfield	8
			123	The Avenue, Park Avenue, Whitley Bay	Whitley Bay	Brownfield	<del>5</del> 12
			124	Ash Court, Rake Lane, North Shields	Collingwood	Brownfield	10
			125	Tynemouth Court, Hawkey's Lane, North Shields	Preston	Brownfield	18
			<del>126</del>	<del>Site at Wilson Terrace, Forest Hall</del>	<del>Benton</del>	<del>Brownfield</del>	<del>4</del>
			127	Site at Laburnum Avenue, Whitley Bay	Whitley Bay	Brownfield	6
			129	Silverbirch, Camperdown Industrial Estate, Mylord Crescent, Camperdown	Camperdown	Brownfield	31
			<del>132</del>	<del>Former Dudley People's Centre, Weetslade Road, Dudley</del>	<del>Weetslade</del>	<del>Brownfield</del>	<del>16</del>
			133	Drift Inn, Front Street, Seaton Burn	Weetslade	Brownfield	8
			<del>135</del>	<del>Grasmere Court, Swindale Drive, Killingworth</del>	<del>Camperdown</del>	<del>Brownfield</del>	<del>39</del>
			137	Coleman NE Ltd, Walker Place,	Tynemouth	Brownfield	14

Ref	Page	Policy / Paragraph	Main Modification						
				North Shields					
			138	Site at Esplanade, Whitley Bay	Whitley Bay	Brownfield	28		
			<del>139</del>	<del>Land at Darsley Park</del>	<del>Benton</del>	<del>Greenfield</del>	<del>98</del>		
			140	Former Dudley Miners Welfare Centre, Market Street, Dudley	Weetslade	Greenfield	<del>7</del> <u>10</u>		
			141	Site of former Seaton Burn First School, Bridge Street, Seaton Burn	Weetslade	Greenfield	<del>6</del> <u>8</u>		
			<del>142</del>	<del>Land at Burradon Road/Front Street, Annitsford</del>	<del>Camperdown</del>	<del>Greenfield</del>	<del>17</del>		
			143	Site at Western Terrace (east), Dudley	Weetslade	Brownfield	6		
			144	Trembles Yard, Whitley Road, Benton	Northumberland	Brownfield	65		
			<b>Total Homes</b>					<del>7,582</del> <del>7,541</del> <u>7,730</u>	
MM448	83	NEW PARAGRAPH, after <i>Para 7.23 (ref 7.23a)</i>	This Policy has been identified as having the potential to cause adverse impacts on internationally protected wildlife sites. When implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.						
MM473 And Policies Map Modifications Schedule MM179.	79 to 83	<b>Policy S4.3 and Policies Map and Map 14</b>	<b>Policies Map and Map 14 – Sites 17, 111 and East Benton Farm</b> – site boundary amended to reflect inclusion of land to the south (SHLAA ref 073b) and increase yield from 50 to 100 homes. Also reflected in update to Policy S4.3, with name of site and yield altered accordingly (MM174). To further show the Station Road East and Darsley Park sites now with planning permission.						

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="853 280 1263 344">North Tyneside Local Plan Site Allocation - Indicative Details</p> <p data-bbox="853 879 927 900">Legend</p> <ul data-bbox="853 906 1032 970" style="list-style-type: none"> <li>★ Indicative Access Point</li> <li>■ Indicative Buffer</li> </ul> <p data-bbox="1111 1091 1693 1118">Map 14 Indicative Details Sites 17 and 111</p>

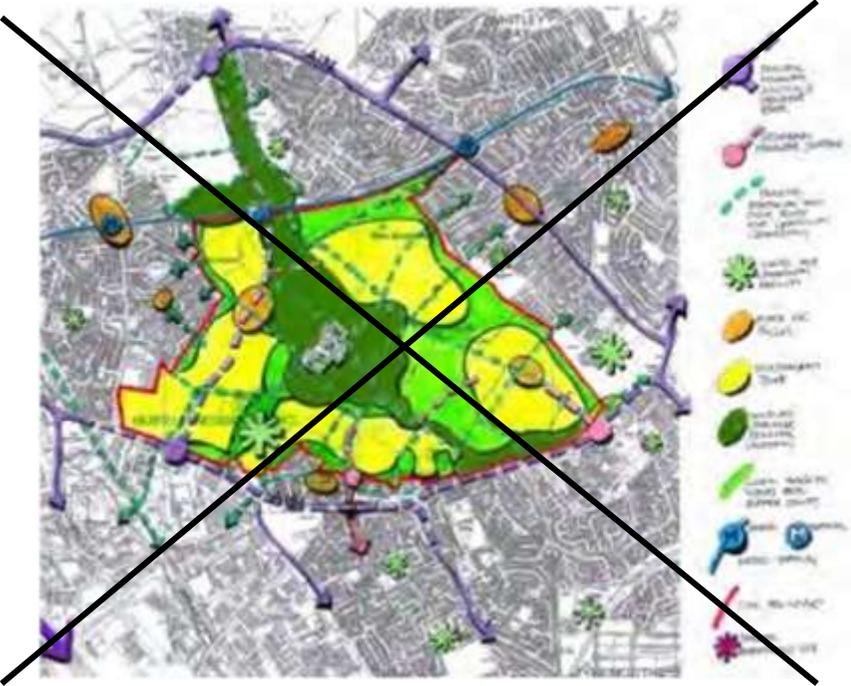
Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1115 1090 1693 1118">Map 14 Indicative Details Sites 17 and 111</p>
MM475 and Policies Map Modification s Schedule MM175.	79 to 83	<b>Policy S4.3 Policies Map and Map 12</b>	<p data-bbox="757 1169 2042 1236"><b>Policies Map and Site 140</b> – site boundary amended to reflect additional area and to increase yield from 7 to 10 homes. Also reflected in update to Policy S4.3 (MM174).</p> <p data-bbox="757 1284 2042 1348">Map 12 to amend the boundary of site 140 Former Dudley Miner’s Welfare to take in small vacant site to the south at East View.</p>

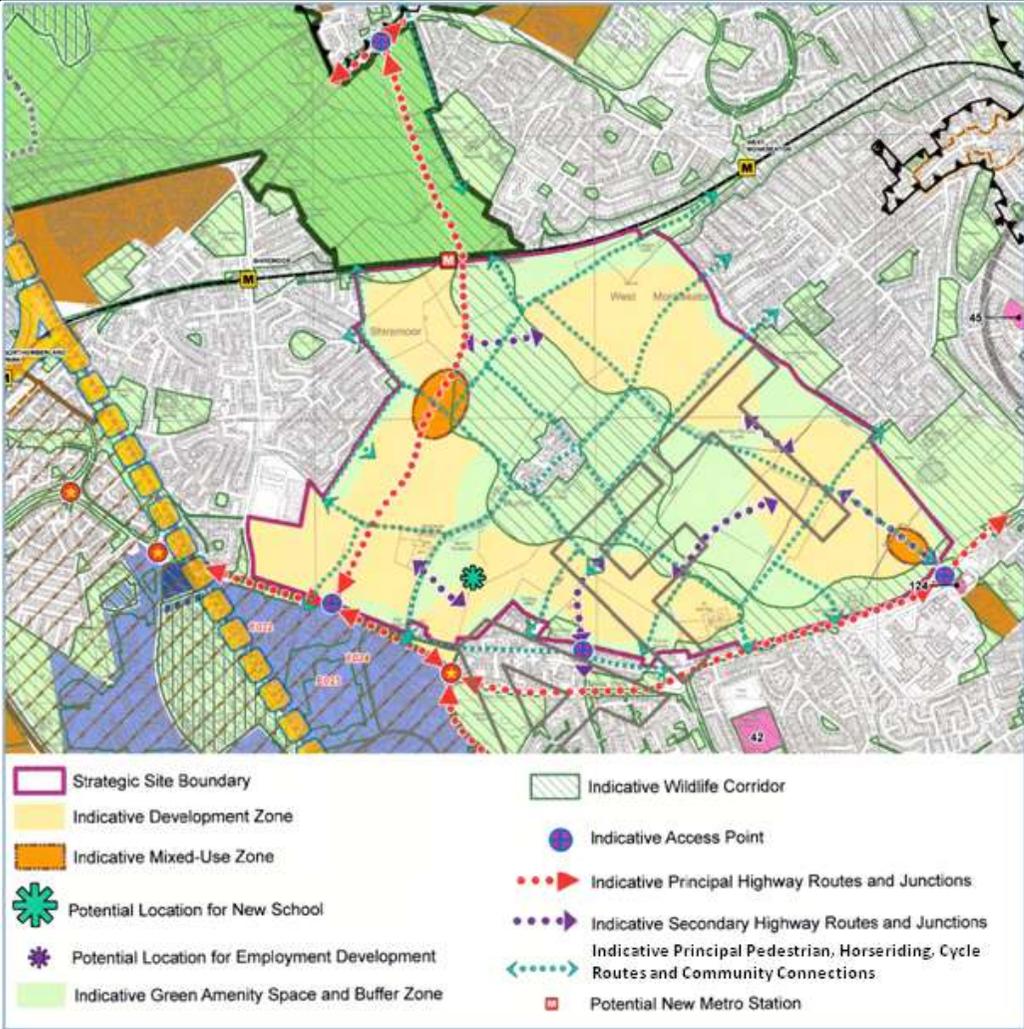
Ref	Page	Policy / Paragraph	Main Modification
			<p data-bbox="831 284 1256 347">North Tyneside Local Plan Site Allocation - Indicative Details</p>  <p data-bbox="831 906 904 927">Legend</p> <ul data-bbox="831 938 1025 1002" style="list-style-type: none"> <li>★ Indicative Access Point</li> <li>■ Indicative Buffer</li> </ul> <p data-bbox="1093 1123 1711 1150">Map 12 – Indicative Details Sites 2, 3 and 140</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p data-bbox="1093 1118 1711 1145">Map 12 - Indicative Details Sites 2, 3 and 140</p>
MM474 MM482 Policies Map Modification s Schedule MM484.	79 to 83	<b>Policy S4.3 and Policies Map and New Map 19a</b>	<p data-bbox="761 1197 2042 1262"><b>Policies Map and Site 45</b> – site boundary amended to reflect reduced developable area and to reduce yield from 20 to 13 homes. Also reflected in update to Policy S4.3 (MM174).</p> <p data-bbox="761 1310 2042 1342">Policies Map to be amended together with a new Map 19a and the following supporting text.</p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1160 834 1648 863" style="text-align: center;"><u>Map 19a Indicative Details – Site 45</u></p> <p data-bbox="757 916 1368 944"><u>Site 45 – Charlton Court; key considerations:</u></p> <ul data-bbox="804 959 1518 1018" style="list-style-type: none"> <li>• <u>Retention of significant proportion of open space.</u></li> <li>• <u>Access point form Churchill Avenue.</u></li> </ul>
MM181	91	NEW PARAGRAPH, after <i>Para 7.34 (ref 7.34a)</i>	<p data-bbox="757 1031 2042 1289"><u>Protection and enhancement of local, local and international biodiversity is also a primary consideration for any development. The Murton Gap, (Site 35 to 41) is identified within the Habitat Regulations Assessment as having the potential to cause adverse impacts on internationally protected wildlife sites due to its proximity to the Northumbria Coast Special Protection Area (SPA). The detailed policies for the strategic allocation identify the importance of appropriate mitigation of adverse biodiversity impacts. In addition, when implemented, regard should be had to Policy DM5.6 that sets out the requirement for appropriate avoidance or mitigation of, or compensation for, any adverse effects.</u></p>
MM177	83	Para 7.24	<p data-bbox="757 1302 2042 1364"><u>In order to guide future delivery the following maps set out provide indicative mapping of potential access and environmental solutions. The following maps are only to be used as</u></p>

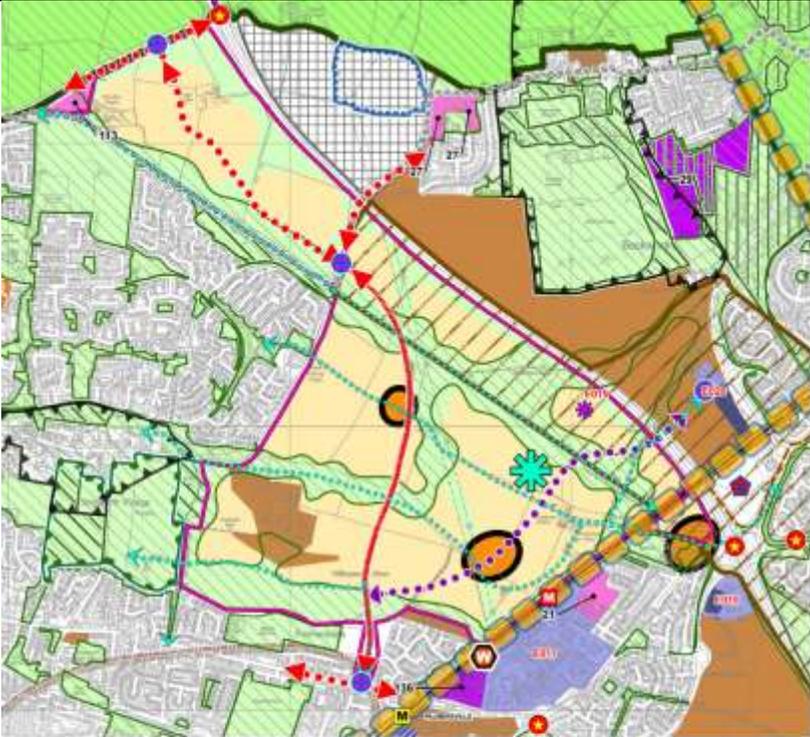
Ref	Page	Policy / Paragraph	Main Modification
			<p>guides for development. The sites included here have been identified as requiring and benefiting from some initial early guidance. This is based upon potential requirements for indicative areas of open space or arising due to land use conflicts or biodiversity requirements, overall scale including where a number of sites may be clustered in close proximity, and access. These indicative maps are not intended to provide an exhaustive range of considerations.</p>
MM182	92	<p><b>Policy S4.4 (a)</b> Murton Strategic Allocation Concept Plan</p>	<p>A <del>strategic allocation</del> <del>Strategic Allocation</del> is identified at Murton (Sites 35 to 41) to secure the delivery of approximately 3,000 homes during the plan period in a mix of housing tenures, types and sizes informed by available evidence of the housing needs of the <u>Borough</u> <del>borough</del>, and convenience retail provision of approximately 1,000m<sup>2</sup> <del>net sqm</del>.</p> <p>The key principles for development of the Murton strategic allocation are illustrated on the Policies Map through an indicative <u>Concept Plan</u> <del>concept plan</del>, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:</p> <ol style="list-style-type: none"> <li>a. New housing, retail and community facilities in the general development locations identified; and,</li> <li>b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,</li> <li>c. Strategic transport route connecting Earsdon by-pass with New York Road and Norham Road; <u>and</u></li> <li>d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively <del>or</del> identified on the Policies Map, providing a primary school located broadly to the south west of the site; <u>and</u></li> <li>e. A network of green and blue infrastructure that: <ol style="list-style-type: none"> <li>i. Enables provision of strategic open space breaks to avoid the joining together of Shiremoor with Monkseaton, whilst integrating with existing communities; and,</li> <li>ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,</li> <li>iii. Retains, connects and enhances the <u>local, national and international</u> biodiversity <del>of each site</del>; and,</li> </ol> </li> </ol>

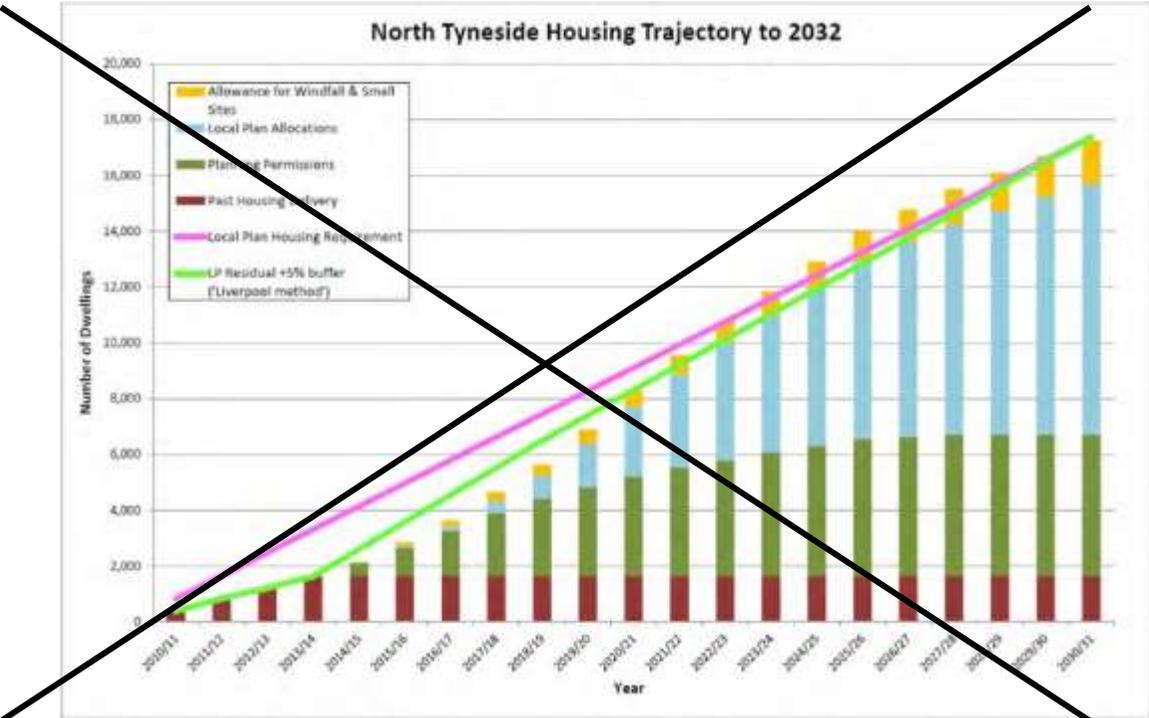
Ref	Page	Policy / Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>iv. Retains and enhances any important hedgerows or trees; and,</li> <li>v. Provides well-integrated and strategic green spaces for recreation <u>which includes 'Suitable Accessible Natural Green Space' (SANGS);</u> and,</li> <li>vi. Incorporates sustainable drainage systems.</li> </ul>
MM186	93	Map 20	<p data-bbox="757 400 2045 464"><i>Replace Map 20 – change required as the existing plan is 'blurry' in appearance. The extract from the Policies Map will provide necessary clarity.</i></p> <div data-bbox="958 472 1809 1158" style="text-align: center;">  </div> <p data-bbox="1137 1166 1675 1198">Map 20 Murton Indicative Concept Plan</p>

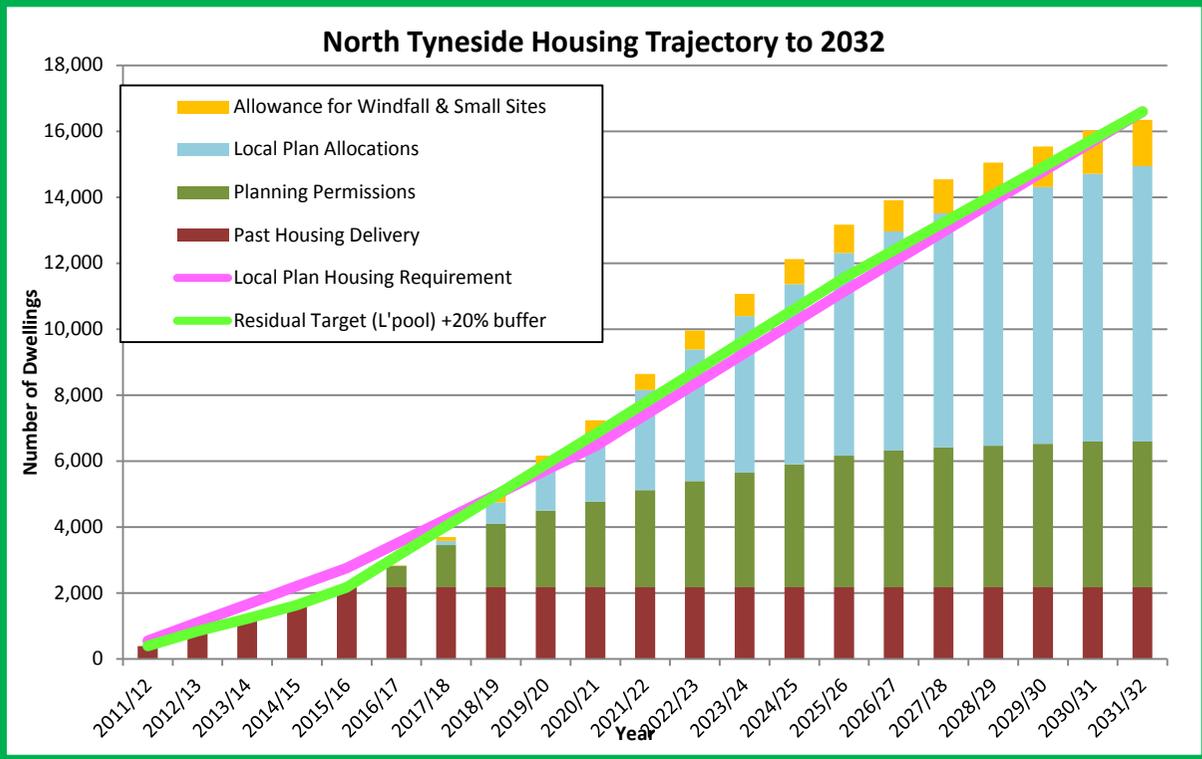
Ref	Page	Policy / Paragraph	Main Modification
			 <p>The map displays a strategic site boundary in purple. It features several zones: a yellow 'Indicative Development Zone', an orange 'Indicative Mixed-Use Zone', and a green 'Indicative Green Amenity Space and Buffer Zone'. Infrastructure includes red dotted lines for 'Indicative Principal Highway Routes and Junctions', purple dotted lines for 'Indicative Secondary Highway Routes and Junctions', and blue dashed lines for 'Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections'. A red square with an 'M' indicates a 'Potential New Metro Station'. Other symbols include a green star for a 'Potential Location for New School', a purple star for 'Potential Location for Employment Development', and a blue circle for an 'Indicative Access Point'. A hatched area represents an 'Indicative Wildlife Corridor'. The map also shows existing roads, green spaces, and buildings.</p> <p><b>Legend:</b></p> <ul style="list-style-type: none"> <li>Strategic Site Boundary</li> <li>Indicative Development Zone</li> <li>Indicative Mixed-Use Zone</li> <li>Potential Location for New School</li> <li>Potential Location for Employment Development</li> <li>Indicative Green Amenity Space and Buffer Zone</li> <li>Indicative Wildlife Corridor</li> <li>Indicative Access Point</li> <li>Indicative Principal Highway Routes and Junctions</li> <li>Indicative Secondary Highway Routes and Junctions</li> <li>Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections</li> <li>Potential New Metro Station</li> </ul> <p>Map 20 Murton Indicative Concept Plan</p>

Ref	Page	Policy / Paragraph	Main Modification
MM187	94	<p><b>Policy S4.4 (b)</b> Killingworth Moor Strategic Allocation Concept Plan</p>	<p>A <del>strategic allocation</del> <u>Strategic Allocation</u> is identified at Killingworth Moor (Sites 22 to 26) to secure the delivery of approximately 2,000 homes during the plan period in a mix of housing tenures, types and sizes, informed by available evidence of the housing needs of the <u>Borough</u> <del>borough</del>, convenience retail provision of approximately 500m<sup>2</sup> <del>net sqm</del> and 17 hectares of employment land.</p> <p>The key principles for development of the Killingworth Moor strategic allocation are illustrated on the Policies Map through an indicative <u>Concept Plan</u> <del>concept plan</del>, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:</p> <ul style="list-style-type: none"> <li>a. New housing, employment, retail and community facilities in the general development locations identified; and,</li> <li>b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,</li> <li>c. Strategic transport route connecting Killingworth Way with Great Lime Road; and,</li> <li>d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map providing a primary and secondary school located broadly to the south east of the site; and, <u>and</u>,</li> <li>e. A network of green and blue infrastructure that: <ul style="list-style-type: none"> <li>i. Enables provision of strategic open space breaks to avoid the joining together of Killingworth with Forest Hall and Palmersville, whilst integrating with existing communities; and,</li> <li>ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,</li> <li>iii. Retains, connects and enhances the biodiversity of each site; and,</li> <li>iv. Retains and enhances any important hedgerows or trees; and,</li> <li>v. Provides well-integrated and strategic green spaces for recreation; and,</li> <li>vi. Incorporates sustainable drainage systems.</li> </ul> </li> </ul>
MM189	95	Map 21	<p><i>Amend Map 21 - change required as the existing plan is 'blurry' in appearance. The extract from the Policies Map will provide necessary clarity. To remove the principle of the employment site adjacent to Killingworth Way to reflect the Policies Map.</i></p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1070 922 1738 954">Map 21 Killingworth Moor Indicative Concept Plan</p> <p>The image shows a site plan for Killingworth Moor, overlaid with a large black 'X'. The plan features various colored zones: purple for residential, pink for community, green for parks and recreation, yellow for employment, and blue for water features. A legend on the right side of the map lists these categories with corresponding symbols and colors. The map is set against a background of a street grid.</p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p>The map displays a strategic site boundary in purple. It is divided into several zones: an Indicative Development Zone in yellow, an Indicative Mixed-Use Zone in orange, and an Indicative Green Amenity Space and Buffer Zone in light green. Key features include: <ul style="list-style-type: none"> <li><b>Indicative Wildlife Corridor:</b> A grey hatched area running diagonally across the site.</li> <li><b>Indicative Access Point:</b> A blue circle with a white center.</li> <li><b>Indicative Principal Highway Routes and Junctions:</b> A red dotted line with red arrowheads.</li> <li><b>Indicative Secondary Highway Routes and Junctions:</b> A purple dotted line with purple arrowheads.</li> <li><b>Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections:</b> A light blue dotted line with light blue arrowheads.</li> <li><b>Potential New Metro Station:</b> A red square with a white center.</li> <li><b>Potential Location for New School:</b> A green starburst symbol.</li> <li><b>Potential Location for Employment Development:</b> A purple starburst symbol.</li> </ul> </p> <p><b>Map 21 Killingworth Moor Indicative Concept Plan</b></p>

Ref	Page	Policy / Paragraph	Main Modification
MM198	98	Para 7.44, replacement paragraph	<p>The overall trajectory for delivery arising from these sites is illustrated in the graph below. The North Tyneside Housing Trajectory (2011/12 to 2031/32) is shown below. This outlines actual delivery since the start of the plan period (1 April 2011) and forecast delivery (as at April 2016) from all identified deliverable and developable sources including:</p> <ul style="list-style-type: none"> <li>• Outstanding planning permissions (both full and outline);</li> <li>• Local Plan housing allocations (both for residential and mixed-use schemes); and,</li> <li>• The justified non-site-specific allowances for both windfall and small-sites over the plan period.</li> </ul>
MM199	98	Housing Trajectory	<p>Replace the North Tyneside Housing Trajectory to 2032 to reflect SHLAA 2016</p> 

Ref	Page	Policy / Paragraph	Main Modification																																																																																																																																				
			 <p><b>North Tyneside Housing Trajectory to 2032</b></p> <p>The chart displays the cumulative number of dwellings from 2011/12 to 2031/32. The Y-axis represents the 'Number of Dwellings' from 0 to 18,000. The X-axis represents 'Year' from 2011/12 to 2031/32. The components are: Past Housing Delivery (dark red), Planning Permissions (green), Local Plan Allocations (light blue), Allowance for Windfall &amp; Small Sites (yellow), Local Plan Housing Requirement (pink line), and Residual Target (L'pool) +20% buffer (bright green line).</p> <table border="1"> <caption>Estimated Data from Housing Trajectory Chart</caption> <thead> <tr> <th>Year</th> <th>Past Housing Delivery</th> <th>Planning Permissions</th> <th>Local Plan Allocations</th> <th>Allowance for Windfall &amp; Small Sites</th> <th>Total Cumulative Dwellings</th> </tr> </thead> <tbody> <tr><td>2011/12</td><td>500</td><td>0</td><td>0</td><td>0</td><td>500</td></tr> <tr><td>2012/13</td><td>500</td><td>0</td><td>0</td><td>0</td><td>1,000</td></tr> <tr><td>2013/14</td><td>500</td><td>0</td><td>0</td><td>0</td><td>1,500</td></tr> <tr><td>2014/15</td><td>500</td><td>0</td><td>0</td><td>0</td><td>2,000</td></tr> <tr><td>2015/16</td><td>500</td><td>0</td><td>0</td><td>0</td><td>2,500</td></tr> <tr><td>2016/17</td><td>500</td><td>1,000</td><td>0</td><td>0</td><td>3,500</td></tr> <tr><td>2017/18</td><td>500</td><td>1,500</td><td>0</td><td>0</td><td>4,500</td></tr> <tr><td>2018/19</td><td>500</td><td>2,000</td><td>500</td><td>0</td><td>5,500</td></tr> <tr><td>2019/20</td><td>500</td><td>2,500</td><td>1,000</td><td>0</td><td>6,500</td></tr> <tr><td>2020/21</td><td>500</td><td>3,000</td><td>1,500</td><td>0</td><td>7,500</td></tr> <tr><td>2021/22</td><td>500</td><td>3,500</td><td>2,000</td><td>0</td><td>8,500</td></tr> <tr><td>2022/23</td><td>500</td><td>4,000</td><td>2,500</td><td>0</td><td>9,500</td></tr> <tr><td>2023/24</td><td>500</td><td>4,500</td><td>3,000</td><td>0</td><td>10,500</td></tr> <tr><td>2024/25</td><td>500</td><td>5,000</td><td>3,500</td><td>0</td><td>11,500</td></tr> <tr><td>2025/26</td><td>500</td><td>5,500</td><td>4,000</td><td>0</td><td>12,500</td></tr> <tr><td>2026/27</td><td>500</td><td>6,000</td><td>4,500</td><td>0</td><td>13,500</td></tr> <tr><td>2027/28</td><td>500</td><td>6,500</td><td>5,000</td><td>0</td><td>14,500</td></tr> <tr><td>2028/29</td><td>500</td><td>7,000</td><td>5,500</td><td>0</td><td>15,500</td></tr> <tr><td>2029/30</td><td>500</td><td>7,500</td><td>6,000</td><td>0</td><td>16,500</td></tr> <tr><td>2030/31</td><td>500</td><td>8,000</td><td>6,500</td><td>0</td><td>17,500</td></tr> <tr><td>2031/32</td><td>500</td><td>8,500</td><td>7,000</td><td>0</td><td>18,500</td></tr> </tbody> </table>	Year	Past Housing Delivery	Planning Permissions	Local Plan Allocations	Allowance for Windfall & Small Sites	Total Cumulative Dwellings	2011/12	500	0	0	0	500	2012/13	500	0	0	0	1,000	2013/14	500	0	0	0	1,500	2014/15	500	0	0	0	2,000	2015/16	500	0	0	0	2,500	2016/17	500	1,000	0	0	3,500	2017/18	500	1,500	0	0	4,500	2018/19	500	2,000	500	0	5,500	2019/20	500	2,500	1,000	0	6,500	2020/21	500	3,000	1,500	0	7,500	2021/22	500	3,500	2,000	0	8,500	2022/23	500	4,000	2,500	0	9,500	2023/24	500	4,500	3,000	0	10,500	2024/25	500	5,000	3,500	0	11,500	2025/26	500	5,500	4,000	0	12,500	2026/27	500	6,000	4,500	0	13,500	2027/28	500	6,500	5,000	0	14,500	2028/29	500	7,000	5,500	0	15,500	2029/30	500	7,500	6,000	0	16,500	2030/31	500	8,000	6,500	0	17,500	2031/32	500	8,500	7,000	0	18,500
Year	Past Housing Delivery	Planning Permissions	Local Plan Allocations	Allowance for Windfall & Small Sites	Total Cumulative Dwellings																																																																																																																																		
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2031/32	500	8,500	7,000	0	18,500																																																																																																																																		
MM200	99	Para 7.46	<p>Through <u>The housing requirement will be delivered through a combination of specific sites and broad locations, along with a small allowance for sites that are currently unidentified.</u> This is considered the best means of providing sufficient certainty to deliver the housing target, whilst maintaining flexibility in supply and allowing a continued focus on the most sustainable <u>locations in parts of the Borough within the town centres and main urban area.</u></p>																																																																																																																																				
MM204	99	NEW PARAGRAPHS, after 7.49 (ref 7.49a and 7.49b)	<p><u>The delivery of new housing will be monitored against the requirement set out in the housing trajectory, as part of the wider Local Plan process, including the SHLAA and Authority Monitoring Report (AMR). Further detail on implementation of the strategic vision can be read</u></p> <p><u>in the Housing Implementation Strategy. House-building will be compared against both the annual and cumulative requirement over throughout the plan period to 2032, including undertaking a</u></p>																																																																																																																																				

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>review of the existence of persistent under-delivery. Through this monitoring process, if it becomes apparent that there is sustained under-performance against the requirement and, as a result, that the strategic objectives for growth in North Tyneside are not being delivered, then measures will need to be put in place to rectify the issue. This could involve a range of contingencies, potentially including:</u></p> <ul style="list-style-type: none"> <li><u>• Looking at ways to assist in the delivery of sites with planning permission;</u></li> <li><u>• Exploring opportunities for speeding-up delivery of allocated sites in order to advance delivery;</u></li> <li><u>• Continued liaison with neighbouring authorities through the duty to cooperate process; or,</u></li> <li><u>• If clearly necessary, considering whether new sites are needed to boost housing land supply, both immediately or in the longer-term.</u></li> </ul> <p><u>This will be undertaken in-line with the monitoring and review process as explained in Chapter 12, with the position continuing to be monitored throughout the plan period to 2032. Further detail can be read in Policy S4.2a, Policy 9.1 and the accompanying Implementation and Monitoring Framework.</u></p>
MM205	99	Para 7.50	<p><u>Whilst it is the role of the Local Plan to provide for, and specifically allocate, the sites to meet the overall housing needs, proposals for new sites, those which have not previously been identified through the plan process or allocated and known as 'windfall' sites, will continue to come forward for development throughout the Plan plan period. The SHLAA demonstrates....</u></p>
MM214	102	Para 7.64	<p><u>The 2013 household survey identified that there is an interest in self-build from households planning to move in the next five years. This found that 5.6% were interested in this form of housing delivery. Some households were also interested in community self-build self build, defined as a 'group of people in housing need who join forces and become involved in the planning, design and building of their own homes'. From 1 April 2016 the Self-Build and Custom Housebuilding Act 2015 obliges local authorities to maintain a list of people and groups interested in building their own homes. North Tyneside Council has set up its own 'Self and Custom Build Register', enabling people who are interested in finding suitable building plots in North Tyneside to register their interest.</u></p>
MM215	102	NEW PARAGRAPH, after Para 7.64 (ref 7.64a)	<p><u>The Housing and Planning Act 2016 supports existing legislation on self-build and custom housebuilding by requiring local planning authorities (LPAs) to ensure sufficient serviced plots, with permission, are available to meet demand in their area, as identified by the register of persons requiring self-build plots.</u></p>
MM216	103	<b>Policy DM4.6</b>	<p><u>To ensure that new residential development provides a mix of homes, to meet current and future demand, and to create sustainable communities, applications for new housing development will be</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>considered with regard to the Council’s most up-to-date evidence, including housing need and local housing market conditions.</p> <p>To widen the overall housing offer in North Tyneside and meet identified demand, the provision of executive housing will be encouraged in suitable locations, as long as this does not compromise the Council's overriding objective to secure the delivery of affordable housing. For the purpose of this <del>Policy</del> <u>policy</u>, executive housing is defined as:</p> <ul style="list-style-type: none"> <li>a. Detached properties;</li> <li>b. At densities <del>of no more than 15</del> <u>up to 22</u> dwellings per hectare <u>of net development area</u>;</li> <li>and,</li> <li>c. Of four or more bedrooms.</li> </ul> <p>These homes will be either:</p> <ul style="list-style-type: none"> <li>d. Valued at council tax Band G and above; or,</li> <li>e. Valued, at first sale, in the upper 10% of current house prices within Tyne and Wear.</li> </ul> <p>To widen the overall housing offer in North Tyneside and meet identified demand for self-build development (including community self-build), applications for self-build housing will be supported in appropriate locations. Such schemes should:</p> <ul style="list-style-type: none"> <li>f. Demonstrate high quality design, employing innovative approaches throughout;</li> <li>g. Provide for suitable linkages to infrastructure and facilities; <u>and,</u></li> <li>h. Include a design framework to inform the detailed design of the individual units, where more than one self-build unit is proposed in a single site location.</li> </ul> <p>For housing developments over 200 homes, the Council will encourage applicants to consider (where economically viable) opportunities to set aside a proportion of the <del>site's</del> <u>site's</u> net developable area <u>of the site</u> for custom and self-build <del>self-build</del> <u>self-build</u> housing.</p>
MM458	103	NEW PARAGRAPH, after <i>Para 7.65 (ref</i>	<u>For executive housing applications the Council would seek clarity from applicants to demonstrate that the nature of homes provided and density of development proposed is notably different to</u>

Ref	Page	Policy / Paragraph	Main Modification
		7.65a)	<p>general market housing provision within the borough. The net density of general market housing has been assessed as ranging generally between 20 and 30 dwellings per hectare. Evidence of target sales prices should also be provided to support applications for executive homes. Policy DM4.6 identifies that such housing would be valued at Council Tax Band G or in the top 10% of house prices within Tyne and Wear. This assessment should be made based upon the available sales data of all homes within the Tyne and Wear authorities over the previous 12 months.</p>
MM219	104	Para 7.71	<p>For private developers, affordable housing is delivered through contributions required as part of planning obligations, the terms of which are set out in S106 Agreements National <del>planning policy</del> <del>Planning Policy</del> requires the Council to set a Borough-wide target for the proportion of affordable housing to be sought over the plan period. <u>Based on evidence of viability the Borough-wide target is 25%. Whilst some sites may achieve less than this due to viability there may be other sites that can achieve more than the 25% target the aim is to achieve 25% overall across the Borough over the life of the Local Plan.</u></p>
MM222	105	Para 7.75 and NEW PARAGRAPH, after Para 7.75 (ref 7.75a)	<p>...assessed stood at 30%. Work undertaken to date through the AWVA (updated 2016) <del>2015</del> has found that a 25% target for affordable housing overall remains a reasonable and viable target for housing delivery in North Tyneside, whilst also allowing for appropriate funding to support improvements to infrastructure, facilities and amenities impacted by development. <u>Meanwhile over the period between 2010/11 and 2014/15 the North Tyneside Monitoring Report identifies that approximately 28% of all housing delivery was affordable, secured from a range of providers and development types. A borough wide target of 25% is therefore considered to be the minimum that housing delivery from all forms of delivery can achieve in the current economic circumstances. This evidence will be monitored on a regular basis and the implementation and effectiveness of the Council's affordable homes policy reviewed accordingly.</u></p> <p>Policy DM4.7 makes further provision for some schemes, in exceptional circumstances to make a contribution to affordable housing at another location or provide a commuted sum to the Council. <u>In some circumstances such an approach could provide an opportunity to make the best use of funding that might be available for affordable housing provision. For example such funding may have the potential to support wider Council programmes for affordable housing (and Council) housing provision that could secure more homes with the funds that would be viable from a scheme than might otherwise be achieved. However, in most instances the availability of land for affordable</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<u>housing development is a significant constraint and securing adequate on-site delivery will be the priority for the Council.</u>
MM223	106	<b>Policy DM4.7</b>	<p>To meet <del>the</del> a Borough-wide target <del>for at least</del> <u>the Council will seek 25% of all new homes to be affordable in perpetuity, on new housing developments of <math>\geq 11</math> or more dwellings and gross internal area of more than 1000m<sup>2</sup>, or on sites of 0.5 ha or more, must provide a the maximum proportion of affordable housing to support delivery of the Borough-wide target, taking into consideration specific site circumstances and economic viability. Developments will be required to provide a mix of affordable housing for rent and intermediate housing, based on the most up-to-date evidence of local need. <u>Where necessary, to assist the viability of proposals, a flexible approach to the tenure mix of affordable housing provision will be considered by the Council.</u></u></p> <p>In all but the most exceptional cases the Council will require affordable housing provision to be made on-site. Where alternative off-site affordable housing provision or a commuted sum is proposed it must be demonstrated that:</p> <ol style="list-style-type: none"> <li>All options for securing on-site provision of affordable housing have been explored and exhausted; and,</li> <li>Where off-site affordable housing is to be provided the amount of affordable housing would be <u>broadly equivalent in value to, or greater than,</u> the amount that <u>which</u> would be viable if the provision was made on-site; or,</li> <li>Where a Commuted Sum is to be provided it will be <u>broadly equivalent to, or greater than,</u> the amount that <u>which</u> would be viable if the provision was made on-site.</li> </ol> <p>Proposals for the delivery of affordable housing schemes (such as those submitted by the Council and Registered Providers) that make a contribution towards North Tyneside's overall assessed needs for affordable housing will be supported.</p>
MM224	106	NEW HEADING AND PARA before <i>para 7.77 (ref 7.76a)</i>	<p><u>Starter Homes</u></p> <p><u>The Housing and Planning Act 2016 sets out the statutory framework for the delivery of discounted Starter Homes for first-time buyers, including the general duty of all local planning authorities to promote the supply of such homes.</u></p>
MM225	106	NEW PARA before <i>para 7.77 (ref 7.76b)</i>	<p><u>On 24 March 2016 the Government published a technical consultation on Starter Home Regulations. The document defines Starter Homes as: "exclusively available for first-time buyers under the age of 40 and sold at a discount of at least 20 per cent of the market price." The requirement would</u></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>apply to sites of ten or more units, or covering more than 0.5 hectares. The document proposes a "single national minimum requirement" for 20 per cent of homes on these sites to be Starter Homes. There are also proposals for a "general exemption" to the Starter Homes requirement but this exemption would "apply only in tightly defined circumstances." The consultation document also provided a further opportunity for respondents to comment on the proposed changes to the definition of affordable homes for the purpose of national planning policy.</p>
MM226	106	NEW PARA before para 7.77 (ref 7.76c)	<p>The proposed Starter Homes requirement will have implications for Policy DM 4.7 – 'Affordable Housing'. The Council has published an addendum to the SHMA assessing the need for Starter Homes in North Tyneside, which found there is a demand in the Borough. The Local Plan has sought to provide an outline policy for affordable housing provision that will be sufficiently flexible to enable future delivery of affordable homes as defined by current government policy and advice, including the provision of Starter Homes.</p>
MM463	108	NEW PARA after para 7.88 (refs 7.88a to 7.88d)	<p>The optional standards that Policy DM4.9 bring into effect are governed by Building Regulations and set out within the Building Regulations 2010, 2015 edition incorporating 2016 amendments: 'Access to and use of buildings: Approved Document M'.</p> <p>All new dwellings are required to meet the regulations of Category 1, M4(1), where homes make reasonable provision to be visitable by a range of people including older people and those with reduced mobility. The further optional requirements include Category 2 accessible and adaptable dwellings, M4 (2). This standard is viewed as being met where a new dwellings makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users. The overall proportion of new homes that Policy DM4.9 seeks to include as affordable homes is informed by an assessment of the impact of the additional standard upon the viability of development.</p> <p>M4(3) sets out further provisions whereby a dwelling makes reasonable provision either at completion, M4(3)(2)(b), or at a point following completion be adaptable, M4(3)(2)(a), for a wheelchair user to live in the dwelling and use any associated outdoor space.</p> <p><i>In order to allow for an appropriate transitional period the standards will only be applied to outline or full applications approved after 1 October 2018. It will not be applied retrospectively to those</i></p>

Ref	Page	Policy / Paragraph	Main Modification
			<i>applications for reserved matters where the outline permission was determined or is subject to a resolution to grant permission (including subject to planning obligations) before 1 October 2018.</i>
MM231	108	Para 7.91	Policy DM4.9 does not apply to an extension to a dwelling or material change of use. It applies only to new dwellings. Policy DM4.9 a-c will also apply where there is a material alteration to the dwelling as set out in Approved Document M of the Building Regulations. Where step-free access is not achievable or viable, neither of the optional requirements M4(2) and M4(3) will apply. <u>Viability testing through the Area Wide Viability Assessment has determined that the space and accessibility standards can be implemented without significant detriment to the economic viability of development.</u>
MM464	109	<b>Policy DM4.9</b>	<p>To ensure that new homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, <u>from the 1 October 2018</u> the following standards will apply, subject to site viability:</p> <p>Accessibility of homes</p> <p><u>Market Housing</u></p> <p>a. For <del>all</del> new housing developments, <u>excluding low-rise non-lift serviced flats</u>, <del>all</del> <u>50%</u> of homes are to meet building regulation M4 (2) —“<u>Category 2 - accessible and adaptable dwellings</u>”.</p> <p><u>Affordable Housing</u></p> <p>b. For all new housing developments, <u>excluding low-rise non-lift serviced flats</u>, 90% of homes should meet building regulation M4(2) “accessible and adaptable dwellings”-</p> <p>c. <del>For all new housing developments</del>, <u>10% of all-new homes where the local authority is responsible for allocating or nominating a person to live in that dwelling</u> should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area. Where there is no specific need identified, then M4 (3) (2) (a) will apply, to allow simple adaptation of the dwelling to meet the future needs of wheelchair users.</p> <p><u>Internal Space in a Home</u></p> <p>d. All new homes, both market and affordable, will meet the Government’s Nationally Described Space Standards (NDSS).</p>

Ref	Page	Policy / Paragraph	Main Modification
MM238	113	<i>Para 7.116</i>	There are currently no authorised sites within North Tyneside for use by the travelling community. <u>In defining accommodation terms, a 'pitch' is an area which is large enough for one household to occupy, typically one or two caravans and a 'site' is a collection of pitches which form a development exclusively for Gypsies and Travellers. For Travelling Showpeople, the common terms are 'plot' and 'yard'. For the purposes of this policy 'sites' and 'plots' encompasses all types of accommodation. Again, for the purposes of this Policy, the terms 'site' and 'pitch' are used to encompass all need for the travelling community.</u>
MM239	113	<b>Policy DM4.12</b>	Proposals for <u>additional sites for the travelling community sites, or for the expansion of existing sites,</u> will be permitted where all of the following criteria can be met: <ul style="list-style-type: none"> <li>a. The necessary infrastructure services could be made available;</li> <li>b. The proposed site is accessible to education, health and other community facilities;</li> <li>c. The proposal is adequately justified through robust evidence of need for additional Gypsy and Traveller pitches; <u>and,</u></li> <li>d. The proposal has demonstrated that it accords with all other relevant the policies within this Local Plan.</li> </ul>
MM243	114	<i>Para 7.120</i>	The nomadic nature of the travelling community means that this is a <u>cross-boundary <del>eross</del> boundary</u> issue. The Council has been engaging with other LPAs in the North East in gathering evidence to understand the needs for Gypsies and Travellers in the wider area, and will continue to do so as part of <u>work through the duty to cooperate. its role in the Duty to Co-operate. As a result,</u> whilst there is no evidence of need for any additional accommodation in North Tyneside, <u>the wider housing needs of the travelling community are being met at a sub-regional level by neighbouring local authorities. As an example, Northumberland County Council, through their own GTAA, has identified a requirement to provide additional accommodation for the travelling community and are planning to meet this over the plan period.</u>
MM247	116	<b>Policy DM5.2</b>	The loss of any part of the green infrastructure network will only be considered in the following exceptional circumstances: <ul style="list-style-type: none"> <li>a. <del>where</del> <u>Where</u> it has been demonstrated that the site no longer has any value to the community in terms of access and function; <del>or,</del></li> <li>b. If it is not a designated wildlife site or providing important biodiversity value; <del>or,</del></li> <li>c. If it is not required to meet a shortfall in the provision of that green space type or another green space type; <del>or,</del></li> <li>d. <u>The proposed development would be ancillary to use of the green infrastructure and the</u></li> </ul>

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>benefits to green infrastructure would outweigh any loss of open space.</u></p> <p><u>Where development proposals are considered to meet the exceptional circumstances above, permission will only be granted where alternative provision, equivalent to or better than in terms of its quantity and quality, can be provided in equally accessible locations that maintain or create new green infrastructure connections.</u> <del>could adversely affect green infrastructure, permission will only be granted where:</del></p> <p><del>d. alternative provision, equivalent to or better than in terms of its quantity and quality, can be provided in equally accessible locations which maintains or creates new green infrastructure connections; or</del></p> <p><del>e. the proposed development would be ancillary to use of the green infrastructure and the benefits to green infrastructure would outweigh any loss of open area.</del></p> <p>Proposals for new green infrastructure, or improvements to existing, should seek net gains for biodiversity, improve accessibility and multi-functionality of the green infrastructure network and not cause adverse impacts to biodiversity.</p>
MM459	118	NEW PARA after <i>para 8.17 (ref 8.17a)</i>	<p><u>Part of the Borough around St. Mary's Island is within the Coquet to St Mary's Marine Conservation Zone (MCZ). The MCZ protects the rock, sand, mud and sediment of the seabed that are the habitats for a large variety of sea life.</u></p>
MM253	118	NEW PARA after <i>Para 8.18 (ref 8.18a)</i>	<p><u>To assist applicants the Council has identified buffer zones, within the Green Infrastructure Strategy, around all designated and protected areas which will enable the applicant to see whether proposals are likely to impact these areas and would need to meet the requirements outlined within relevant Local Plan policies.</u></p>
MM254	119	<b>Policy DM5.5</b>	<p><del>.....and the wider wildlife links: and,</del></p> <p>e. Applications are accompanied by the appropriate ecological surveys that are carried out to industry guidelines, where there is <u>evidence to support reason to suspect</u> the presence of protected and priority species or habitats planning to assess their presence and, if present, the proposal must be sensitive to, and make provision for, their needs, in accordance with the relevant protecting legislation; and,</p> <p>.f. For all adverse impacts of the development appropriate <u>on site</u> mitigation measures,</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>reinstatement of features, or, as a last resort, <u>off site</u> compensation to enhance or create habitats <u>must</u> form part of the proposals <del>on or off site</del>. <u>This must be accompanied by a management plan and monitoring schedule, as agreed by the Council.</u></p> <p><u>Proposed development on land within or outside a SSSI likely to have an adverse effect on that site would only be permitted where the benefits of the development clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the SSSI national network.</u></p> <p><del>Proposals located within the defined wildlife site buffer zones set out in the most up to date Green Infrastructure Strategy will be required to consider the impact of the proposed development on the designated site.</del></p>
MM255	120	<b>Policy DM5.6</b>	<p>In accordance with European Legislation, proposals that are likely to have <u>adverse significant</u> effects on the features of internationally designated sites, either alone or in-combination with other plans or projects, will require an appropriate assessment. Proposals that adversely affect a site's integrity can only proceed where there are no alternatives, imperative reasons of overriding interest are proven and the effects are compensated.</p> <p>Expert advice will be sought on such proposals and, if necessary, developer contributions or conditions secured to implement measures to ensure avoidance or mitigation of, or compensation for, adverse effects. Such measures would involve working in partnership with the Council (and potentially other bodies) and could include <u>a combination of two or more of the following mitigation measures:</u></p> <ol style="list-style-type: none"> <li>a. Appropriate signage to encourage responsible behaviour;</li> <li>b. Distribution of information to raise public awareness;</li> <li>c. Working with local schools, forums and groups to increase public understanding and ownership;</li> <li>d. Use of on-site wardens to inform the public of site sensitivities;</li> <li>e. Adoption of a code-of conduct;</li> <li>f. Zoning and/or seasonal restrictions to minimise disturbance in particular sensitive areas at particularly sensitive times;</li> <li>g. Specially considered design and use of access points and routes;</li> <li>h. Undertaking monitoring of the site's condition and species count;</li> <li>i. Provision of a Suitable Accessible Natural Green Space (SANGS).</li> </ol>

Ref	Page	Policy / Paragraph	Main Modification
			Proposals located within the defined wildlife site buffer zones set out in the most up to date Green Infrastructure Strategy will be required to consider the impact of the proposed development on the designated site.
MM460	121	Para 8.23	Several policies within this Plan have been identified through the Habitat Regulations Assessment as having a potential adverse effect on international sites and their qualifying species. Policy DM5.6 is to be used alongside those policies to ensure that any adverse effects are avoided, mitigated or compensated accordingly. <u>The Council have produced guidelines for the creation of Suitable Accessible Natural Green Space (SANGS) that will be useful in applying Policy DM5.6.</u>
MM265	126	<b>Policy DM5.13</b>	... Council and its drainage partners to ensure any works are complementary to wider plans <u>and fairly and reasonably related in scale and kind to the proposed development.</u>
MM266	127	<b>Policy DM5.14</b>	<p>Applicants will be required to show, with evidence, they comply with the <b>Defra</b> <del>DEFRA</del> technical standards for sustainable drainage systems (unless otherwise updated and/or superseded).</p> <p>A reduction in surface water run off rates will be sought for all new development.</p> <p>On brownfield sites, surface water run off rates post development should be limited to a maximum of 50% of the flows discharged immediately prior to development <u>where appropriate and achievable.</u></p> <p>For greenfield sites, surface water run off post development must meet or exceed the infiltration capacity of the greenfield prior to development incorporating an allowance for climate change.</p>
MM267	127	<b>Policy DM5.15</b>	<p>Applicants will be required to show, with evidence, they comply with the <u>Defra</u> <del>DEFRA</del> technical standards for sustainable drainage systems (unless otherwise updated and/or superseded)....</p> <p>Discharge into the ground*; Discharge to a surface water body;  Discharge to a surface water sewer; or  Discharge to a combined sewer.</p> <p>Only in exceptional circumstances, where a Flood Risk Assessment, local site conditions, and/or engineering report show that sustainable drainage systems will not be feasible will the discharge of rainwater direct to a watercourse, surface water drain or to a combined sewer be considered.</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>...Where SuDS are provided, arrangements must be put in place for their whole lifetime management and maintenance.  <u>Where appropriate SuDS should be designed and located to...</u></p> <p><u>* Deep drainage structures are not suitable in the Borough due to actively managed mine water levels and raising groundwater levels.</u></p>
MM272 And Policies Map Modifications Schedule MM273	130	<b>Policy DM5.17</b>	<p>...economic objectives. This will be achieved by:</p> <p>a. Proposals for mineral extraction being assessed individually and cumulatively, and permitted where no <u>unacceptable</u> adverse social, environmental and economic impacts would arise. <u>Planning and environmental criteria to be taken into account when considering planning applications for minerals development are as follows:</u></p> <ul style="list-style-type: none"> <li><u>i. Amenity (e.g. dust, noise and vibration);</u></li> <li><u>ii. Air quality;</u></li> <li><u>iii. Lighting;</u></li> <li><u>iv. Visual impact;</u></li> <li><u>v. Landscape character;</u></li> <li><u>vi. Traffic, including air and rail, and access;</u></li> <li><u>vii. Risk of contamination to land;</u></li> <li><u>viii. Soil resources and the impact on best and most versatile agricultural land;</u></li> <li><u>ix. Flood risk;</u></li> <li><u>x. Ground and surface water impacts;</u></li> <li><u>xi. Land stability;</u></li> <li><u>xii. Ecology, including habitats, species and designated sites; and,</u></li> <li><u>xiii. Heritage assets and their setting.</u></li> </ul> <p>b. If possible, an appropriate contribution will be made towards the Tyne and Wear sub regional aggregates apportionment of 5.7 <del>million</del> <u>million</u> tonnes of sand and gravel to 2032. This will require provision throughout the plan period of a minimum sub regional sand and gravel landbank equivalent to seven years' production at a rate of 0.334 million tonnes per annum.</p> <p>c. Worked land being subject to high standards of restoration and aftercare to ensure the most appropriate and beneficial use, within an agreed timescale; this could include the delivery of net-gains for biodiversity, improvements for agriculture and enhanced access for recreation.</p> <p>d. Encouraging temporary material-recycling facilities on the sites of major demolition or</p>

Ref	Page	Policy / Paragraph	Main Modification
			<p>construction projects and provision of permanent recycling plants for construction and demolition waste in appropriate locations, as defined in <u>Policy policy-S7.7</u>.</p> <p>e. <u>Safeguarding the existing transport and processing infrastructure at Howdon Wharf, as shown on the Policies Map, to allow for the continued transfer and movement of marine aggregates and safeguarding existing, planned and potential sites for concrete batching, the manufacture of coated materials, and other concrete products. Proposals for non-mineral development that may threaten, lead to the loss of, or damage to, the functioning of safeguarded mineral infrastructure or locations will not be permitted unless it can be demonstrated that:</u></p> <ul style="list-style-type: none"> <li><u>i. An alternative site within an acceptable distance can be provided, which is at least as appropriate for the use as the safeguarded site; and,</u></li> <li><u>ii. It can be demonstrated that the infrastructure no longer meets the current or anticipated future needs of the minerals, building and construction industry or the waste management industry.</u></li> </ul> <p>f. Mineral resources will be safeguarded from other forms of development that would prejudice future mineral extraction. Mineral Safeguarding Areas have been defined for shallow coal, marine and estuarine sand and gravel, basal sand, lower magnesian limestone, and glacial sand and gravel resources in the plan area and their extent is shown on the Policies Map. These resources will be safeguarded from non-mineral development that would needlessly sterilise the resource and prejudice future mineral extraction. Planning permission will not be granted for any form of development within a Mineral Safeguarding Area that is incompatible with safeguarding the mineral unless <u>an assessment is submitted in which the applicant can demonstrate to the satisfaction of the Local Planning Authority:</u></p> <ul style="list-style-type: none"> <li><del>i. the applicant can demonstrate to the satisfaction of the Local Planning Authority that the mineral concerned is no longer of any value or potential value; or</del></li> <li><del>ii. the mineral can be extracted satisfactorily prior to the incompatible development taking place; or</del></li> <li><del>iii. the incompatible development is of a temporary nature and can be completed and the site restore to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or</del></li> <li><del>iv. there is an overriding need for the incompatible development; or</del></li> <li><del>v. it constitutes exempt development, namely householder applications; changes of use; infilling in existing built up areas.</del></li> </ul>
MM274	131	<i>NEW PARA after</i>	A useful tool to demonstrate points f.i to f.iv of Policy DM5.17 would be through a Mineral

Ref	Page	Policy / Paragraph	Main Modification
		Para 8.62 (ref 8.62a)	<u>Assessment. British Geological Survey's Good Practice Advice (2011) provides advice on the completion of a Mineral Assessment.</u>
MM280	135	<b>DM6.1</b>	<p>Applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area. Proposals are expected to demonstrate:</p> <ul style="list-style-type: none"> <li>a. <del>d.</del> <u>A design responsive to landscape features, topography, wildlife habitats, site orientation and existing buildings, incorporating where appropriate the provision of public art;</u></li> <li>b. <del>a.</del> A positive relationship to neighbouring buildings and spaces;</li> <li>c. <del>b.</del> A safe environment that reduces opportunities for crime and antisocial behaviour;</li> <li>d. <del>e.</del> A coherent, legible and appropriately managed public realm that encourages accessibility by walking, cycling and public transport <del>and that is not dominated by vehicular traffic and car parking;</del></li> <li>e. <u>Sufficient car parking that is well integrated into the layout; and,</u></li> <li><del>d.</del> <u>A design responsive to the existing landscape, topography and character of the locations context, incorporating where appropriate innovative features and statements of artistic quality;</u></li> <li><del>e.</del> <u>Passive solar design to benefit heating, cooling and lighting; and</u></li> <li>f. A good standard of amenity for existing and future residents and users of buildings and spaces.</li> </ul>
MM283	136	<b>Policy DM6.2</b>	<p>..... main building. This will involve a lower roof and eaves height, significantly smaller footprint, span and length of elevations.</p> <p>When assessing applications for extending buildings the Council will consider:</p> <ul style="list-style-type: none"> <li>a. Whether or not the property is affected by any designations or considered to be a heritage asset <u>or within the setting of a heritage asset;</u></li> <li>b. The location of the extension in relation to the street scene;</li> <li>c. <del>implications</del> <u>Implications</u> for amenity on adjacent properties and land such as outlook, loss of light of privacy;</li> <li>d. The cumulative.....</li> </ul>
MM288	140	<b>DM6.6</b>	<del>The alteration, extension or restoration of heritage assets, and development that affect their settings,</del> <u>Proposals that affect heritage assets or their settings will be permitted where it sustains,</u>

Ref	Page	Policy / Paragraph	Main Modification
			<p><del>conserves they sustain, conserve</del> and, where appropriate, <u>enhance enhances</u> the significance, appearance, character and setting of heritage assets in an appropriate manner. As appropriate, development will:</p> <ol style="list-style-type: none"> <li>a. Conserve built fabric and architectural detailing that contributes to the heritage asset's significance and character;</li> <li>b. Repair damaged features or reinstate missing features and architectural detailing that contribute to the heritage asset's significance;</li> <li>c. Conserve and enhance the spaces between and around buildings including gardens, boundaries, driveways and footpaths;</li> <li>d. Remove additions or modifications that are considered harmful to the significance of the heritage asset;</li> <li>e. Ensure that additions to heritage assets and within its setting <del>are appropriate in scale, height, mass, footprint, materials and architectural detailing</del> and do not harm the significance of the heritage asset;</li> <li>f. <del>demonstrate</del> <u>Demonstrate</u> how heritage assets at risk (national or local) will be brought into repair and, where vacant, re-use, and include phasing information to ensure that works are commenced in a timely manner to ensure there is a halt to the <del>rate of</del> decline;</li> <li>g. Be prepared in line with the information set out in the relevant piece(s) of evidence and guidance prepared by North Tyneside Council;</li> <li>h. Be accompanied by a heritage statement that informs proposals through understanding the asset, fully assessing the proposed affects of the development and influencing proposals accordingly.</li> </ol> <p>Any development proposal that would detrimentally impact upon a heritage asset will be refused permission, unless it is necessary for it to achieve wider public benefits that <del>are necessary</del> <u>outweigh the harm or loss to the historic environment,</u> and cannot be met in any other way.</p> <p>Heritage assets that are to be affected by development will require recording (including archaeological recording where relevant) before development commences.</p> <p>Any heritage reports prepared as part of a development scheme will be submitted for inclusion on the Tyne and Wear Historic Environment Record (HER) and published where considered appropriate.</p>
MM290	141	<b>Policy DM6.7</b>	...full archaeological excavation in advance of development.

Ref	Page	Policy / Paragraph	Main Modification
			<p>Where the significance of archaeological remains is such that their preservation in situ is not essential, or is not feasible, a programme of archaeological works aimed at achieving <u>Should the loss of significance of the archaeological remains be outweighed by substantial public benefits so that preservation in-situ would not be justified, preservation by record will be required to be submitted to and agreed with the Local Planning Authority, and completed and the findings published within an agreed timescale.</u></p>
MM298	146	Para 10.15	<p><del>At the current time, the</del> The Tyne and Wear Local Transport Plan (LTP3, adopted in 2011) sets out the priorities for transport in Tyne and Wear. <del>In due course, it is intended that this will be replaced by a strategic transport plan, at a North East Combined Authority level, covering a larger geography.</del> The Local Plan must support and complement the overall vision and objectives set out in the Local Transport Plan, including the key challenges of supporting economic development and regeneration, addressing climate change and supporting safe and sustainable communities. <u>However, mirroring the national picture, the methods for the delivery of strategic transport policy at a local and regional level are also subject to significant change. The North East Combined Authority (NECA) is to produce a joint strategic transport plan covering Northumberland, County Durham and Tyne and Wear. As a first step, a 'Transport Manifesto' was issued for public consultation in early 2016. This will inform the development of the full Transport Plan for the North East, expected to be issued for public consultation in early 2017, which will set policies and initiatives for all modes of transport throughout the North East. The identity 'Transport North East' has been established for transport delivery at a NECA level.</u></p>
MM303 And Policies Map Modifications Schedule MM450	147	<b>Policy S7.3,</b> section 1), Public Transport	<p><b>1)</b> Public Transport</p> <p><del>1)-The Council, will support its working with partners, who will seek to secure provide a comprehensive, integrated, safe, accessible and efficient public transport network, capable of supporting development proposals and future levels of growth. These measures will provide providing attractive alternative travel options for all groups within society and will be delivered by:</del></p> <ol style="list-style-type: none"> <li>a. Supporting proposals <del>to upgrade for improvement to</del> the Metro system, including through investment in new rolling stock and by upgrading of existing stations and infrastructure.</li> <li>b. Improving access to, and safety of, Metro stations to make them more attractive and welcoming.</li> <li>c. Improving public transport interchanges to facilitate better integration between differing modes, principally bus and Metro but also including provision for taxis, cycle parking and</li> </ol>

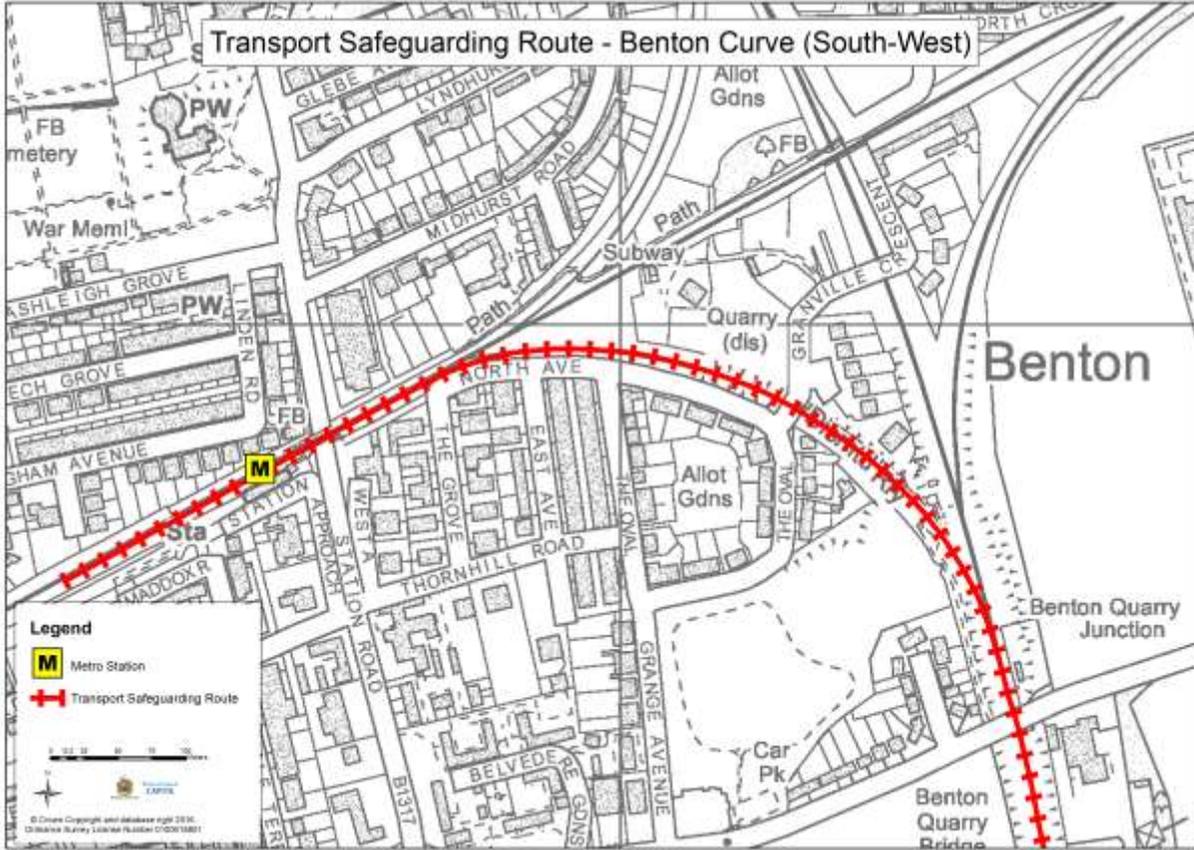
Ref	Page	Policy / Paragraph	Main Modification
			<p>storage facilities and car parking.</p> <p>d. Working with Nexus, <del>bus</del> <u>service</u> operators and major employers to maintain and enhance bus provision wherever possible. This will include improvement to services, <del>improving accessibility</del> information and ticketing and <u>supporting</u> proposals to address issues of <u>accessibility and safety</u>.</p> <p>e. Working with partners such as Nexus, transport operators and the voluntary sector where appropriate to promote the provision of <u>flexible accessible</u> transport options for persons with reduced mobility <u>or other factors which limit travel options</u>. <del>—this includes Community Transport and Demand Responsive Transport (DRT) services.</del></p> <p>f. Ensuring the retention and protection of essential infrastructure that will facilitate sustainable passenger and freight movements, including safeguarding of strategic transport routes for the future. In particular, development which would obstruct or constrain the use of existing or former railway lines for a variety of transport uses will not be permitted – this includes <u>routes currently used</u> use for heavy rail, light rail, and/or cycleways. Specific examples with potential for future investment are marked on the Policies Map and include:</p> <ul style="list-style-type: none"> <li><del>0-</del> <u>i.</u> Ashington, Blyth and Tyne Railway (Seghill - Northumberland Park - Benton); and,</li> <li><del>0-</del> <u>ii.</u> Northumberland Park – <u>to</u> Percy Main/Howdon (Cobalt Corridor Link) including protection of <u>the</u> key site at Earsdon Road, Shiremoor, <u>land in the Percy Main area</u> and sites for potential stations and access points along the route; <u>and,</u></li> <li><del>0-</del> <u>iii.</u> Benton Curve (South-West) – <u>to allow access from the East Coast Main Line towards Benton, South Gosforth and Newcastle International Airport.</u></li> <li><del>0- iii-</del> <u>iv.</u> Additionally, potential sites for new stations, <u>whether</u> on the existing <del>Metro rail network, and/or on routes re-opened for passenger traffic and/or extensions to the network, and/or extension of the Metro network</del> will also be supported where appropriate. This includes proposals relating to both the Metro and heavy rail and <u>will be linked to potential new development sites wherever possible. Specifically this includes potential sites for new Metro stations at Killingworth Moor and Murton Gap, linked to the strategic allocations</u></li> </ul> <p><u>identified in the Local Plan.</u></p>
MM304 And Policies Map	148	<b>Policy S7.3,</b> section 2), The Road Network	<p><u>2)</u> The Road Network</p> <p><u>2)</u> The Council, working with partners, will seek to deliver targeted improvements to the road</p>

Ref	Page	Policy / Paragraph	Main Modification
Modifications Schedule MM304)			<p>network to contribute to the economic development and regeneration of North Tyneside. Such improvements will be necessary to support businesses, <u>improve pedestrian and other road users' safety, contribute positively to environmental quality and support journey time reliability ensure progress with regard to both the timing and reliability of journeys.</u></p> <p>In conjunction with <del>the</del> Highways England, the priorities for improvement to the national strategic road network will be focused on the A19(T) including at the following key locations, <u>as shown on the Policies Map:</u></p> <ul style="list-style-type: none"> <li>a. A19(T)/A193 Howdon Interchange;</li> <li>b. A19(T)/A1058 Silverlink Interchange;</li> <li>c. A19(T)/A1056 Killingworth Interchange; and,</li> <li>d. A19(T)/A1 Seaton Burn Interchange.</li> </ul> <p><u>In addition, at the following locations, which are outside the Borough but have significant links to the North Tyneside highway network:</u></p> <ul style="list-style-type: none"> <li>e. <u>A19(T)/A189 Moor Farm Interchange;</u></li> <li>f. <u>A1(T)/A1056 North Brunton Interchange; and,</u></li> <li>g. <u>A19(T)/A184 Testos Roundabout.</u></li> </ul> <p>The Council will also prioritise targeted improvements at other key points on the network including along the A188, A189 and A191 corridors, <del>the A1058 Coast Road, and on the A1056 Sandy Lane,</del> and on the A193 Wallsend Road/Tynemouth Road-A187 Hadrian Road corridor.</p> <p>Other priorities for improvements to the local road network will be examined as and when required with further detail on the above schemes, and others, available in the Infrastructure Delivery Plan (IDP).</p>
MM305	148	<b>Policy S7.3, 3),</b> Pedestrians, Cyclist and Horse-Riders	<p><del>3) Pedestrians, Cyclist and Horse-Riders</del> <del>Horse-Riders, Pedestrians and Cyclists</del></p> <p><del>3)</del> The Council, working with its partners, will seek to <u>protect and enhance its existing network of routes and provide a network of safe, convenient, direct and accessible routes for horse-riders, pedestrians, cyclists, horse-riders and other non-motorised modes of transport, using green infrastructure links where appropriate, using</u> <del>The commitment to deliver a functioning network will be achieved through a variety of measures including, where appropriated, by:</del></p> <ul style="list-style-type: none"> <li>a. Developing and implementing improvements to strategic and local <del>walking and cycling routes</del> in the Borough <u>for the benefit of all users.</u></li> </ul>

Ref	Page	Policy / Paragraph	Main Modification
			<p>b. <u>Specifically with regard to cycling, supporting proposals for new and improved infrastructure and associated facilities that would increase the opportunities for, and attractiveness of, cycling as a sustainable mode of travel. This includes established</u></p> <p>cycling routes which run on, and alongside, roads as well as the network of <u>off-road routes, local waggonways and other green infrastructure connections, and including – this incorporates the strategic routes which form part of the National Cycle Network. Proposals will be supported unless there would be significant adverse impacts on other recreational activities.</u></p> <p>c. <del>b-</del>Improving the quality and safety of the public realm, implementing <del>street-scape streetscape</del> improvements, giving greater priority to pedestrians, cyclists and <del>horse-riders horse-riders</del> and fostering road safety. <del>Supporting cycle facilities that contribute to the local economy, providing it does not have a significant adverse impacts on other recreational activities.</del></p> <p>d. <del>Wherever possible, incorporating</del> <u>Incorporating</u> improvements for non-motorised modes of transport <del>where possible</del> as part of other transport schemes.</p>
MM307	149	<b>Policy DM7.4</b>	<p>The Council and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account <u>and seek to promote sustainable travel to minimise environmental impacts and support residents health and well-being: and that:</u></p> <p>a. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footways and cycle routes. Connections will be integrated into existing networks with opportunities to improve connectivity identified.</p> <p>b. All major development proposals likely to generate significant additional journeys will be required to be accompanied by a Transport Assessment and a Travel Plan <u>in accordance with standards set out in the Transport and Highways SPD (LDD12).</u></p> <p>c. The number of cycle and car parking spaces provided in new developments will be in accordance with standards set out in the Transport and Highways SPD (LDD12).</p> <p>d. New developments will need to demonstrate that existing or proposed public transport <del>services levels</del> can accommodate development proposals, or where necessary, identify opportunities for public transport improvements including sustainable access to public transport <del>transport</del> hubs.</p> <p>e. New developments in close proximity to public transport <del>facilities will be required to hubs,</del></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>whenever feasible, should provide a higher density of development to reflect increased opportunities for sustainable travel.</u></p> <p>f. <u>On developments considered appropriate, the Council will require charging points to be provided for electric vehicles in accordance with standards set out in the Transport and Highways SPD (LDD12).</u></p>
MM309	149	Para 10.19	<p>An integrated strategic public transport network is necessary to support the development of the Borough as a focus for housing, employment, shopping and leisure. This integration and ease of change between different transport modes – including Metro, bus, ferry, <del>and private transport, and non-motorised modes</del> – is vital in order for public transport to become an increasingly attractive travel option and ensure the desired modal shift from private transport. The role of public transport hubs in enabling and promoting the use of public transport is considered to be crucial, something which is supported by policy. <del>These public transport hubs are considered to be locations where there are two or more modes of public transport within close proximity to each other and where a change between services or modes is encouraged;</del> This reflects recent consultation on changes to the NPPF, whereby the Government has proposed that LPAs would be expected to require higher density development around commuter hubs. Such hubs are proposed to be transport interchanges (rail, tram or tube), where people can board or alight to continue their journey by another mode, or alternatively, a location that has a frequent service; examples include Metro stations and bus stations.</p>
MM311	149	NEW PARAGRAPH, after Para 10.20 (ref 10.20a)	<p><u>The Local Plan considers the need to protect key transport corridors for the future, although to formally do so national policy requires firm evidence of a commitment to deliver the scheme within the plan period. Accordingly the alignments identified through policy have confirmed support from landowners, operators and other relevant stakeholders. However, the potential longer-term importance of other potential transport links and corridors will be reviewed over the plan period if and when necessary. Any future proposals for strategic transport infrastructure will be given considerable weight, where there is evidence of significant benefits to the Borough. Proposals that would sterilise future potential for transport purposes, even if not formally protected, would be carefully considered through the planning process.</u></p>
MM449	152	NEW PARAGRAPH, after Para 10.26 (ref 10.26a)	<p><u>The Policies Map also identifies the alignment at Benton Curve (South-West) for safeguarding. This land, to the east of Benton Metro Station, is owned by Newcastle International Airport (NIA) and formerly provided direct access from the ECML towards South Gosforth. Until the late 1980s this</u></p>

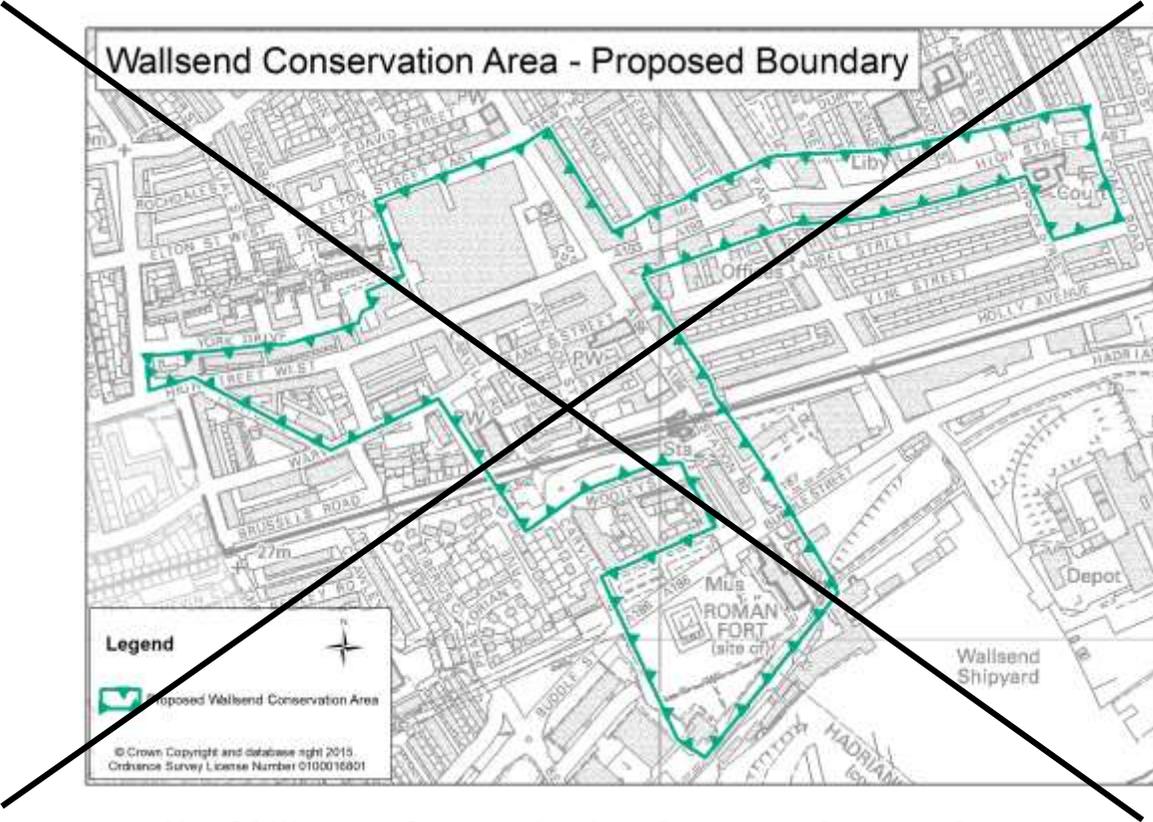
Ref	Page	Policy / Paragraph	Main Modification
			<p>was used for freight traffic to Fawdon and Callerton, with route-sharing in place between heavy rail and the T&amp;W Metro, but this chord has been out-of-use for a number of years and track was lifted following the end of the traffic flows. The provision of a heavy rail link remains a long-term strategy of NIA, potentially for both passenger and freight use. This objective is outlined through the NIA 'masterplan 2030' and has also been identified as a future option in the NECA 'Metro and Local Rail Strategy', published in 2016. In order to ensure this potential remains over the plan period, the trackbed at Benton Curve (South-West) must be protected from development.</p>
MM450	152	NEW INSET MAP, after NEW PARAGRAPH proposed through MM449 (above)	<p><i>Insert new Map 23a to outline the safeguarded land at Benton Curve to support Policy S7.3 and the supporting text.</i></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p data-bbox="965 288 1733 320">Transport Safeguarding Route - Benton Curve (South-West)</p>  <p data-bbox="1151 1121 1715 1150">Map 23a – Benton Curve South-West Link</p>
MM333	154	<p data-bbox="495 1158 734 1249">NEW PARAGRAPH after Para 10.41 (ref 10.41a)</p>	<p data-bbox="757 1158 2107 1377">However despite recent progress, there is scope for improvement and specific local measures to increase the attractiveness of active travel will be promoted by the Council where appropriate. The Council will work with a range of partners to deliver this including residents, landowners, neighbouring local authorities and specialist and voluntary groups, such as Sustrans and Cycling UK. In particular, opportunities to improve the quality of lighting, surfacing and signage along PROWs, cycle routes, waggonways and other green infrastructure links, will be encouraged for the benefit of all users. This includes protecting, prioritising and improving connections as part of new</p>

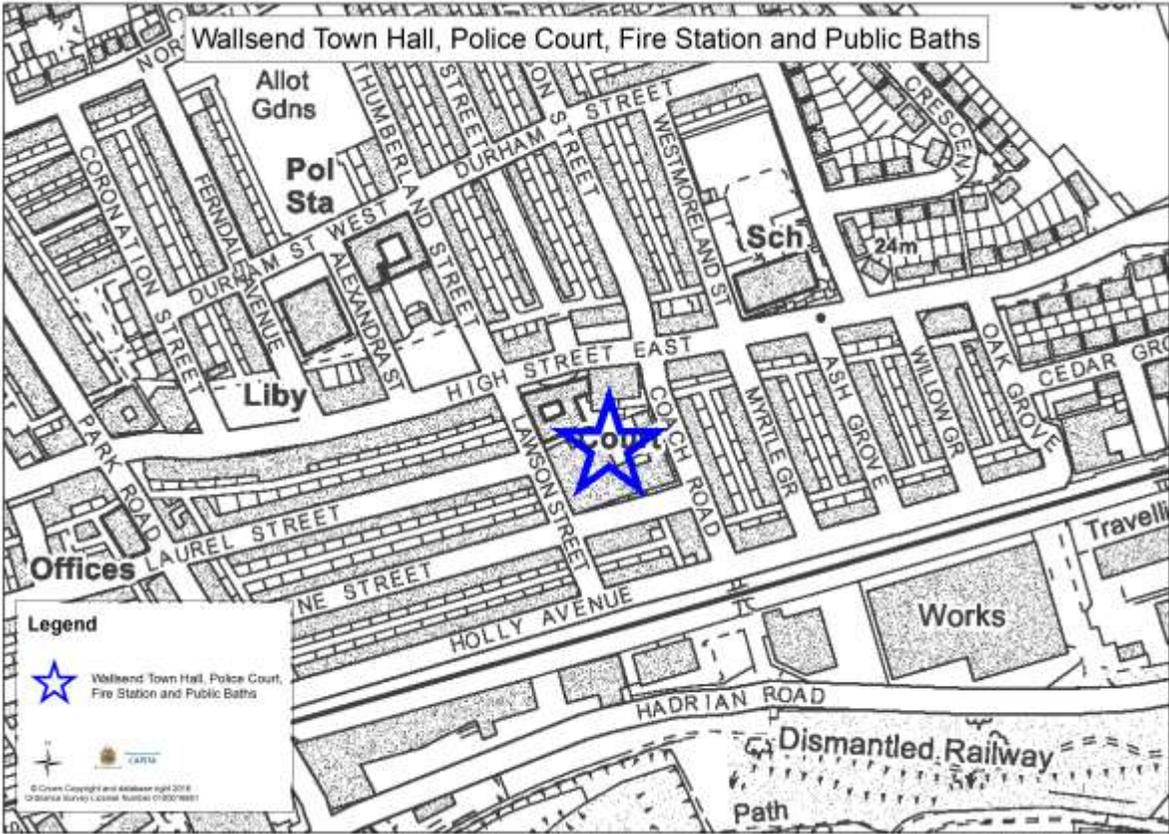
Ref	Page	Policy / Paragraph	Main Modification
			<p>development proposals in order to</p> <p><u>support sustainable modes. This should ensure that existing links are not broken and, wherever possible, that new development improves connectivity and provides cycle routes at an appropriate network density. Details are given in the Council's Transport and Highways SPD (LDD12). Design guidance for cycling infrastructure in North Tyneside, based on established best practice, is in preparation and will support the design of infrastructure to a high standard.</u></p>
MM335	155	<b>Policy DM7.5</b>	<p>The Council will seek applicants of major development proposals to contribute towards the creation of local employment opportunities and support growth in <u>skills through an increase in</u> the overall proportion of local residents in education or training. Applicants are encouraged to agree measures with the Council to achieve this, which could include:</p> <ul style="list-style-type: none"> <li>a. The development or expansion of education facilities to meet any identified shortfall in capacity arising as a result of the development; and/or,</li> <li>b. Provision of specific training and/or apprenticeships that: <ul style="list-style-type: none"> <li>i. Are related to the proposed development; or,</li> <li>ii. Support priorities for improving skills in the advanced engineering, manufacturing and the off-shore, marine and renewable sector <u>where relevant to the development.</u><del>;</del><del> or;</del></li> </ul> </li> <li>iii. <del>Support other agreed priorities for improving skills and education in North Tyneside.</del></li> </ul>
MM346	161	<b>Policy S7.10</b>	<p>The Council and its partners will ensure that local <u>provision and resources for cultural and community activities</u> <del>cultural activities and community facilities</del> are <u>accessible to</u> <del>located in</del> the neighbourhoods that they serve.</p> <p><u>In order to achieve this:</u></p> <ul style="list-style-type: none"> <li>a. Priority will be given to the provision of facilities that contribute towards sustainable communities. <del>In</del> <u>in</u> particular, catering for the needs of the growing population around key housing sites;</li> <li>b. Access to education and <u>healthcare provision</u> <del>health care facilities</del> will be maintained, <del>and</del> where necessary, improved throughout the Borough;</li> <li>c. Existing <u>provision</u> <del>facilities</del> will be enhanced, and multi-purpose use encouraged, providing a range of services and <u>resources for</u> <del>facilities to</del> the community, <del>at one accessible location;</del></li> <li>d. Opportunities to widen the cultural, sport and recreation offer will be supported; <u>and,</u></li> <li>e. The quantity and quality of open space, sport and recreation <u>provision</u> <del>facilities</del> throughout the Borough will be maintained and enhanced.</li> </ul>

Ref	Page	Policy / Paragraph	Main Modification
			<p><u>Planning permission for the re-use or redevelopment of any land or buildings used for community infrastructure will be permitted where the community's ability to meet its day-to-day needs for services are not reduced.</u></p> <p><del>Where land or buildings used as community facilities are deemed surplus to requirements, priority should be given to alternative community uses. The Council will resist losses unless:</del></p> <p><del>a. No short term fall in provision will be created;</del></p> <p><del>b. Adequate alternative facilities are already available in the area;</del></p> <p><del>c. Replacement facilities that meets the needs of the local population are provided;</del></p> <p><del>d. Land and buildings have been marketed for a 6 week period (including to local voluntary and community groups).</del></p> <p><u>Where proposals for planning permission affect a designated Asset of Community Value, the applicant must additionally demonstrate that the land or buildings could not viably remain in continued or similar use, having been marketed for a six week period and, if a community group has expressed an interest in being treated as a potential bidder for the site, a six month period has passed.</u></p>
MM348	161	<i>NEW PARAGRAPH after Para 10.70 (ref 10.70a)</i>	<p><u>The NPPF sets out clear guidance for local authorities through decision-making and plan-making to ensure adequate provision of community services and to guard against unnecessary loss. This Policy reflects those ambitions and additionally reflects the specific designation applied to some community infrastructure through the Localism Act.</u></p>
MM349	161	<i>NEW PARAGRAPH after Para 10.70 (ref 10.70b)</i>	<p><u>The Localism Act 2011 provides an opportunity for community interest groups to register buildings or land as an Asset of Community Value if:</u></p> <ul style="list-style-type: none"> <li>• <u>Current primary use of the building/land or use of the building/land in the recent past furthers the social well-being or social interests (cultural, recreational, or sporting interests) of the local community;</u></li> <li>• <u>It is realistic to think that now or in the next five years there could continue to be primary use of the building/land which will further the social well-being or social interests of the local community (whether or not in the same way as before).</u></li> </ul>

Ref	Page	Policy / Paragraph	Main Modification
MM350	161	NEW PARAGRAPH after Para 10.70 (ref 10.70c)	<p><del>Owners of an Asset of Community Value cannot dispose of them without letting the local authority know that they intend to sell the asset and have undertaken an appropriate period of marketing the property. However, for such land or buildings planning permission might, if required, be sought by the owner to change the use, or redevelop land or buildings. Policy</del></p> <p><u>S7.10 'Community Infrastructure' draws upon the conditions for sale of a Community Asset to inform the Council determination of applications affecting such land and buildings.</u></p>
MM461 And Policies Map Modifications Schedule	173 to 174	Para 11.33 and Map 26	<p><del>Map 26 below sets out a draft indicative boundary for a conservation area in Wallsend town centre. It has been</del> <u>A conservation area in Wallsend town centre would be informed by considering what elements of the town centre are most special and are worthy of preservation and enhancement. It</u></p> <p><del>The town centre</del> <u>includes a high concentration of heritage assets, including part of the World Heritage Site, eight and many</u> statutory listed and <del>13</del> locally registered buildings. A final boundary would be subject to further research and consultation.</p> <p><i>Delete Map 26</i></p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="972 1082 1895 1114">Map 26 Wallsend Conservation Area Boundary — Proposed Boundary</p>
MM480	167	<b>Policy AS8.2</b>	<p data-bbox="757 1118 2085 1249">To improve the overall quality of retail provision in Wallsend and contribute to identified requirements for the provision of comparison retail floorspace, the Council will continue to provide support for main town centre uses at The Forum Shopping Centre, <u>as shown on the Policies Map</u>, including the extension to the west, that:</p> <ol data-bbox="813 1254 2085 1375" style="list-style-type: none"> <li>Enhance the role of The Forum Shopping Centre at the heart of the primary shopping area in Wallsend;</li> <li>Provide a new retail floorspace to serve the town and wider community;</li> <li>Enhance the internal and external appearance of the shopping centre making the area</li> </ol>

Ref	Page	Policy / Paragraph	Main Modification
			<p>attractive to shoppers and visitors;</p> <p>d. Would deliver enhanced community facilities and services for the whole of Wallsend, alongside the existing improved library services;</p> <p>Provide improved and accessible parking provision that is available for use by shoppers at the supermarket, The Forum and the town centre as a whole.</p>
MM462	174	<b>Policy AS8.8</b>	<p>The Council will support positive measures to tackle heritage and townscape issues in a holistic way in Wallsend town centre, including through the following improvements:</p> <ul style="list-style-type: none"> <li>a. Good quality, natural ground surfaces that encourage pedestrians;</li> <li>b. A coordinated approach to the installation of street furniture of high quality;</li> <li>c. Restoration of historic layouts and features;</li> <li>d. Ensuring all aspects of the public realm are maintained and repaired to a high standard;</li> <li>e. Preparation of a shop front design guide to assist in steering appropriate visual enhancements to shop fronts; and</li> <li>f. Pursuing a conservation area in Wallsend town centre, <del>informed by the suggested boundary.</del></li> </ul>
MM485		<b>Policy AS8.10</b>	<p>Several buildings within the complex, <u>as shown on the Policies Map and Map 26a</u>, are underused....</p> <p>Insert Map 26a</p>

Ref	Page	Policy / Paragraph	Main Modification
			 <p data-bbox="1005 1106 1861 1134">Map 26a- Town Hall, Police Court, Fire Station and Public Baths</p>
MM465	179	<b>Policy AS8.12</b>	<p>The Council will support the continuation and further development of the Fish Quay and New Quay as a characterful, vibrant mixed use area by:</p> <ul style="list-style-type: none"> <li>a. Supporting suitable residential developments in those areas shown on the Policies Map;</li> <li>b. <del>Supporting</del> <u>Giving priority to fishing industry related employment uses and</u> in those areas shown on the Policies Map, <u>unless alternative proposals can demonstrate that they would not:</u> <ul style="list-style-type: none"> <li>i. Result in the unacceptable loss of operating fishing industry related businesses and jobs;</li> </ul> </li> </ul>

Ref	Page	Policy / Paragraph	Main Modification
			<p>ii. <u>Result in an excessive reduction in the supply of land for development of fishing industry related employment uses; and,</u></p> <p>iii. <u>Have an adverse impact upon the amenity and operation of neighbouring properties and businesses;</u></p> <p>c. Protecting those areas of green space within the area, as shown on the Policies Map;</p> <p>d. Encouraging suitable recreation and tourism uses, especially around the Clifford's Fort area;</p> <p>e. Supporting a mix of other uses, such as appropriate small retail premises and small to medium sized businesses;</p> <p>f. Seeking improvements to access and linkages to the area, especially from North Shields town centre; and</p> <p>g. Ensuring all new development is built to the highest quality design that respects the area's special character.</p>
MM379	181	Para 11.63	<p>North Tyneside coastline is one of the most popular and beautiful places in the <del>Borough</del> <u>borough</u>. It draws in a variety of visitors throughout the year, which make a significant contribution to the local economy. The coastline is a nationally important area for wintering shore birds (Site of Special Scientific Interest) and the areas of rocky shoreline are part of an internationally designated bird site (Special Protection Area/Ramsar site). It contains some of the of the <del>Borough's boroughs</del> <u>borough's</u> most iconic... In addition, the area from St Mary's <del>Mary</del> <u>Mary</u> Island northwards to Coquet in Northumberland is a <del>recommended</del> <u>Marine Conservation Zone</u>.</p>
MM397	193	Para 11.98	<p><del>Whitley Bay town centre and Tynemouth district centre are is well served by public transport with regular bus and Metro services, and a Metro station. Developing a scheme for Whitley Road that would allow traffic through the town centre whilst minimising its impact on visitors and creating an improved public realm, could improve the sense of place within the town and supports its vitality. An efficient traffic network in both centres will minimise impacts on visitors and residents improve public realm, increase the sense of place and support their vitality and viability. This approach was identified in the Tynemouth Conservation Area Management Strategy Supplementary Planning Document.</del></p>
MM402	194	<b>Policy AS8.23</b>	<p><del>Through working in partnership with applicants for development, the community, public transport providers and Nexus, the Council will seek aims to improve the accessibility of the coastal area by that will:</del></p> <p>a. <del>Seek to balance</del> <u>Balancing</u> competing needs on <del>the Whitley Bay town centre road network, including the need to maintain traffic circulation and minimise congestion with opportunities to give greater priority to pedestrians, cyclists, public transport users and people with reduced mobility disabilities;</del></p>

Ref	Page	Policy / Paragraph	Main Modification
			<p><del>b. Improve</del> <u>Improving</u> the street network connecting the town <u>Whitley Bay town centre and Tynemouth district centre with and the seafront, and establishing attractive attractions and points of arrival including improvements to cycling and walking infrastructure;</u></p> <p><del>c. Seek to reduce motor vehicle access, where feasible, within Whitley Bay town centre and Tynemouth district centre and implement pedestrian and cycle priority schemes to improve the environmental quality of the streets ;</del></p> <p><del>d. Seek to ensure</del> <u>c. Ensuring</u> that servicing and delivery arrangements meet the reasonable needs of business through improved off street servicing and loading facilities;</p> <p><del>e. Seek to increase</del> <u>d. Increasing</u> public car parking opportunities as part of <u>Whitley Bay</u> town centre developments that also enhance the quality of the environment; and</p> <p><del>f. Maintain</del> <u>e. Maintaining</u> adequate car parking provision that serves the coast with improved access for sustainable transport that would cause no adverse impacts on people, biodiversity and the environment.</p>
MM477	204	NEW PARAGRAPH after Para 12.3 (ref 12.3a)	Policy <u>S9.1</u> should also be read in conjunction with Policy S4.2a with specific regard to housing <u>delivery.</u>
MM472	208	APPENDIX, after Glossary	Include Implementation and Monitoring Framework as a full Appendix to the Local Plan.

## Supporting evidence base update

Since publication of the North Tyneside Local Plan Pre-submission Draft in November 2015 further supporting evidence to the Local Plan has been developed in response to:

- Publication of relevant new information from other sources;
- The evolving context of national policy;
- Questions or issues identified by Local Plan respondents and through the examination and hearings process;
- Consideration of the delivery of key proposals such as the Strategic Allocations of Murton Gap and Killingworth Moor.

Key additional evidence has additionally been prepared since submission of the Local Plan in June 2016 and has specifically informed additional modifications as summarised below.

### *S4.2 Housing Figures - Objectively assessed need and housing land supply"*

In February 2016 ONS published the 2014 based Sub-National Population Projection and in July 2016 DCLG published the latest 2014 Household Forecast. This replaced the 2012 based projections that the draft Local Plan took as its starting point for housing growth. In response the following evidence base updates were prepared.

- Demographic and Household Forecasts Update 2016, September 2016, Edge Analytics (EX/NTC/5)
- Strategic Housing Land Availability Assessment 2016, September 2016, Capita North Tyneside (EX/NTC/6 to EX/NTC/20)
- North Tyneside 2016 SHMA Addendum Report, November 2016 Arc4 (EX/NTC/32)
- SHLAA Addendum Report, November 2016, Capita North Tyneside (EX/NTC/33),
- Housing Needs and Supply Additional Evidence, December 2016 (EX/NTC/54) and associated SHLAA Addendum Report, December 2016, Capita North Tyneside.

### *Additional evidence base updates*

- Map Addendum: Public Health Evidence in relation to the use of the planning system to control Hot Food, December 2016, Capita North Tyneside (EX/NTC/57 and EX/NTC/58)
- Draft Guidelines for the Creation of SANGS, December 2016, Capita North Tyneside (EX/NTC/52)
- Public Transport Sensitivity Testing, September 2016, Capita North Tyneside (EX/NTC/21) and
- Transport Impacts Assessment Addendum, September 2016, Capita North Tyneside (EX/NTC/22).
- Area Wide Viability Assessment: Housing Standards Addendum, January 2017, Capita North Tyneside (EX/NTC/XX)

All supporting evidence is available from the Council's website [www.northtyneside.gov.uk/planning](http://www.northtyneside.gov.uk/planning)