

## Sustainability Appraisal Consideration of Proposed Additional Modifications – 8 September 2016

The table to follow sets out the proposed additional modifications to policies within the North Tyneside Local Plan Pre-Submission Draft (2015), highlighting the nature of the amendment and the potential impact in the context of sustainability appraisal. This should be read in conjunction with 'Table 1: Proposed Additional Modifications', which highlights all of the proposed amendments to the Local Plan.

The modifications below are expressed either in the form of ~~strikethrough~~ for deletions and underlining for additions of text or through an *explanation* if more appropriate. The amendments reference can be cross-checked with Table 1.

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
AM57	S1.5	<p>The Green Belt in North Tyneside as defined on the Policies Map:</p> <ol style="list-style-type: none"> <li>Checks the unrestricted spread of the built-up area of North Tyneside.</li> <li>Prevents the merging of the following settlements: <ul style="list-style-type: none"> <li>● <del>Seaton Burn and Dudley with Cramlington;</del></li> <li>● <del>Shiremoor/Backworth with Seghill and Seaton Delaval/Holywell;</del></li> <li>● <del>Shiremoor with Wellfield/Earsdon;</del> <u>and,</u></li> <li>● <del>Whitley Bay with Seaton Delaval/Holywell and Seaton Sluice.</del></li> </ul> </li> <li>Maintains the separate character of: <ul style="list-style-type: none"> <li>● <del>Seaton Burn;</del></li> <li>● <del>Wideopen/ Brunswick Green;</del></li> <li>● <del>Dudley/Annitsford;</del> <u>and,</u></li> <li>● <del>Earsdon.</del></li> </ul> </li> <li>Assists in the regeneration of the older parts of the urban area.</li> <li>Safeguards the Borough's countryside from further encroachment and maintains openness.</li> </ol>	Minor amendment to split sentences in to bullet point lists to assist clarity. No wording changes; revision of SA not necessary.
AM59	DM1.6	Proposals <del>in that are appropriate to</del> the Green Belt, <del>particularly those offering for</del> increased or enhanced <del>opportunities for</del> access to the open countryside and <del>which that</del> provide opportunities for beneficial use <u>as a biodiversity resource, such as</u>	Minor amendment relating to

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		<p><del>outdoor sport and recreation, appropriate to the Green Belt,</del> will be <u>encouraged supported</u> where <del>it</del> <u>they</u> will not harm the objectives of the Green Belt. <del>and recognise the important role of the green belt as a biodiversity resource.</del></p> <p>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>	clarification of wording to emphasise intention of policy; revision of SA not necessary.
AM77	S2.1	<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><del>a) a.</del> <u>a.</u> Town Centres and Tourism</p> <ol 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 Historie</u> environment including <u>at</u> Segedunum Fort and Hadrian's Wall <u>World Heritage Site (WHS)</u> in Wallsend and the Fish Quay in North Shields, <u>while conserving and enhancing its significance.</u></li> </ol> <p><del>b) b.</del> <u>b.</u> Advanced Engineering, low carbon, renewable, marine and off-shore technology, Port related activity and manufacturing</p> <ol style="list-style-type: none"> <li>iv. Develop marine and renewable sectors of manufacturing in the River Tyne North Bank area, including on the former Swan Hunter <del>shipyard Shipyard</del> 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> </ol> <p><del>c) c.</del> <u>c.</u> Office and business investment</p> <ol 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</u> which includes the former Enterprise Zone area.</li> <li>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.</li> </ol> <p><del>d) d.</del> <u>d.</u> Distribution - major logistics</p> <ol style="list-style-type: none"> <li>vii. Recognise potential for major distribution and logistics facilities for goods and materials, <del>that can take</del></li> </ol>	Minor amendment to include missing text. Adding the text makes the intention clear with regards to the historic environment. Revision of SA not necessary.

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		<p>advantage of the Borough's excellent national and international transport connections by road, rail, air and port connections.</p>	
AM105	DM2.3	<p>The Council will support proposals on <del>employment land</del> <u>Employment Land</u>, 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>Proposals <del>that would lead to a loss not of on</del> identified <del>employment land</del> <u>Employment Land</u> or other buildings in use-class B1, B2 or B8, <del>for uses that could harm the development and regeneration of sites for economic development,</del> will be permitted where these proposals would not:</p> <p><del>a. Harm the development and regeneration of identified Employment Sites for economic development; and</del>  <del>b-a.</del> Result in the unacceptable loss of operating businesses and jobs; and<sub>2</sub>  <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>  <del>d-c.</del> Have an adverse impact upon the amenity and operation of neighbouring properties and businesses.</p>	<p>Minor amendment; rearranging text to aid the clarity of the application of the policy. Revision of SA not necessary.</p>
AM118	S3.1	<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 which</del> would:</p> <ol style="list-style-type: none"> <li>Contribute to the protection and enhancement of the vitality and viability of the centre.</li> <li>Capitalise upon the character, <del>distinctiveness and heritage value of the centre and distinctiveness of the centre,</del> <u>while sustaining and enhancing its heritage assets.</u></li> <li>Support the improvement in the range and quality of shops, services and facilities.</li> <li>Boost the growth of small and medium sized businesses that can provide unique and niche services.</li> <li>Encourage the growth of the evening economy with leisure, culture and arts activities.</li> <li>Enhance accessibility by all modes including public transport, walking, cycling and by car.</li> <li>Introduce measures that reduce crime and the fear of crime and any other disorder issues.</li> </ol>	<p>Minor amendments relating to grammar and wording change to clarify the policy's intention of protecting the significance of heritage assets. Revision of SA not necessary.</p>
AM134, AM135	S3.3	<p>Provision should be made for at least <del>6,378 convenience (m<sup>2</sup> net) and 15,249 comparison (m<sup>2</sup> net)</del> <u>the amount of</u> additional retail floorspace <del>set out below.</del> Future provision should be in accordance with the <u>latest available evidence time periods</u> <del>specified</del> and in accordance with other policies in the Local Plan.</p>	<p>Minor amendments with the minimum amount of</p>

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		<table border="1" data-bbox="383 339 1888 692"> <thead> <tr> <th data-bbox="383 339 1361 384">Type of Use</th> <th colspan="4" data-bbox="1361 339 1888 384">Floorspace (sqm Net)</th> </tr> <tr> <td data-bbox="383 384 1361 496"></td> <th data-bbox="1361 384 1514 496">2014-2019</th> <th data-bbox="1514 384 1626 496">2019-2024</th> <th data-bbox="1626 384 1760 496">2024-2032</th> <th data-bbox="1760 384 1888 496">Net 2014-2032</th> </tr> </thead> <tbody> <tr> <td data-bbox="383 496 1361 576"><del>Convenience – Food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals and non-durable household goods.</del></td> <td data-bbox="1361 496 1514 576">1,499</td> <td data-bbox="1514 496 1626 576">1,876</td> <td data-bbox="1626 496 1760 576">3,004</td> <td data-bbox="1760 496 1888 576">6,378</td> </tr> <tr> <td data-bbox="383 576 1361 692"><del>Comparison – Items that are bought less frequently. e.g. clothing, washing machine, furniture, household appliances, tools, medical goods, games and toys, books and stationery, jewellery and other personal effects.</del></td> <td data-bbox="1361 576 1514 692">960</td> <td data-bbox="1514 576 1626 692">3,676</td> <td data-bbox="1626 576 1760 692">10,613</td> <td data-bbox="1760 576 1888 692">15,249</td> </tr> </tbody> </table> <p data-bbox="371 730 1178 762">Key sites identified for retail development over the plan period are:</p> <table border="1" data-bbox="443 762 1823 1062"> <thead> <tr> <th data-bbox="443 762 1012 802">Site Name</th> <th data-bbox="1012 762 1391 802">Designated Centre</th> <th data-bbox="1391 762 1823 802">Total Floorspace (m<sup>2</sup> sqm Net)</th> </tr> </thead> <tbody> <tr> <td data-bbox="443 802 1012 842">Northumberland Park</td> <td data-bbox="1012 802 1391 842">Northumberland Park</td> <td data-bbox="1391 802 1823 842">10,160</td> </tr> <tr> <td data-bbox="443 842 1012 882">Land West of The Forum Shopping Centre</td> <td data-bbox="1012 842 1391 882">Wallsend</td> <td data-bbox="1391 842 1823 882">1,200</td> </tr> <tr> <td data-bbox="443 882 1012 954">Land West of The Boulevard Shopping Centre</td> <td data-bbox="1012 882 1391 954">Longbenton District Centre</td> <td data-bbox="1391 882 1823 954">1,140</td> </tr> <tr> <td data-bbox="443 954 1012 994">Tynemouth Station</td> <td data-bbox="1012 954 1391 994">Tynemouth</td> <td data-bbox="1391 954 1823 994">1,011</td> </tr> <tr> <td data-bbox="443 994 1012 1034">Murton Strategic Allocation</td> <td data-bbox="1012 994 1391 1034">Neighbourhood Parade</td> <td data-bbox="1391 994 1823 1034">1,000</td> </tr> <tr> <td data-bbox="443 1034 1012 1062">Killingworth Moor Strategic Allocation</td> <td data-bbox="1012 1034 1391 1062">Neighbourhood Parade</td> <td data-bbox="1391 1034 1823 1062">500</td> </tr> </tbody> </table> <p data-bbox="371 1107 1879 1174">Proposals for new development(s) within the boundary of the Northumberland Park District Centre will be permitted provided that they meet all of the following criteria:</p> <ol data-bbox="421 1187 1879 1367" style="list-style-type: none"> <li data-bbox="421 1187 1879 1254">Predominantly meet the comparison retail needs of the Borough based on net floorspace of the overall uses proposed in the extension;</li> <li data-bbox="421 1262 1879 1367">The development of the extension of the District Centre is fully integrated with the existing centre, surrounding neighbourhoods and Northumberland Park <del>Metro Station</del> metro station with particular attention paid to addressing pedestrian and cycle links; and</li> </ol>	Type of Use	Floorspace (sqm Net)					2014-2019	2019-2024	2024-2032	Net 2014-2032	<del>Convenience – Food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals and non-durable household goods.</del>	1,499	1,876	3,004	6,378	<del>Comparison – Items that are bought less frequently. e.g. clothing, washing machine, furniture, household appliances, tools, medical goods, games and toys, books and stationery, jewellery and other personal effects.</del>	960	3,676	10,613	15,249	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	<p data-bbox="1910 308 2181 552">floorspace required over the Plan period not changing. Information in table is now in supporting text. Revision of SA not necessary.</p>
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		c. The scale of any new floorspace reflects its position as a District Centre.	
AM153	S4.1	<p>The full objectively assessed housing needs of North Tyneside will be met through the provision of sufficient specific deliverable housing sites, <u>including the positive identification of Council-owned land</u>, brownfield land and sustainable greenfield sites <u>that do not fall</u> within the Borough's Green Belt, whilst <u>also</u> making best use of <u>the</u> existing housing stock.</p> <p><u>In doing so, this will reflect and reflecting</u> the following key priorities <u>of</u>:</p> <ul 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</u> environmental impact of development and infrastructure requirements;</li> <li>c. The delivery of brownfield land, whilst taking into consideration the viability of land for development;</li> <li>d. Providing accommodation that is affordable for all sectors of the local community;</li> <li>e. Improving existing residential areas and bringing empty homes back into residential use;</li> <li>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; <u>and</u>;</li> <li>g. Ensuring the delivery of specialist stock to meet specific needs such as larger housing, and extra care facilities; <u>and</u>;</li> <li>h. Promoting good management of Houses in Multiple Occupation including encouraging landlords to <u>work with the Council through specific improvement schemes and initiatives; join the Private Landlords Forum.</u></li> <li>i. <u>Opportunities Offering opportunities</u> for self-build schemes, including the identification of parcels of land on larger housing sites-; <u>and</u>;</li> <li>j. <u>Ensure Ensuring that</u> there remains <u>a</u> choice and variety of viable housing sites, capable of meeting a range of housing needs.</li> </ul>	Minor wording amendments to ensure consistency with NPPF wording and clarify intention of policy. Revision of SA not necessary.
AM155	S4.2	To provide for the growth and development needed in North Tyneside to meet the Borough's <u>Objectively Assessed Need objectively assessed need</u> for new homes, provision is made for the development of <u>at least</u> 17,388 homes from 2011/12 to 2031/32, at an <u>annual</u> average of 828 new homes per year.	
AM173,	S4.3	Distribution of <u>Potential</u> Housing Development Sites	Minor amendments

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AM174		<p>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 <del>2016</del> 2015 outlines that these sites have an overall capacity of approximately <del>8,797</del> 8,986 homes, assessed as being deliverable and developable over the plan period to 2032.</p> <p>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 <del>Strategic Allocations of</del> <u>strategic allocations at</u> Murton and Killingworth Moor should be considered to inform the preparation of detailed site wide masterplans and applications for development.</p> <p><b>RESIDENTIAL SITES</b></p> <table border="1" data-bbox="383 783 1888 1372"> <thead> <tr> <th>Map Ref</th> <th>Site Name</th> <th>Ward</th> <th>Greenfield / Brownfield</th> <th>Potential Homes</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Grieves Row, Dudley</td> <td>Weetslade</td> <td>Brownfield</td> <td>90</td> </tr> <tr> <td>3</td> <td>Annitsford Farm, Annitsford</td> <td>Weetslade</td> <td>Greenfield</td> <td>400</td> </tr> <tr> <td>13</td> <td>Site at Station Road, Forest Hall</td> <td>Benton</td> <td>Brownfield</td> <td>22</td> </tr> <tr> <td>17</td> <td>Station Road (West), Station Road, Wallsend</td> <td>Northumberland</td> <td>Greenfield</td> <td>450</td> </tr> <tr> <td>21</td> <td>Devonshire Drive, Whitley Road, Holystone</td> <td>Killingworth</td> <td>Mixed</td> <td>30</td> </tr> <tr> <td>22 – 26</td> <td>Killingworth Moor (strategic site)</td> <td>Killingworth</td> <td>Greenfield</td> <td>Apprx. 2,000</td> </tr> <tr> <td>27</td> <td>Land at Castle Square, Backworth</td> <td>Valley</td> <td>Greenfield</td> <td>14</td> </tr> <tr> <td>35 – 41</td> <td>Murton (strategic site)</td> <td>Collingwood / Valley</td> <td>Greenfield</td> <td>Apprx. 3,000</td> </tr> <tr> <td>42</td> <td>Moorhouses Reservoir, Billy Mill, North Shields</td> <td>Collingwood</td> <td><del>Brownfield</del> Greenfield</td> <td>50</td> </tr> <tr> <td>45</td> <td>Land at Charlton Court, Cedartree Gardens, Whitley Bay</td> <td>Monkseaton South</td> <td>Mostly Greenfield</td> <td>20</td> </tr> </tbody> </table>	Map Ref	Site Name	Ward	Greenfield / Brownfield	Potential Homes	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	20	to reflect updated SHLAA; policy intentions remain unchanged. Revision of SA not necessary.
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		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, North Shields	Cullercoats	Greenfield	15	
		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	
		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	

Exam Mod Ref	Policy	Text with Proposed Modification					Nature of amendment and SA impact
		80	Bonchester Court, Battle Hill Drive, Wallsend	Battle Hill	Brownfield	16	
		81	Beadnell Court, Battle Hill Drive, Wallsend	Battle Hill	Brownfield	18	
		85	Portugal Place Block, High Street West, Wallsend	Wallsend	Brownfield	25	
		88	Land adjacent to <del>RAOB</del> <del>ROAB</del> Club, Brussels Road, Wallsend	Wallsend	Brownfield	5	
		<del>95</del>	<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 (north), Wallsend	Northumberland	Greenfield	50	
		113	High Farm (Oliver), Killingworth	Killingworth	Greenfield	<del>31-30</del>	
		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>5-12</del>	
		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</del>	<del>Weetslade</del>	<del>Brownfield</del>	<del>16</del>	



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			<del>Road, Dudley</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, North Shields	Tynemouth	Brownfield	14		
		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>7-10</del>		
		141	Site of former Seaton Burn First School, Bridge Street, Seaton Burn	Weetslade	Greenfield	<del>6-8</del>		
		<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>7,541</del> 7,730	
		<b>MIXED-USE SITES</b>						
		<b>Map Ref</b>	<b>Site Name</b>	<b>Ward</b>	<b>Greenfield / Brownfield</b>	<b>Potential Homes (where applicable)</b>		
		5	Harvey Combe, Station Road Industrial Estate, Killingworth	Camperdown	Brownfield	140		
		6	Stephenson Industrial Estate West, Northumbrian Way, Killingworth	Camperdown	Brownfield	164		
		7	Stephenson Industrial Estate East, Northumbrian Way, Killingworth	Camperdown	Brownfield	92		

Exam Mod Ref	Policy	Text with Proposed Modification					Nature of amendment and SA impact
		29	Backworth Business Park & Cottages, Backworth	Valley	Mostly Brownfield	65	
		46	Foxhunters Industrial Estate, Hillheads Road, Whitley Bay	Monkseaton South	Brownfield	61	
		54 to 57	East George Street and surrounding area, North Shields	Tynemouth	Brownfield	174	
		59	Tanners Bank East, North Shields	Tynemouth	Brownfield	42	
		61	Norfolk Street & Stephenson Street Car Parks and Office, North Shields	Tynemouth	Brownfield	41	
		77	Percy Main Bus Depot, Norham Road, North Shields	Chirton	Brownfield	12	
		78	West Chirton South, Norham Road, North Shields	Chirton	Brownfield	400	
		136	Units 1 and 2, Wesley Way, Palmersville	Killingworth	Brownfield	65	
		<b>TOTAL HOMES</b>					
AM182	S4.4 (a)	<p>A <del>strategic allocation</del> <b>Strategic Allocation</b> 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 <del>Borough</del> <b>borough</b>, and convenience retail provision of approximately 1,000 <del>m<sup>2</sup> sqm</del>.</p> <p>The key principles for development of the Murton strategic allocation are illustrated on the Policies Map through an indicative <del>Concept Plan</del> <b>concept plan</b>, 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; <del>and</del>,</li> <li>d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively <del>er</del>-identified</li> </ol>					<p>Minor amendments relating to grammar and clarifications regarding protection of biodiversity. Policy intentions remain unchanged; revision of SA not necessary.</p>

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p>on the Policies Map, providing a primary school located broadly to the south west of the site; <u>and</u>,</p> <p>e. A network of green and blue infrastructure that:</p> <ul 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; <u>and</u>,</li> <li>iii. Retains, connects and enhances the <u>local, national and international</u> biodiversity <del>of each site</del>; 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 <u>and Suitable Accessible Natural Green Space (SANGS)</u>; and,</li> <li>vi. Incorporates sustainable drainage systems.</li> </ul>	
AM223	DM4.7	<p>To meet a Borough-wide target for at least 25% of all new homes to be affordable <del>in perpetuity</del>, new housing developments of 10 or more dwellings, or on sites of 0.5 ha or more, must <u>provide a the maximum</u> proportion of affordable housing <u>to support delivery of the Borough-wide target</u>, 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.</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> <ul style="list-style-type: none"> <li>a. All options for securing on-site provision of affordable housing have been explored and exhausted; and,</li> <li>b. Where off-site affordable housing is to be provided the amount of affordable housing would be equivalent to, or greater than, the amount that would be viable if the provision was made on-site; or,</li> <li>c. Where a Commuted Sum is to be provided it will be equivalent to, or greater than, the amount that would be viable if the provision was made on-site.</li> </ul> <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>	<p>Minor amendments to enable flexibility and provide clarity. Policy intention unchanged; revision of SA not necessary.</p>

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
AM247	DM5.2	<p>The loss of any part of the green infrastructure network will only be considered in the following exceptional circumstances:</p> <ol style="list-style-type: none"> <li><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>;</del> <u>or</u></li> <li>If it is not a designated wildlife site or providing important biodiversity value;<del>;</del> <u>or</u></li> <li>If it is not required to meet a shortfall in the provision of that green space type or another green space type;<del>;</del> <u>or</u></li> <li><u>The proposed development would be ancillary to the use of the green infrastructure and the benefits to green infrastructure would outweigh any loss of open space.</u></li> </ol> <p>Where development proposals <u>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>	Minor amendments relating to the rearranging of text for clarity; revision of SA not necessary.
AM254	DM5.5	<p>All development proposals should:</p> <ol style="list-style-type: none"> <li>Protect the biodiversity and geodiversity value of land, protected and priority species and buildings and minimise fragmentation of habitats and wildlife links; and<del>;</del></li> <li>Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and<del>;</del></li> <li>Incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.</li> </ol> <p>Proposals which are likely to significantly affect nationally or locally designated sites, protected species, or priority species and habitats (as identified in the BAP), identified within the most up to date Green Infrastructure Strategy, would only be permitted</p>	Minor amendments to avoid subjectivity, consistency with other Local Plan policies and NPPF, and clarity regarding SSSIs. Buffer zone

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p>where:</p> <ul style="list-style-type: none"> <li>d. The benefits of the development in that location clearly demonstrably outweigh any direct or indirect adverse impacts on the features of the site and the wider wildlife links; and</li> <li>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</li> <li>f. For all adverse impacts of the development appropriate mitigation measures, reinstatement of features, or, as a last resort, compensation to enhance or create habitats form part of the proposals on or off site.</li> </ul> <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>	<p>information is now in supporting text to reflect that buffer zones are not designations. Intentions of policy remains unchanged; revision of SA not necessary.</p>
AM255	DM5.6	<p>In accordance with European Legislation, proposals that are likely to have adverse <u>significant</u> effects on <del>the</del> 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> <ul 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> </ul>	<p>Minor amendments to ensure consistency with other Local Plan policies and NPPF. Intentions of policy remains unchanged; revision of SA not necessary.</p>

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p>e. Adoption of a code-of conduct;  f. Zoning and/or seasonal restrictions to minimise disturbance in particular sensitive areas at particularly sensitive times;  g. Specially considered design and use of access points and routes;  h. Undertaking monitoring of the site's condition and species count;  i. Provision of a Suitable Accessible Natural Green Space (SANGS).</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>	
AM263	DM5.9	<p><del>The <u>Where it would not degrade other important habitats the</u></del> Council will support strategies and proposals that protect and enhance the overall condition and extent of trees, woodland and hedgerows in the Borough, and:</p> <p>a. Protect and manage existing woodland, trees, hedgerows and landscape features.  b. Secure the implementation of new tree planting and landscaping schemes as a condition of planning permission for new development.  c. Promote and encourage new woodland, tree and hedgerow planting schemes.  d. In all cases preference should be towards native species of local provenance.</p> <p><del>Such measures will be particularly encouraged where they are compatible with areas designated for their built or nature conservation interest and where they do not impact on site integrity.</del></p> <p>Planting schemes included with new development must be accompanied by an appropriate Management Plan agreed with the <del>Local Planning Authority</del> <u>local planning authority</u>.</p>	<p>Minor wording changes to reduce ambiguity.  Intentions of policy remains unchanged;  revision of SA not necessary.</p>
AM265	DM5.13	<p>The Council will work with Northumbrian Water Ltd, the Environment Agency and landowners to ensure the risk of flooding in North Tyneside, to existing property and infrastructure, is reduced through a planned programme of work on the existing and future components of the drainage system.</p> <p>Where development is proposed, and where it is deemed to potentially impact on drainage capacity (either individually or cumulatively), applicants will be expected to contribute to off-setting these impacts and work with the 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</u></p>	<p>Minor amendment to ensure alignment with NPPF and provide clarity;  revision of SA not necessary.</p>

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<u>proposed development.</u>	
AM266	DM5.14	<p>Applicants will be required to show, with evidence, they comply with the <u>Defra DEFRA</u> 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>	Minor amendment to ensure flexibility and provide clarity; revision of SA not necessary.
AM267	DM5.15	<p>Applicants will be required to show, with evidence, they comply with the <u>Defra DEFRA</u> technical standards for sustainable drainage systems (unless otherwise updated and/or superseded).</p> <p>The following destinations must be considered for surface water management in order of preference:</p> <ol style="list-style-type: none"> <li>a. Discharge into the ground*<u>;</u></li> <li>b. Discharge to a surface water body<u>;</u></li> <li>c. Discharge to a surface water sewer<sup>7</sup><u>;</u> or <u>;</u></li> <li>d. Discharge to a combined sewer<u>;</u></li> </ol> <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> <p>Where SuDS are provided, arrangements must be put in place for their whole lifetime management and maintenance.</p> <p><u>Where appropriate</u> SuDS should be designed and located to improve biodiversity, the landscape, water quality and local amenity.</p>	Minor amendments to provide clarity; revision of SA not necessary.

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p><u>* Deep drainage structures are not suitable in the Borough due to actively managed mine water levels and raising groundwater levels.</u></p>	
AM272	DM5.17	<p>Mineral resources and related infrastructure will be managed and safeguarded to meet current and future needs. A contribution to the region's supply needs will be made to ensure an adequate and steady supply of minerals in a way that supports the Borough's social, environmental and 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>i. <u>Amenity (e.g. dust, noise and vibration);</u></li> <li>ii. <u>Air quality;</u></li> <li>iii. <u>Lighting;</u></li> <li>iv. <u>Visual impact;</u></li> <li>v. <u>Landscape character;</u></li> <li>vi. <u>Traffic, including air and rail, and access;</u></li> <li>vii. <u>Risk of contamination to land;</u></li> <li>viii. <u>Soil resources and the impact on best and most versatile agricultural land;</u></li> <li>ix. <u>Flood risk;</u></li> <li>x. <u>Ground and surface water impacts;</u></li> <li>xi. <u>Land stability;</u></li> <li>xii. <u>Ecology, including habitats, species and designated sites; and,</u></li> <li>xiii. <u>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>Amendments to reflect NPPF and provide clarity on the implementation of the policy. Policy intentions remain unchanged; revision of SA not necessary.</p>



Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p>d. Encouraging temporary material-recycling facilities on the sites of major demolition or construction projects and provision of permanent recycling plants for construction and demolition waste in appropriate locations, as defined in <del>policy</del> <u>Policy S7.7</u>.</p> <p>e. Safeguarding the existing transport and processing infrastructure at Howdon Wharf to allow for the continued transfer and movement of marine aggregates <u>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>i. <u>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>ii. <u>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:</p> <ul style="list-style-type: none"> <li>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</li> <li>ii. the mineral can be extracted satisfactorily prior to the incompatible development taking place; or</li> <li>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</li> <li>iv. there is an overriding need for the incompatible development; or</li> <li>v. it constitutes exempt development, namely householder applications; changes of use; infilling in existing built up areas.</li> </ul>	
AM280	DM6.1	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:	Rearranging of text to provide clarity in reading and minor

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p><del>a. d</del> A design responsive to landscape features, topography, wildlife habitats, site orientation and existing buildings, incorporating where appropriate the provision of public art;</p> <p><del>b</del> a- A positive relationship to neighbouring buildings and spaces;</p> <p><del>c. b</del> A safe environment that reduces opportunities for crime and antisocial behaviour;</p> <p><del>d.-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></p> <p><del>e. Sufficient car parking that is well integrated into the layout; and</del></p> <p><del>d. A design responsive to the existing landscape, topography and character of the locations context, incorporating where appropriate innovative features and statements of artistic quality;</del></p> <p><del>e. Passive solar design to benefit heating, cooling and lighting; and</del></p> <p>f. A good standard of amenity for existing and future residents and users of buildings and spaces.</p>	rewording to remove ambiguity of policy's intentions. Revision of SA not necessary.
AM283	DM6.2	<p>Extensions should complement the form and character of the original building. This should be achieved either by continuation of the established design form, or through appropriate contrasting, high quality design. The scale, height and mass of an extension and its position should emphasise a subservience to the 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> <ol style="list-style-type: none"> <li>Whether or not the property is affected by any designations or considered to be a heritage asset <del>or within the setting of a heritage asset;</del></li> <li>The location of the extension in relation to the street scene;</li> <li><del>implications</del> <u>Implications</u> for amenity on adjacent properties and land such as outlook, loss of light or privacy;</li> <li>The cumulative impact if the building has been previously extended;</li> <li>The effect that the extension will have on the existing property and whether it enhances the overall design; and</li> <li>The form, scale and layout of existing built structures near the site.</li> </ol>	Minor amendment to clarify the protection of heritage assets. Revision of SA not necessary.
AM288	DM6.6	<p><del>The alteration, extension or restoration of heritage assets, and development that affect their settings, Proposals that affect heritage assets or their settings</del> will be permitted where <del>it sustains, conserves they sustain, conserve</del> and, where appropriate, <del>enhance enhances</del> the significance, appearance, character and setting of heritage assets in an appropriate manner. As appropriate, development will:</p>	Minor amendments to remove ambiguity of policy's

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p>a. Conserve built fabric and architectural detailing that contributes to the heritage asset’s significance and character;</p> <p>b. Repair damaged features or reinstate missing features and architectural detailing that contribute to the heritage asset’s significance;</p> <p>c. Conserve and enhance the spaces between and around buildings including gardens, boundaries, driveways and footpaths;</p> <p>d. Remove additions or modifications that are considered harmful to the significance of the heritage asset;</p> <p>e. Ensure that additions to heritage assets and within its setting <del>are appropriate in scale, height, mass, footprint, materials and architectural detailing and</del> do not harm the significance of the heritage asset;</p> <p>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;</p> <p>g. Be prepared in line with the information set out in the relevant piece(s) of evidence and guidance prepared by North Tyneside Council;</p> <p>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.</p> <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 <del>that 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>	implementation; revision of SA not necessary.
AM290	DM6.7	<p>The Council will seek to protect, enhance and promote the Borough's archaeological heritage and where appropriate, encourage its interpretation and presentation to the public.</p> <p>Developments that may harm archaeological features will require an archaeological desk based assessment and evaluation</p>	Minor rewording to ensure clarity; revision of SA not necessary.

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p>report with their planning application. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this.</p> <p>The results of the preliminary evaluation will determine whether the remains warrant preservation in-situ, protection and enhancement or whether they require full archaeological excavation in advance of development.</p> <p><del>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,</u> 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.</del></p>	
AM302, AM 303, AM304 and AM305	S7.3	<p>Future transport provision should reflect existing demand and also take account of planned economic and housing growth to ensure an integrated approach to sustainable development and travel patterns. <del>Through the objective to deliver a modal shift to more sustainable modes of transport, there is an emphasis on increasing the modal share of public transport, walking, cycling and other non-motorised modes for journeys both within the Borough and beyond. This recognises the requirement to reduce impacts that contribute to climate change and encourage active and healthier lifestyles.</del></p> <p><del>North Tyneside has a number of strategic transport links that perform an important role at a regional level. The A19 provides a vital south to north route, linking South Tyneside and Sunderland to Northumberland and connecting with the A1 at Seaton Burn. There are also a number of key west to east links which provide access from Newcastle City Centre to the coast, including the A191, A1058 (Coast Road) and A187. The Metro system serves a large catchment of the population, linking key services and facilities throughout North Tyneside with other areas of Tyne and Wear. In addition to this, the East Coast Main Line also passes through the Borough and there is a comprehensive network of local bus services.</del></p> <p><b>1) Public Transport</b></p> <p><del>1) The Council, <u>will support its working with</u> partners, <u>who will</u> seek to <u>secure provide</u> a comprehensive, integrated, safe,</del></p>	Amendments to expand on points within policy to provide context and clarity. Policy objectives have not changed; revision of SA not necessary.

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p>accessible and efficient public transport network, capable of supporting development proposals <u>and future levels of growth. These measures will provide providing</u> attractive <u>alternative</u> travel options <u>for all groups within society and will be delivered</u> by:</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 storage facilities and car parking.</li> <li>d. Working with Nexus, <u>bus service</u> operators and major employers to maintain and enhance bus provision wherever possible. This will include improvement to services, <u>improving accessibility</u> information and ticketing and <u>supporting</u> proposals to address issues of <u>accessibility and</u> safety.</li> <li>e. Working with partners such as Nexus, transport operators and the voluntary sector where appropriate to promote the provision of <u>flexible</u> accessible transport options for persons with reduced mobility <u>or other factors which limit travel options. – this includes Community Transport and Demand Responsive Transport (DRT) services.</u></li> <li>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 use</u> for heavy rail, light rail, and/or cycleways. Specific examples with potential for future investment are marked on the Policies Map and include:               <ul style="list-style-type: none"> <li><del>☐</del> <u>i.</u> Ashington, Blyth and Tyne Railway (Seghill - Northumberland Park - Benton); and,</li> <li><del>☐</del> <u>ii.</u> Northumberland Park - <del>to</del> 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.</li> <li><del>☐</del> <u>iii.</u> Additionally, potential sites for new stations, <u>whether</u> on the existing <u>Metro rail</u> network, <u>and/or on routes re-opened for passenger traffic and/or extensions to the network, and/or extension of the Metro network</u> will also be supported where appropriate. <u>This includes proposals relating to both the Metro and heavy rail and 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 identified in the Local Plan.</u></li> </ul> </li> </ol> <p><b>2) The Road Network</b></p>	

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p><del>2)</del> The Council, working with partners, will seek to deliver targeted improvements to the road 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:</p> <ol style="list-style-type: none"> <li>A19(T)/A193 Howdon Interchange;</li> <li>A19(T)/A1058 Silverlink Interchange;</li> <li>A19(T)/A1056 Killingworth Interchange; and,</li> <li>A19(T)/A1 Seaton Burn Interchange.</li> </ol> <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> <ol style="list-style-type: none"> <li><u>A19(T)/A189 Moor Farm Interchange,</u></li> <li><u>A1(T)/A1056 North Brunton Interchange; and,</u></li> <li><u>A19(T)/A184 Testos Roundabout.</u></li> </ol> <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</del> A1058 Coast Road, <del>and on n the</del> A1056 Sandy Lane, <u>and on the A193 Wallsend Road/Tynemouth Road-A187 Hadrian Road corridor.</u></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> <p><del>3) Pedestrians, Cyclists and Horse-Riders Horse-Riders, Pedestrians and Cyclists</del></p> <p><del>3)</del> The Council, working with <del>its</del> 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 The commitment to deliver a functioning</u></p>	

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		<p><u>network will be achieved through a variety of measures including, where appropriate, by:</u></p> <ul style="list-style-type: none"> <li>a. Developing and implementing improvements to strategic and local <del>walking and cycling</del> routes in the Borough <u>for the benefit of all users.</u></li> <li>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.</u> This includes <u>established</u> cycling routes which run on, and alongside, roads as well as the network of <u>off-road routes</u>, local waggonways and other green infrastructure <del>connections, and including – this incorporates the strategic</del> routes which form part of the National Cycle Network. <u>Proposals will be supported unless there would be significant adverse impacts on other recreational activities.</u></li> <li>c. <del>b-</del>Improving the quality and safety of the public realm, implementing <del>street-scape</del> <u>streetscape</u> improvements, giving greater priority to pedestrians, cyclists and <del>horse-riders</del> <u>horse-riders</u> 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></li> <li>d. <u>Wherever possible, incorporating</u> <del>incorporating</del> improvements for non-motorised modes of transport <del>where possible</del> as part of other transport schemes.</li> </ul>	
AM307	DM7.4	<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> <ul style="list-style-type: none"> <li>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.</li> <li>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></li> <li>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).</li> <li>d. New developments will need to demonstrate that existing or proposed public transport <u>services levels</u> can accommodate development proposals, or where necessary, identify opportunities for public transport improvements including sustainable access to public transport <del>transport</del> hubs.</li> </ul>	Amendments to expand on points within policy to provide context and clarity. Policy objectives have not changed; revision of SA not necessary.

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p>e. New developments in close proximity to public transport <del>hubs facilities will be required, whenever feasible, to should</del> provide a higher density of development to reflect increased opportunities for sustainable travel.</p> <p>f. On developments considered appropriate, the Council will require charging points to be provided for electric vehicles.</p>	
AM335	DM7.5	<p>The Council will seek applicants of major development proposals to contribute towards the creation of local employment opportunities and support growth in <del>skills through an increase in the</del> 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> <p>a. The development or expansion of education facilities to meet any identified shortfall in capacity arising as a result of the development; and/or,</p> <p>b. Provision of specific training and/or apprenticeships that:</p> <p>i. Are related to the proposed development; or,</p> <p>ii. Support priorities for improving skills in the advanced engineering, manufacturing and the off-shore, marine and renewables sector <del>where relevant to development. ; or,</del></p> <p>iii. <del>Support other agreed priorities for improving skills and education in North Tyneside.</del></p>	Amendments to clarify policy and remove superfluous text that could not be implemented. Policy has not materially changed; revision of SA not necessary.
AM346	S7.10	<p>The Council and its partners will ensure that local <del>provision and resources for cultural and community activities cultural activities and community facilities</del> are <del>accessible to located in</del> the neighbourhoods that they serve.</p> <p><u>In order to achieve this:</u></p> <p>a. Priority will be given to the provision of facilities that contribute towards sustainable communities <del>in, in</del> particular, catering for the needs of the growing population around key housing sites;</p> <p>b. Access to education and <del>healthcare provision health care facilities</del> will be maintained, and, where necessary, improved throughout the Borough;</p> <p>c. Existing <del>provision facilities</del> will be enhanced, and multi-purpose use encouraged, providing a range of services and <del>resources for facilities to</del> the community, at one accessible location;</p> <p>d. Opportunities to widen the cultural, sport and recreation offer will be supported; <del>and,</del></p> <p>e. The quantity and quality of open space, sport and recreation <del>provision facilities</del> throughout the Borough will be maintained and enhanced.</p> <p><u>Planning permission for the reuse or redevelopment of any land or buildings used for community infrastructure will be</u></p>	Amendment of policy to improve simplicity and conformity with NPPF. Policy has not materially changed; revision of SA not necessary.



Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p><del>permitted where the community's ability to meet its day-to-day needs for services is not reduced.</del></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> <ul style="list-style-type: none"> <li><del>a. No short term fall in provision will be created;</del></li> <li><del>b. Adequate alternative facilities are already available in the area;</del></li> <li><del>c. Replacement facilities that meets the needs of the local population are provided;</del></li> <li><del>d. Land and buildings have been marketed for a 6 week period (including to local voluntary and community groups).</del></li> </ul> <p><del>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.</del></p>	
AM363	AS8.4	<p><del>The Council will continue to support the objectives of the Parks for People scheme through its works to and management of Wallsend Parks</del> <u>Works to and management of Wallsend Parks should continue to support the objectives of the Parks for People scheme</u>, ensuring it remains a prime location for recreation.</p> <p>As shown on the Policies Map, Wallsend Dene will be enhanced with improvements to the area for wildlife and recreation, with particular projects explored including:</p> <ul style="list-style-type: none"> <li>a. Improving the Wallsend Dene watercourse by de-culverting and creation of bankside aquatic habitat for wildlife.</li> <li>b. Identifying opportunities for the creation of new wetland habitat and managing existing wetland habitats to improve biodiversity.</li> </ul>	Amendment to clarify that ongoing support for the objectives could come from more parties than just the Council. No material change to the policy; revision of SA not necessary.
AM368	AS8.7	<p>The Council will <del>look to seek investment invest</del> in improving High Street East and High Street West for pedestrians, cyclists and public transport users. <del>Work will be progressed working</del> jointly with Nexus, the bus operators and taxi companies to explore measures that:</p> <ul style="list-style-type: none"> <li>a. Through reducing the speed and level of traffic, deliver overall improvements to the experience of shopping, visiting and exploring Wallsend;</li> </ul>	Amendment to clarify that investment would not necessarily come from the

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p>b. Bring an increase in people walking and cycling into and through the town centre;</p> <p>c. Create a more active and vibrant street scene where people choose to spend time, whilst maintaining a functional and successful shopping street that is accessible to everybody.</p> <p>To deliver this, measures to be considered could include:</p> <p>d. Formal amendments to vehicle access, encouraging private through traffic in particular to take appropriate alternative routes such as Hadrian Road, whilst understanding and managing against any potential impacts on The Green conservation area.</p> <p>e. Introducing a better balance between those on foot and motorised vehicles, with use of innovative road materials and removal of excessive street furniture and safety barriers.</p>	Council. No material change to the policy; revision of SA not necessary.
AM402	AS8.23	<p>Through working in partnership <del>with applicants for development, the community, public transport providers and Nexus</del> the Council <del>will seek aims</del> to improve the accessibility of the coastal area <del>by that will</del>:</p> <p>a. <del>Seek to balance</del> <u>Balancing</u> competing needs on <del>the Whitley Bay town centre</del> road network, <del>including the need</del> to maintain traffic circulation and minimise congestion with opportunities to give greater priority to pedestrians, cyclists, public transport users and people with <u>reduced mobility disabilities</u>;</p> <p>b. <del>Improve</del> <u>Improving</u> the street network connecting <del>the town</del> <u>Whitley Bay town centre and Tynemouth district centre</u> <del>with and</del> the seafront, <del>and establishing attractive attractions and</del> points of arrival including improvements to cycling and walking infrastructure;</p> <p>c. <del>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. c.</del> <u>Seek to ensure</u> <u>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. d.</del> <u>Seek to increase</u> <u>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. e.</del> <u>Maintain</u> <u>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>	Expansion of points to provide clarity and removal of criterion c that duplicated the intention of other parts of the policy. Revision of SA not necessary.
AM404	AS8.24	<p>Within the North West Villages Sub Area:</p> <p>a. The availability of good public transport and active travel options are encouraged and supported. To ensure the</p>	Minor amendments that emphasise the

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<p>community can reach the excellent services and facilities within the area, good access throughout the North West is as important as access beyond.</p> <p>b. Image and identity will be improved through good signage and interpretation, and high quality, well-maintained public realm.</p> <p>c. North Tyneside Council will work <u>positively</u> with owners of vacant sites to bring them back into suitable, beneficial use. <del>This will reduce unattractive dereliction, encourage investment and improve quality of life for the community.</del></p>	<p>Council's positive intentions and removal of superfluous discussion unnecessary to the implementation of the policy. Revision of SA not necessary.</p>
AM415	AS8.25	<p>The Council will support <u>positive</u> measures in the North West of the Borough that can enhance the unique identity of the area <del>through the following improvements to deliver a high quality public realm: and deliver improvements to the public realm through investment in:</del></p> <p><del>a. Signage and interpretation</del></p> <p><del>i. a. Legible and attractive signage that welcomes visitors at entrances to the Borough and settlements to define boundaries and strengthen the identities of each Village area;</del></p> <p><del>ii. b. Ensuring key attractions and facilities are well signposted, for example, John Willie Sams Centre, Seaton Burn Recreation Ground, Little Waters and Weetslade Colliery Park; could all benefit from being more visible via good signposting.</del></p> <p><del>iii. c. Promoting the special ecological and heritage value of the North West via sensitively placed interpretation boards. All signage and interpretation boards should be designed and installed as to protect, and possibly enhance the character of the area;</del></p> <p><del>d. A coordinated approach to the installation of street furniture of high quality;</del></p> <p><del>e. Good quality, natural ground surfaces that encourage pedestrian movement; and</del></p> <p><del>f. Ensuring all aspects of the public realm are maintained and repaired to a high standard.</del></p> <p><del>a. Street furniture</del></p> <p><del>a. Good quality, attractive street furniture (for example, bins and seats) with the environs of shopping areas and community facilities being be the priority target.</del></p> <p><del>b. Improved road and pavement treatments</del></p> <p><del>a. Particularly at Market Street, Dudley and in Camperdown.</del></p>	<p>Minor amendments that simplify the policy's intentions and removal of superfluous discussion unnecessary to the implementation of the policy. Removal of site-specific proposals that are understood to have been already undertaken. Revision of SA not necessary.</p>

Exam Mod Ref	Policy	Text with Proposed Modification	Nature of amendment and SA impact
		<del>Improvements will be maintained to the highest of standards in order to ensure that the quality of enhancement schemes is sustained into the future.</del>	
AM439	AS8.27	<p>To improve linkages between Villages in the North West and beyond, the Council <u>supports will:</u></p> <ul style="list-style-type: none"> <li>a. <del>Work with Nexus and neighbouring authorities to safeguard and improve</del> <u>Safeguarding and improving the</u> area's bus service provision.</li> <li>b. <u>Ensure Protecting and enhancing</u> the waggonways, <del>plus and</del> other traffic-free travel routes, <del>will be protected from loss.</del> <u>They will continue to be well maintained and managed.</u></li> <li>c. <del>Pursue suitable</del> <u>Suitable</u> road crossing measures, where required, to allow better active travel movement. <del>Two potential projects are:</del> <ul style="list-style-type: none"> <li>i. <del>An appropriate safe crossing point to serve the pupils of Seaton Burn College</del></li> <li>ii. <del>Sandy Lane to link up the public bridle way.</del></li> </ul> </li> <li>d. <del>Explore appropriate</del> <u>Appropriate</u> traffic calming measures in the North West Villages, with the aim of discouraging "rat runs" to avoid <del>congested</del> main routes.</li> </ul>	Amendments to clarify that not all measures would necessarily be delivered by the Council. Removal of superfluous wording and wording that compromises the flexibility of the policy. Intentions of policy remain; revision of SA not necessary.

### North Tyneside Local Plan Objectives

<b>1</b>	<b>Ensure a sustainable future for North Tyneside with communities and infrastructure that are well placed to mitigate climate change</b>
	North Tyneside will develop and promote approaches to reduce greenhouse gas emissions and to adapt to, and mitigate the impact of, climate change, including flood risk; promoting the renewable energy sector and developments which seek to minimise energy and resource consumption, whilst improving the Borough's resilience to the effects of climate change.
<b>2</b>	<b>Diversify, strengthen and grow the local economy providing excellent job opportunities for everyone</b>

	The economy will continue to grow and reinforce the Borough's position as an employment location of choice within, and well connected to, the city region. Plans will maximise the area's potential, <del>particularly at the coast</del> , for tourism and culture and provide attractive and accessible employment sites supported by excellent infrastructure and services, providing jobs and the homes that residents living and working in North Tyneside need; stimulating competition, business creation and increasing skills and educational attainment.
<b>3</b>	<b>Give all residents the opportunity to live free from crime and enjoy a healthy lifestyle, achieving their potential in work and education</b>
	Plans will support improvement to the quality of education provision in the Borough and cultural wellbeing for all. New health and cultural facilities, provision of open space and all aspects of development will promote and recognise residents need for a safe environment and an active lifestyle, reducing the risks of crime, disease and poor health and enhancing residents' quality of life.
<b>4</b>	<b>Provide an appropriate range and choice of housing to meet current and future evidence based needs for market and affordable housing</b>
	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 <u>objectively assessed need for</u> housing <del>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.
<b>5</b>	<b>Revitalise the town centres</b>
	The town centres of Wallsend, North Shields, Whitley Bay and Killingworth will be <del>the a</del> -focus for new retail, leisure and other main town centre uses and will be improved through a comprehensive approach to social, economic and physical regeneration, together with enhanced shopping, leisure provision, offices and homes. The quality of <del>district District</del> and <del>Local local</del> centres will be raised and appropriate new local provision made in association with new residential development.
<b>6</b>	<b>Regenerate the <u>Borough Coast</u></b>
	<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>Regeneration at the North Bank of the River Tyne will be regenerated with including marine related industries and training focused on Wallsend riverside bringing underused areas back into beneficial use, whilst, the Port of Tyne will continue to provide providing an international gateway to the Borough and together with improved improving links with the River and adjoining communities. Support for the revitalisation of Wallsend Town Centre and Willington Quay.</u></li> <li><u>Down river and and of, North Shields town centre and the heritage-led regeneration of the Fish Quay.</u></li> <li><u>The The Coast from North Shields Fish Quay to St Mary's Lighthouse in Whitley Bay will be regenerated 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 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</u></li> </ul>

	<u>accessibility and connectivity.</u>
<del>7</del>	<del>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>
<del>8</del> <u>7</u>	<b>Manage waste as a resource and minimise the amount produced and sent to landfill</b>
	North Tyneside will work with its partners in government, across Tyne and Wear, in industry and with the community to prioritise and promote waste reduction, re-use, recycling and composting; and provide sustainable alternative solutions to landfill, for waste treatment and disposal in keeping with the approach set out in the Waste Hierarchy.
<del>9</del> <u>8</u>	<b>Protect and enhance the natural environment</b>
	The Borough's rich natural environment, from the internationally recognised coastline to regionally significant country parks at the Rising Sun, Fenwick Eccles and Weetslade, and other green and protect and enhance water quality, and as attractive locations to visit and enjoy. Plans will help to reduce pollution and the effective use of land by reusing brownfield sites.
<del>10</del> <u>9</u>	<b>Protect and enhance the built and historic environment</b>
	The Borough has a diverse and unique historic environment, with a wealth of both designated and non-designated heritage assets. North Tyneside will conserve and enhance these special features for present and future generations. The more recent urban development of the Borough will be conserved and where necessary enhanced to continue to provide pleasant and attractive communities in which to live.
<del>11</del> <u>10</u>	<b>Ensure sustainable access throughout the Borough, with the wider region and beyond</b>
	Plans will integrate transport and development proposals, reduce congestion and improve accessibility throughout North Tyneside and beyond, encouraging the use of public transport and making walking and cycling an attractive and safe choice for all. Opportunities will be taken to utilise and link the green infrastructure network to public transport routes to allow access by sustainable means.
<del>12</del> <u>11</u>	<b>Enhance the Image of the Borough</b>
	High quality design will be a requirement of all new development <u>encouraging design innovation</u> , supporting quality of life, <u>and</u> sustainable communities <u>and, the preservation or enhancement of the existing natural, and built and historic environment, to develop and maintain a clear identity and focus for the Borough and to</u> increase the attraction of the Borough to business and visitors.