Gateshead Local Plan Policies

March 2015

Following the adoption of Planning for the Future: Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030 (CSUCP) on 26th March 2015, the Gateshead Local Plan comprises, for the time being, (i) that plan, and (ii) those Unitary Development Plan (UDP) policies saved by Direction of the Secretary of State in 2010 which continue to be saved. Some of the saved policies from 2010, and some parts of other policies, are superseded by policies in the Core Strategy and Urban Core Plan, and have therefore been deleted. The list of deleted policies and parts of policies forms Appendix 1 of the CSUCP.

The Gateshead Local Plan does not include those CSUCP policies which only apply to Newcastle upon Tyne, which are therefore omitted from this document.

In due course remaining saved UDP policies will be superseded by policies in further documents forming part of the Local Plan, in particular Making Spaces for Growing Places (the land allocations and development management policies document) and the Metrogreen Area Action Plan, and will be deleted when those documents are adopted.

CONTENTS

1. Core Strategy and Urban Core Plan policies

2. Remaining saved Unitary Development Plan policies and parts of policies
Core Strategy and Urban Core Plan Policies

SPATIAL STRATEGY

CS1 Spatial Strategy for Sustainable Growth

To create and sustain thriving communities and a more prosperous economy, development, including the provision for approximately 30,000 new homes, 22,000 jobs and a minimum of 150 hectares of employment land, will be directed to sustainable locations. This will be achieved by:

1. A presumption in favour of sustainable development.
2. Focusing the majority of development in the existing built up areas.
3. Prioritising the Urban Core as the location for major office, retail, and further education, leisure, culture and tourism development.
4. Supporting economic development outside the Urban Core in Key Employment Areas; Team Valley, Walker Riverside, Follingsby, Newcastle International Airport.
5. Enhancing neighbourhoods and re-balancing housing stock by delivering homes supported by jobs and local services.
6. Sustaining villages and the rural economy through a balance of housing provision, employment and local services.
7. Specific revisions to the boundary of the Green Belt to allocate land for new development. The new Green Belt boundary is defined on the Policies Maps.
8. All development being:
   i. Fully inclusive, irrespective of cultural background ethnicity and age, to meet the diverse needs of all residents and communities.
   ii. Well-connected and accessible by sustainable modes of transport.
   iii. Well designed to promote community cohesion, wellbeing, and to reflect and enhance the area’s character and natural environment.
   iv. Designed to reduce carbon emissions and adapted to the effects of climate change.

CS2 Spatial Strategy for the Urban Core

The Urban Core is the priority location for development which will maintain and enhance its vibrancy. This will be achieved by:

1. Expanding its role as an office location through the provision of at least 380,000 square metres of new office space.
2. Enhancing its retail function through improving the quality, quantity and range of comparison and convenience shops and increasing provision of comparison retail provision in Newcastle Retail Centre by at least 50,000 square metres additional gross retail floorspace.
3. Promoting clustering of knowledge-based industries, universities, colleges and hospitals.
4. Supporting developments which enhance and diversify culture, leisure and tourism facilities.
5. Securing a mix of housing, including at least 3,750 new homes and prioritising the Exemplar Neighbourhood.
6. Promoting sustainable modes of transport and access for all, managing traffic to minimise the impacts of development and improving the local environment.
7. Securing high-quality design that promotes local distinctiveness and sustains and enhances the historic environment.
8. Allocating Key Sites, East Pilgrim Street (NC2), Exemplar Neighbourhood (SG2), Gateshead Quay (QB2), Science Central (C2) and Stephenson Quarter (D2) for growth. These sites will be brought forward in accordance with approved masterplans to demonstrate a comprehensive and coordinated approach to site development and infrastructure provision.

**CS3 Spatial Strategy for Neighbourhood Area**

In the Neighbourhood Area sustainable communities will be promoted and maintained, meeting housing needs and supporting jobs by:

1. Development of approximately 21,900 new homes.
2. Investing in housing development and neighbourhoods specifically in Opportunity Areas at: Bensham and Saltwell, Benwell and Scotswood, Birtley, Byker, Dunston and Teams, Elswick, Felling and Walker Riverside (Figure 7.2).
3. Development of major brownfield sites for new sustainable communities in Areas of Change at Newburn (AOC1) and Metrogreen (AOC2).
4. Allocating Neighbourhood Growth Areas for housing development at: Callerton (NN1), Dunston Hill (GN1), Kingston Park/Kenton Bank Foot (NN2), Newbiggin Hall (NN3) and Newcastle Great Park (NN4). Development will be carried out in accordance with:
   i. approved masterplans for each of the identified Neighbourhood Growth Areas which demonstrate a comprehensive, phased and coordinated approach to site development setting out how necessary infrastructure, and the strategic infrastructure identified for the site in the Infrastructure Delivery Plan, will be delivered on a phased basis.
   ii. approved development phasing plans setting out build rates and triggers for infrastructure and demonstrating how each phase of the development is sustainable and deliverable.
5. Focusing and protecting manufacturing and industrial uses in the two Key Employment Areas of Walker Riverside (marine/offshore engineering and renewables) and Team Valley (advanced manufacturing and engineering).

**CS4 Spatial Strategy for Rural and Village Area**

In the Rural and Village Area the long term sustainability of jobs and villages will be secured by:

1. Development of approximately 4,350 new homes.
2. Allocating Village Growth Areas for housing development at:
Chopwell (GV1), Crawcrook (GV2), Dinnington (NV1), Hazlerigg and Wideopen (NV2), Highfield (GV3), High Spen (GV4), Kibblesworth (GV5), Ryton (GV6), Sunniside (GV7) and Throckley (NV3). Development will be carried out in accordance with:
   i. approved masterplans to demonstrate a comprehensive, phased and coordinated approach to site development, setting out how necessary infrastructure, and the strategic infrastructure identified for the site in the Infrastructure Delivery Plan, will be delivered on a phased basis.
   ii. approved development phasing plans setting out build rates and triggers for infrastructure, and demonstrating how each phase of the development is sustainable and deliverable.
3. Focusing and protecting employment uses, and allocating additional land, in the two Key Employment Areas of Follingsby (KEA2) (distribution and logistics) and Newcastle Airport (KEA1) (airport related and general employment (B1, B2, B8).

**STRATEGIC POLICIES**

**CS5 Employment and Economic Growth Priorities**

Gateshead and Newcastle will play a major role in the economic growth of the North East. They will continue to develop a diverse economy with accessible employment and deliver significant increases in the number of businesses and jobs. This will be achieved by:

1. Ensuring a range of high quality economic development locations are available and attractive to the market.
2. Strengthening and clustering economic assets and promoting growth sectors including:
   i. Financial, business and professional services in the Urban Core;
   ii. Retail, leisure, health and tourism in the Urban Core;
   iii. The knowledge based economy at Science Central, universities and further education institutes in the Urban Core;
   iv. Marine and offshore engineering including renewables at Walker Riverside;
   v. Advanced manufacturing and engineering at Team Valley;
   vi. Creative media and digital at Ouseburn, Gateshead Quays and Baltic Business Quarter; and
   vii. Distribution and logistics at Follingsby.
3. Supporting Newcastle International Airport as a key economic growth driver for the knowledge based economy and principal international gateway and focus of regional transport,
4. Significantly enhancing digital infrastructure,
5. Supporting entrepreneurship through the supply of a range and choice of premises,
6. Diversifying and expanding the rural economy by supporting local businesses and growth in leisure, culture and tourism, and
7. Attracting and supporting a skilled labour force and improving skills and access for local people to job opportunities including through targeted recruitment and training.

**CS6 Employment Land**

Employment land will be managed to meet our needs. This will be achieved by:

1. Ensuring a sufficient supply, range and choice of employment land is maintained for class B1, B2 and B8 uses. A minimum of 150 hectares of net developable employment land will be identified and allocated to meet the gross employment land requirements (including office floorspace).
2. Providing a minimum of 512,000 square metres (gross internal area) of office floor space including:
   i. The Urban Core as the focus for the majority of office development,
   ii. A limited amount of office development at Team Valley, Newcastle International Airport and Metrogreen, and
3. Requiring proposals over 200 square metres (net internal area) for office development in locations outside 2i and 2ii to undertake an impact and sequential assessment.

**CS7 Retail and Centres**

The vitality and viability of centres in the retail hierarchy will be maintained and enhanced. These centres will form the focal point for uses, services and facilities serving the surrounding population. In addition to meeting local needs, the role of the retail sector in attracting visitors and contributing to the economy will be supported. This will be achieved by:

1. Protecting the vitality and viability of centres by encouraging a balance of retail and supporting uses which are appropriate in scale to the relative position of each centre in the retail hierarchy. The retail hierarchy is designated as:
   i. Newcastle Retail Centre - is the regional retail centre and is the priority for strategic retail growth (this is defined in policy UC2).
   ii. Gateshead Primary Shopping Area - the priority will be for retail-led mixed-use development.
   iii. District Centres - provide key services including shopping, local services, leisure, public and community facilities; In Newcastle (Figure 9.1a): 1) Adelaide Terrace, 2) Chillingham Road, 3) Denton Park, 4) Gosforth High Street, 5) Great Park, 6) Kingston Park, 7) Shields Road and 8) West Road. In Gateshead (Figure 9.1b): 1) Blaydon, 2) Birtley, 3) Coatsworth Road, 4) Felling, 5) Low Fell, 6) Ryton, 7) Whickham and 8) Wrekenton.
   iv. Local Centres - provide easy access to smaller scale shopping, services and local community facilities to meet day-to-day needs; In Newcastle (Figure 9.1a): 9) Acorn Road, 10) Arlington Avenue, 11) Armstrong Road, 12) Ashburton Road, 13) Blakelaw (Moulton Place), 14) Brunton Park, 15) Cedar Road, 16) Chapel House, 17) Church

In Gateshead (Figure 9.1b): 9) Askew Road, 10) Chopwell, 11) Crawcrook, 12) Ellison Road, 13) Fewster Square, 14) High Spen, 15) Old Durham Road, 16) Pelaw, 17) Ravensworth Road, 18) Rowlands Gill, 19) Saltwell Road, 20) Sheriffs Highway, 21) Sunniside, 22) Swalwell and 23) Winlaton.

2. Outside the retail hierarchy local community facilities and small shopping parades, including single shops, will be retained where they provide an important service to the local community and remain viable.

3. For retail proposals outside of the defined centres in the retail hierarchy:
   i. Only permitting proposals where it can be demonstrated that there is not a sequentially preferable site in, or on the edge of, centres;
   ii. Requiring an impact assessment in accordance with national planning guidance; and
   iii. Considering impacts where there could be a significant adverse impact (regardless of development size) on a designated centre.

4. Applying 3 i-iii above to proposals for other main town centre uses outside the Urban Core, District and Local Centres.

5. The role of the Metrocentre, as an existing out-of-centre regional shopping destination, will be sustained and supported with proposals being assessed in line with national policy.

**CS8 Leisure, Culture and Tourism**

Development which improves the range and quality of leisure, culture, and tourism facilities, including major sports venues and events, will be encouraged by:

1. Focusing leisure, cultural and tourist attractions in the Urban Core and at accessible locations.
2. Supporting visitor attractions and accommodation in the Rural and Village Area which are in accessible locations and do not undermine the character of the area.

**CS9 Existing Communities**

Existing communities will be sustainable places of quality and choice. This will be achieved by:

1. Maintaining a range of housing types and sizes throughout the plan area,
2. Maintaining and improving facilities, services and the local environment,
3. Bringing empty properties back into use, demolition of housing which is no longer viable or in demand, supporting programmes of improvement and renewal and the replacement of housing,
4. Preventing the loss of family homes, through sub-division, change of use or redevelopment, and
5. Preventing an over concentration of shared accommodation.

**CS10 Delivering New Homes**

Provision of approximately 30,000 new homes (excluding purpose built student accommodation) will be built over the period April 2010 to March 2030 (on average 1,500 per annum); this equates to approximately 25,550 net additions to the housing stock. The broad distribution of new homes will be:

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**CS11 Providing a Range and Choice of Housing**

Promoting lifetime neighbourhoods with a good range and choice of accommodation, services and facilities to meet varied and changing needs, will be achieved by:

1. Requiring 60% of new private housing across the plan area being suitable for and attractive to families, with a minimum target of 16,000 new homes to have three or more bedrooms.
2. Encouraging provision of Lifetime Homes and Wheelchair-Accessible Homes.
3. Increasing the choice of suitable accommodation for the elderly population and those with special needs including bungalows, sheltered accommodation and extra care accommodation.
4. Providing adequate space inside and outside of the home to meet the needs of residents.
5. Providing 15% affordable homes on all developments of 15 or more dwellings subject to development viability.
6. Focusing the provision of purpose built student accommodation within the Urban Core.
**CS12 Provision for Gypsies, Travellers and Travelling Showpeople**

The existing site for travelling groups will be retained. Where additional need is identified sites should be:

1. Well related and close to existing communities to encourage social inclusion and sustainable patterns of living and:
   
   i. Avoid sites being over-concentrated in any one location or disproportionate in size to nearby communities,
   
   ii. Be accessible to local services such as schools, health and community services,
   
   iii. Avoid harmful impacts on nearby properties by noise and light, vehicle movements and other activities, and
   
   iv. Avoid areas at high risk of flooding.

2. Safe, secure and be able to maintain visual amenity for occupiers.
   
   Additional landscaping may be necessary to maintain visual amenity and provide privacy for occupiers.

3. Capable of accommodating the proposed uses to acceptable standards and provide facilities appropriate to the type and size of the site. Sites should include:
   
   i. Water supply, foul water drainage and recycling/waste management,
   
   ii. Provision of play space for children,
   
   iii. Safe vehicular access from the public highway and adequate provision for parking, turning and safe manoeuvring of vehicles within the site (taking account of site size and impact), and
   
   iv. Areas of storage for show equipment for travelling showpeople.

4. Free from ground contamination.

**CS13 Transport**

The enhancement and delivery of an integrated transport network to support sustainable development and economic growth will be achieved by:

1. Promoting sustainable travel choices including:
   
   i. Improving equality of access to transport for everyone,
   
   ii. Protecting and enhancing pedestrian routes, cycle networks and Rights of Way,
   
   iii. An integrated public transport network and interchanges,
   
   iv. Development of bus based park and ride facilities including at Lobley Hill, Eighton Lodge and Follingsby,
   
   v. Metro re-invigoration and expansion of the Metro system in the longer term,
   
   vi. Encouraging a change from sole occupancy car use to more sustainable alternatives, and
   
   vii. The management of car parking locations, supply and pricing.

2. Improving the operation of the transport network and its wider connections by:
   
   i. Promoting and facilitating improvements to wider networks where it is demonstrated that they have an acceptable impact on the local transport network and environment,
   
   ii. Supporting the sustainable and efficient flow of passengers and freight via Newcastle International Airport, Newcastle Central Station, the Port of Tyne and High Speed Rail,
iii. Promoting the re-opening of regional heavy rail lines for passengers and freight, including the Learmside Line, and the Ashington, Blyth and Tyne Line,
iv. The creation of additional capacity on the Strategic Road Network, including the provision of an additional lane on the A1 in both directions from the A1/A19 Interchange at Seaton Burn to the Scotswood Road slip-roads, and between the southern extent of the Lobley Hill Major Scheme improvements at Coalhouse and the A1/A194(M) bifurcation at Birtley,
v. Undertaking an assessment of the need for additional cross-river capacity,
vi. The development of Urban Traffic Management and Control (UTMC),
vii. Reducing unnecessary traffic through, within and around the Urban Core, and
viii. Managing freight movement to minimise the impact on the network and environment.

3. Ensuring development:
i. Which generates significant movement is located where the use of sustainable transport modes can be maximised,
ii. Minimises car trips, promotes and enhances public transport and for major development provides sustainable travel plans,
iii. Connects safely to and mitigates the effects of development on the existing transport networks,
iv. Includes charging infrastructure for electric vehicles within major developments,
v. Incorporates 20 miles per hour zones and homezone principles, where appropriate,
vi. Provides cycle parking and supporting infrastructure, and
vii. Provides for direct, safe, secure and continuous pedestrian and cycling links.

CS14 Wellbeing and Health

The wellbeing and health of communities will be maintained and improved by:
1. Requiring development to contribute to creating an age friendly, healthy and equitable living environment through:
i. Creating an inclusive built and natural environment,
ii. Promoting and facilitating active and healthy lifestyles,
iii. Preventing negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality,
iv. Providing good access for all to health and social care facilities, and
v. Promoting access for all to green spaces, sports facilities, play and recreation opportunities.

2. Promoting allotments and gardens for exercise, recreation and for healthy locally produced food.

3. Controlling the location of, and access to, unhealthy eating outlets.

CS15 Place-Making

Development will contribute to good place-making through the delivery of high quality and sustainable design, and the conservation and enhancement of the
historic environment. This will be achieved by:

1. Development being required to:
   i. Respond positively to local distinctiveness and character,
   ii. Create safe and inclusive environments,
   iii. Ensure connectivity, accessibility and legibility,
   iv. Respect and enhance significant views and the setting of heritage assets,
   v. Respond to the unique character and importance of the River Tyne, its tributaries and its setting,
   vi. Respond positively to opportunities to introduce public art, and
   vii. Respond to local design and conservation guidance.

2. Taking a proactive approach to sustaining the historic environment in a manner appropriate to the significance of the relevant heritage asset and requiring development to support and safeguard the historic environment by:
   i. Promoting the use, enjoyment and understanding of the historic environment,
   ii. Positively responding to those heritage assets which are at risk, and not leaving heritage assets at risk, or vulnerable to risk, and
   iii. Where appropriate positively adapting heritage assets to ensure the continued contribution to quality of place.

**CS16 Climate Change**

Development will be sustainable, able to function effectively in a changing climate and address impacts on climate change emissions. Development will be required to:

1. Use a good standard of building fabric, passive design, and landscaping measures to minimise energy demand,
2. Be flexible from the outset to allow adaptation to alternative uses,
3. Deliver a good level of sustainability required by relevant government schemes/guidance,
4. Minimise its contributions and provide resilience to the ongoing and predicted impacts of climate change,
5. Reduce its whole-life CO2 equivalent emissions impact, and
6. Optimise the use of local renewable or low carbon energy in accordance with the following hierarchy:
   i. Connection to an existing, or make provision for future connection, to a committed wider decentralised energy scheme within a specified timeframe,
   ii. Development of a decentralised energy scheme for the whole or significant portion of a development from the outset, including joint schemes with significant adjacent external energy loads,
   iii. Incorporation of other renewable energy solutions,
iv. Incorporation of other low carbon energy solutions in accordance with current government guidelines.

**CS17 Flood Risk and Water Management**

Development will avoid and manage flood risk from all sources, taking into account the impact of climate change over its lifetime. Development will:

1. Avoid and manage flood risk to people and property by:
   i. Locating new development in areas with the lowest risk where appropriate by applying the Sequential Test,
   ii. Managing flood risk from development to ensure that the risk is not increased on site and/or elsewhere, where appropriate by applying the Exception Test,
   iii. Ensuring opportunities for development to contribute to the mitigation of flooding elsewhere are taken,
   iv. Prioritise the use of Sustainable Drainage Systems (SuDS), given the multifunctional benefits to water quality, green space and habitat enhancement,
   v. Ensuring development is in accordance with the Council’s Strategic Flood Risk Assessment, and
   vi. Requiring a Flood Risk Assessment for sites over 0.5ha in Critical Drainage Areas as identified in the Council’s Strategic Flood Risk Assessments.

2. Ensure water supply and foul and surface water infrastructure are provided with adequate capacity.

3. Not adversely affect water quality and where possible seek to improve water quality.

4. Separate, minimise and control surface water runoff, discharging in order of priority to:
   i. Infiltration based Sustainable Drainage Systems,
   ii. A watercourse,
   iii. A surface water sewer, and
   iv. A combined sewer.

**CS18 Green Infrastructure and the Natural Environment**

A high quality and comprehensive framework of interconnected green infrastructure that offers ease of movement and an appealing natural environment for people and wildlife will be achieved by:

1. Maintaining, protecting and enhancing the integrity, connectivity, multifunctionality and accessibility of the Strategic Green Infrastructure Network.

2. Protection, enhancement and management of green infrastructure assets which include:
   i. Biodiversity and geodiversity assets, including designated sites, designated wildlife corridors and priority habitats and species,
   ii. Distinctive landscape character, recognising the particular importance of our rivers and topography, and
   iii. Trees, woodland and hedgerows.
3. Addressing gaps in the network and making improvements in Opportunity Areas.
4. Improving and extending linkages to and within the Strategic Green Infrastructure Network.
5. Protecting and enhancing open spaces, sport and recreational facilities in accordance with agreed standards in line with National Policy.
6. Improving access to, along and onto the River Tyne and tributaries, without adversely impacting on the local ecology or damaging the river banks.

**CS19 Green Belt**

The Tyne and Wear Green Belt forms a wide band of protected land around Gateshead and Newcastle. The Green Belt as shown on the Policies Maps will be protected in accordance with national policy to:

1. Prevent the merging of settlements, particularly: Gateshead with Hebburn, Washington, Birtley or Whickham; Newcastle with Ponteland, or Cramlington; the main built-up area with nearby villages; and villages with each other,
2. Safeguard the countryside from encroachment,
3. Check unrestricted urban sprawl, and
4. Assist in urban regeneration in the city-region by encouraging the recycling of derelict and other urban land.

**CS20 Minerals**

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 Councils’ social, environmental and economic objectives. This will be achieved by:

1. The whole of the plan area being identified as a Mineral Safeguarding Area.
2. Areas of Search being defined in subsequent LDDs.
3. Proposals for non-energy mineral extraction being assessed individually and cumulatively, in terms of their contribution to national and regional guidelines, and the social, environmental and economic impacts arising.
4. Proposals for energy mineral developments being determined in accordance with national policy.
5. All minerals of economic importance being safeguarded and protected from unnecessary sterilisation by non-mineral development.
6. Where non-mineral development is proposed within the Mineral Safeguarding Area, consideration being given to the feasibility of prior extraction of the mineral resource from the site or its immediate surroundings, unless the site is less than 1 hectare, or there is evidence that:
   i. The mineral resource is not present, has already been extracted or is of insufficient extent to be of any economic value, or
   ii. Extraction of the mineral would have an unacceptable impact on the environment, local communities and other neighbouring uses, or
iii. There is an exceptional overriding need for the development, which outweighs the value of the mineral resource.

7. Worked land being subject to high standards of restoration and aftercare to ensure it is returned to the most appropriate and beneficial after use at the earliest opportunity taking into account airport safety, and securing biodiversity, woodland and recreational enhancement.

CS21 Waste

Solutions and proposals which allow waste to be managed sustainably and which encourage the waste hierarchy of prevention, reuse, recycling, recovery and only then safe disposal will be encouraged. This will be achieved by:

1. Proposals for waste management facilities being assessed in regard to the achievement of the following locational criteria:
   i. On-site management of waste;
   ii. Expansion of existing waste management facilities;
   iii. Co-location of waste facilities;
   iv. Provision within appropriate Employment Areas; and
   v. The re-use of previously-developed land.

2. Development associated with waste not having an adverse impact on the environment and human health.

3. Development that would result in the loss of waste management facilities being supported only where it is demonstrated that there no longer is a need for the facility or where the capacity can be met elsewhere.

URBAN CORE POLICIES

UC1 Offices and Business Development

Office and business development (B1a and b of the Use Classes Order) will be promoted. This will be achieved by:

1. Provision of at least 380,000 square metres (gross internal area) of new office space.

2. Prioritising large scale office development in the following allocated mixed-use sites:
   i. East Pilgrim Street
   ii. Gateshead Quays
   iii. Baltic Business Quarter
   iv. Stephenson Quarter
   v. Science Central
**UC2 New Retail (A1) in Newcastle and Gateshead**

Major new retail (Class A1) development will be in the designated Primary Shopping Areas and at East Pilgrim Street northern area (Figure 14.3) and will improve the quality, quantity and range of comparison and convenience shops. This will be achieved by:

1. Maintaining and enhancing Newcastle Retail Centre’s position as the regional retail centre through the protection of the Primary Shopping Area and through future development in the East Pilgrim Street northern area. Retail development in the Primary Shopping Area and at East Pilgrim Street will provide at least 50,000 square metres additional gross retail (A1) floorspace. For East Pilgrim Street this is subject to proposals having no significant adverse impact on the Primary Shopping Area.
2. Redefining and revitalising Gateshead’s Primary Shopping Area through retail-led mixed-use development, focused on Trinity Square, including the provision of further floorspace.

**UC3 Leisure, Culture and Tourism**

Development which enhances and diversifies leisure, culture and tourism will be achieved by:

1. Extending the offer across the daytime and night time to a broader range of visitors through:
   i. Business visitor uses and conference facilities, ii. Family-friendly visitor attractions, and iii. The provision of a range of hotels.
2. Supporting proposals to improve the appearance, use and accessibility of attractions including:
   i. Creating a riverside leisure route along the River Tyne from the Swing Bridge to the Gateshead Millennium Bridge, ii. Relocating Keelman’s Way to follow the river’s edge, providing pedestrian access to Gateshead Quays between the Swing Bridge and the Millennium Bridge.

**UC4 Homes**

A range of size, types and tenure of housing will be promoted to diversify the housing offer through:

1. Development of approximately 3750 new homes.
2. Allocating the Exemplar Neighbourhood in the Southern Gateway Sub-Area for approximately 1000 new homes predominantly for families.
3. Allocating mixed-use sites which will include homes in the following Sub-Areas:
   i. Newcastle Central, ii. Civic, iii. Discovery, iv. Gateshead Central, v. Quays and Baltic, and
vi. Southern Gateway.
4. Promoting residential development as part of mixed-use schemes in the Quayside and Ouseburn Sub-Area.
5. Supporting conversions and redevelopment of upper floors for homes.

**UC5 Primary and Secondary Pedestrian Routes**

Sustainable modes of travel will be promoted by giving priority where appropriate to pedestrian links and facilities to ensure an attractive, safe and better linked area. The routes identified below will be the focus for improvement over the plan period.

1. The Primary Pedestrian Routes (Figure 14.4) are designated as:
   i. Barras Bridge to Central Station,
   ii. The Monument to the Gateshead Millennium Bridge,
   iii. Pilgrim Street to Gallowgate,
   iv. Gateshead Primary Shopping Area to Gateshead Quays,
   v. Gateshead Interchange to Gateshead College,
   vi. Through East Pilgrim Street Key Site,
   vii. Newcastle Central Station to the Science Central Key Site,
   viii. Central Station to High Level Bridge,
   ix. Central Station to Stephenson Quarter Key Site,
   x. Central Station to Newcastle College,
   xi. The Bigg Market to Gateshead Centre,
   xii. Linking Gateshead Primary Shopping Area and the Exemplar Neighbourhood,
   xiii. Linking Gateshead College to the Exemplar Neighbourhood,
   xiv. Northumberland Road, and
   xv. Along the River Tyne in Gateshead.

2. The Secondary Pedestrian Routes (Figure 14.4) are designated as:
   i. Science Central to Newcastle University and the RVI via Strawberry Place and Leazes Park Road,
   ii. Barras Bridge to Newcastle University,
   iii. Barras Bridge to Sandyford Road and Jesmond Road West,
   iv. Grainger Street to Pilgrim Street,
   v. Bigg Market to Pilgrim Street,
   vi. Central Station to Pilgrim Street,
   vii. Pilgrim Street to Ouburn,
   viii. Pilgrim Street to Oakwellgate,
   ix. Quayside to Gateshead Quays,
   x. Baltic Business Quarter to Gateshead Quays and The Sage Gateshead,
   xi. The Haymarket to Grainger Street via Percy Street,
   xii. Newcastle Civic Centre to Shieldfield and Sandyford,
   xiii. Gateshead Primary Shopping Area to Riverside Park, and
   xiv. Abbots Road to South Shore Road.

3. Development will be expected to contribute towards improving the routes by providing direct routes to and through the following sites and links to surrounding areas:
   i. The Science Central Key Site,
   ii. The East Pilgrim Street Key Site,
   iii. The Gateshead Quays Key Site,
iv. The Exemplar Neighbourhood Key Site, and
v. The Baltic Business Quarter.

**UC6 Cycling**

Sustainable modes of travel will be promoted giving priority where appropriate to cycling. Cycle infrastructure will be developed by promoting cycle improvements and links to the surrounding area. This will be achieved by:

1. Completion of the Great North Cycleway,
2. Improving links to the Newcastle Strategic Network,
3. The improvement of cycle routes and cycling priority inside the Urban Core Distributor Route (UCDR), and
4. Development at Science Central, East Pilgrim Street, Forth Yards and The Quays connecting to the surrounding cycle network.

**UC7 Public Transport**

Sustainable modes of travel will be promoted and public transport infrastructure will be enhanced by:

1. Improving stops, facilities, increasing bus priority and creating bus-only links including:
   i. Bus facilities at the Bigg Market, and
   ii. Improved bus facilities at Haymarket.
2. Providing new bus facilities as part of the comprehensive development at:
   i. East Pilgrim Street, and
   ii. Baltic Business Quarter.
3. Designating a Bus Loop (Figure 14.6) on Market Street, Durant Road, John Dobson Street, St Mary’s Place, Percy Street, Newgate Street and Grainger Street.
4. Development proposals allowing for and contributing to the implementation of improved bus infrastructure.
5. Supporting proposals to deliver Metro re-invigoration.

**UC9 General Traffic**

Traffic access in and around the Urban Core will be managed to minimise through traffic and improve the local environment by:

1. Focusing traffic onto the designated Urban Core Distributor Route (UCDR) (Figure 14.8). This comprises parts of: A189, A167, A184 (Askew Road) that links the A189, and the A167, Skinnerburn Road along the Close /Quayside, Prince Consort Road, Charles Street, A167 Gateshead Highway to Askew Road.
**UC10 Car Parking**

The location and supply of safe, secure car parking will be managed by:

1. Minimising car parking for development reflecting the highly accessible nature of the location,
2. Siting car parks close to the UCDR or on the edge of the Urban Core,
3. Managing the pricing of new car parks to promote short stay car parking over long stay car parking, and
4. Restricting the development of temporary car parks.

**UC11 Gateways and Arrival Points**

To ensure a strong, distinctive entrance and sense of arrival, development will be required to:

1. Improve and enhance the area in and around the following gateways:
   i. Forth Yards,
   ii. Westmorland Road,
   iii. Westgate Road,
   iv. Barrack Road,
   v. Richardson Road,
   vi. Great North Road,
   vii. Sandyford Road,
   viii. Camden Street Bridge,
   ix. Northumbria City Campus East Bridge,
   x. New Bridge Street West / Manors Bridge,
   xi. Swan House,
   xii. Askew Road / Prince Consort Road,
   xiii. Oakwellgate,
   xiv. Mill Road,
   xv. Felling Bypass,
   xvi. Bensham Road, and
   xvii. Sunderland Road.

2. Improve the pedestrian and cycling environment and experience in and around the following arrival points:
   i. Haymarket Metro,
   ii. Haymarket / Eldon Square Bus Station,
   iii. St James Metro,
   iv. Monument Metro,
   v. Manors Metro,
   vi. Manors Railway Station,
   vii. Central Station, and
viii. Gateshead Interchange.

**UC12 Urban Design**

To deliver higher quality locally distinctive places in terms of architecture and public realm, development will:

1. Be designed to respect and enhance the positive characteristics and context,
2. Provide a co-ordinated approach that reinforces and creates linkages to its surroundings,
3. Provide strong urban frontages and an appropriate urban grain reinforcing continuity and enclosure at a walkable urban block scale,
4. Ensure active frontages along Primary and Secondary Pedestrian Routes, and
5. Incorporate high quality, durable and sustainable materials appropriate to the character of the area and the use envisaged for the site.

**UC13 Respecting and Managing Views Within, From and Into the Urban Core**

To respect important public views there will be a presumption against development proposals that would cause significant harm. Views that will be respected include those:

1. From or across or into the Tyne Gorge,
2. From defined major movement corridors/routeways, and
3. Of designated heritage assets, other distinctive landmark buildings and structures.

**UC14 Heritage**

To respect the historical legacy, varied character and appearance of the historic environment development will:

1. Maximise opportunities to sustain and enhance the significance of heritage assets and their setting,
2. Deliver high quality in the design of new buildings and conversions reflecting the rich historic fabric, and
3. Include opportunities for the contemporary interpretation of heritage assets including Hadrian’s Wall and associated features.

**UC15 Urban Green Infrastructure**

Development will protect and enhance the Urban Green Infrastructure Network,
address gaps and improve linkages to the Strategic Green Infrastructure Network at:

1. Ouseburn,
2. Jesmond to Quays,
3. Universities,
4. Exhibition Park to Redheugh Bridge,
5. Riverside Park to Windmill Hill Park,
6. Regent Street,
7. Exemplar Neighbourhood,
8. Gateshead Quays and Baltic Business Quarter,
9. Exemplar Neighbourhood to Gateshead East Cemetery,
10. Exemplar Neighbourhood to Saltmeadows Riverside (and River Tyne),
11. Gateshead Quays to Saltmeadows Riverside, and
12. Southern Gateway to Saltwell Park.

**UC16 Public Realm**

The network of public open spaces and routes will be enhanced by:

1. Development improving the existing public spaces and creating new spaces,
2. The provision of spaces which are flexible and adaptable to a range of uses,
3. Incorporating high quality, durable and sustainable materials appropriate to the character of the area and the use envisaged for the site, and
4. The provision for temporary spaces and for events.

**UC17 Public Art**

To enhance character and local distinctiveness, development of Key Sites and Development Opportunity Sites will include public art.

**GATESHEAD SUB-AREAS AND SITES**

**GC1 Gateshead Central Sub-Area**

Regenerating Gateshead’s shopping and commercial area and enhancing accessibility to and through the Gateshead Central Sub-Area will be achieved by:

1. Protecting the Primary Shopping Area by:
   a) Permitting changes of use within the ground floor of the Primary Retail Frontages where:
      i. The proposed use is within use classes A2, A3 and A4, and
ii. The proposed change does not result in a significant break in the continuity of A1 retail frontage of 3 units or more.

b) Ensuring the proportion of ground floor non A1 uses in a primary frontage block does not exceed 30% of its total length, either currently or as a result of the proposal.

2. Any proposal for large floorplate retail development, which cannot be accommodated within the Primary Shopping Area, must be located in the High Street (South) Area which benefits from a high level of pedestrian and transport accessibility and strong links with the Primary Shopping Area.

3. Improving the environment and accessibility by:

   i. Delivering a boulevard style streetscape along the section of Askew Road between Prince Consort Road and Oakwellgate. Development that incorporates or is adjacent to this route must incorporate design principles that help deliver the boulevard approach,

   ii. Removing traffic from West Street between Nelson Street and Askew Road and re-locating and enhancing the existing bus priority measures to maintain a route to Gateshead Interchange and reducing the impact of traffic and improving the public realm along Jackson Street,

   iii. Improving conditions for pedestrians and exploring opportunities to widen pedestrian space at the junctions of Nelson Street with Prince Consort Road and West Street,

   iv. Upgrading the existing pedestrian crossings on Askew Road between West Street and Oakwellgate,

   v. Upgrading the existing pedestrian crossing facilities at the eastern end of Charles Street,

   vi. Improving conditions for pedestrians and cyclists, along High Street, Swan Street, and across a redeveloped Gateshead Boulevard to provide a new link to the Quays and Baltic Sub-Area; along the east-west pedestrian routes linking the Old Town Hall Square eastwards to Oakwellgate and beyond to the Baltic Business Quarter and Gateshead Quays; and over the Tyne Bridge,

   vii. Upgrading cycling facilities to complete the Great North Cycleway, providing: improved cycle lanes on West Street between Charles Street and Jackson Street and an improved link between Swinburne Street Askew Road, and

   viii. Reconfiguring the road layout at Oakwellgate to provide: a more direct pedestrian link to Gateshead Quays and the Baltic Business Quarter; and opportunities to develop buildings which can form streets, enclose space and enable a more urban streetscape to be created.

4. Enhancing the Urban Green Infrastructure Network and the network of public open spaces by:
i. Requiring major developments to incorporate living roofs, where technically feasible,

ii. Requiring developments, adjacent to the primary and secondary pedestrian routes, to provide street trees, and

iii. Encouraging temporary green infrastructure on sites that will not be developed in the short term.

5. Requiring all major developments to manage surface water effectively by:

   i. Considering the potential to slow and reduce stormwater flows through the use of green roofs, permeable paving, rainwater harvesting and attenuation measures,

   ii. Considering existing surface water flow paths, and

   iii. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.

6. Enhancing Walker and Regent Terraces through a coordinated approach to repair and enhance the buildings; re-instate gardens and railings; resurface the streets and rationalise car parking in accordance with the Conservation Area Management Strategy.

7. The allocation of three sites for mixed-use development: Old Town Hall Area, High Street Area and Jackson Street Development Opportunity Sites (GC2).

**GC2 Gateshead Central Development Opportunity Sites**

The following sites are allocated for mixed-use development:

1. Old Town Hall Area where development will:
   
   i. Encompass a mix of the following principal uses: Retail (A1, A2, A3, A4), Offices (B1), Hotels (C1), Leisure (D2) and Residential (C3) on upper floors,
   
   ii. Restore and enhance the Old Town Hall, Swinburne House and the Old Dispensary,

   iii. Provide mixed-use accommodation and public space on the existing surface car parks on West Street and Swinburne Street; and provide new and improved public green space to the front of Swinburne House,

   iv. Provide mixed-use accommodation on the existing surface car park in front of the Old Town Hall; improve and enlarge the public space; and relocate the bus priority route from West Street,

   v. Provide mixed-use accommodation on Nelson Street and Lambton Street; and create a new courtyard space at Swinburne Place, and

   vi. Help redefine the historic street pattern and be consistent with its significance and conform to the most up to date Conservation Statements and Conservation Area Character Appraisal.
2. High Street Area where development will:
   i. Encompass a mix of the following principal uses on this site: Retail (A1, A2, A3, A4) on the ground floors, Residential (C3) and Leisure (D2) on the upper floors, and
   ii. Provide retail accommodation on the ground floors with a range of uses on upper floors and active frontages onto High Street, Jackson Street and either side of Bewick Way.

3. Jackson Street where development will:
   i. Encompass a mix of the following principal uses on the site: Retail (A1, A2, A3, A4), Residential (C3) and Leisure (D2),
   ii. Provide retail accommodation on ground floors on Jackson Street and a wider mix of uses on West Street, High Street and Charles Street,
   iii. Facilitate the retention and refurbishment of the Metropole public house, and
   iv. Create a new north-south pedestrian link between Jackson Street and Charles Street, broadly aligned with Bewick Way, connecting new retail accommodation to the Exemplar Neighbourhood Key Site to the South.

**SG1 Southern Gateway Sub-Area**

Promoting new family neighbourhoods and reconnecting Gateshead’s urban communities to its centre will be achieved by:

1. Improving the environment and accessibility by:
   i. Providing a new bus, cycle and pedestrian link under the existing Gateshead Highway viaduct (until demolition), reconnecting Sunderland Road with High Street (south) at ground level,
   ii. Improving the pedestrian crossing facilities at the junction of Charles Street and High West Street,
   iii. Improving the pedestrian crossing facilities on Arthur Street,
   iv. Improving pedestrian crossing facilities at the corner of Regent Street and Prince Consort Road connecting enhanced green space with Windmill Hills Park,
   v. Removing the Gateshead Highway and viaduct, and providing a tree lined City Boulevard,
   vi. Providing a boulevard style streetscape along the Gateshead Highway to Oakwellgate, and along Askew Road to Redheugh Bridge. Development along this route must include design principles that help deliver the boulevard approach,
   vii. Improved gateways at Durham Road/Gateshead Highway (City Boulevard, south junction); and Park Lane/Gateshead Highway (City Boulevard, central junction); by the removal of the elevated highway viaduct and remodelling of the junctions to create new
development plots with better pedestrian and cycle links,
viii. Improving the road junction at Askew Road/Prince Consort Road by developing potential sites around this junction to provide public realm improvements including improved pedestrian and cycle crossing facilities,
ix. Improving Bensham Road by remodelling the junction to create improved public realm and pedestrian and cycle crossings, and
x. Upgrading cycling facilities to complete the Great North Cycleway, providing new lanes on High West Street between Durham Road and Charles Street.

2. Enhancing the Urban Green Infrastructure Network and the network of public open spaces by:
i. Requiring major development to incorporate living roofs, where technically feasible,
ii. Requiring developments, adjacent to the primary and secondary pedestrian routes, to provide street trees,
iii. Encouraging temporary green infrastructure on sites that will not be developed in the short term, including Askew Road West and Askew Road East,
iv. Requiring development to contribute towards the establishment of the Riverside Park to Windmill Hills Park Urban Green Infrastructure Corridor, including a new pedestrian route across Askew Road and an improved pedestrian route under the rail line, and
v. Improving the existing public green space at the northern end of High West Street, between Regent Court and the Civic Centre.

3. Bringing the former Windmill Hills nursing home back into use by ensuring development:
i. Includes the following principal uses: Hotels (C1), Residential (C3), and Assembly and Leisure (D2), and
ii. Retains, repairs and where appropriate, restores the grade II listed building; is sensitive to, and takes advantage of, its prominent position; and provides active frontages, including onto Windmill Hills Park.

4. The allocation of three sites for mixed use development:
i. Exemplar Neighbourhood Key Site (SG2), and
ii. Askew Road East and Askew Road West Development Opportunity Sites. (SG3).

**SG2 The Exemplar Neighbourhood Key Site**

1. The Exemplar Neighbourhood is allocated for a minimum of 1000 homes (C3) at an average of 50 dwellings per hectare across the site.

2. Development will provide a new sustainable neighbourhood through:
i. Provision of small-scale ancillary uses that support the needs of the new community including small shops, cafes and community facilities along
primary pedestrian routes and other main routes,
ii. Mixed-use development which will be directed to the ground floors of development on sites along the route of the future City Boulevard,
iii. Developing a scheme that achieves “green” against all Building for Life 12 questions or equivalent,
iv. Provision of good quality accessible external private or semi private space,
v. Creation of the Exemplar Neighbourhood Urban Green Infrastructure Corridor, meeting the following criteria: minimum corridor width of 10m, encompassing a footpath with a minimum width of 3m, an avenue of trees and at least 2 usable multifunctional open green spaces,
vi. Creation of the Primary Pedestrian Route, integrated with the green infrastructure corridor, and creating the pedestrian and cycle bridge over the rail line and a pedestrian and cycle crossing at Park Lane,

vii. Provision of a series of connected green and/or public spaces, forming part of the key pedestrian and cycle routes that connect to locations outside the neighbourhood, and

viii. Provision of communal parking spaces for car clubs and electric car hook up points to promote sustainable transport.

3. On Council-owned land development will:
   i. Achieve the minimum space standards set out in English Partnerships Quality Standards: Delivering Quality Places, Revised: from November 2007 or equivalent,
   ii. Use of Building Research Establishment Green Guide materials at ratings between A to C or equivalent, and
   iii. Deliver a good level of sustainability required by relevant government schemes/guidance, aspiring to achieve zero carbon.

4. Any development layout and design on the site should be flexible enough to complement the future development of the City Boulevard.

5. In accordance with Policy GC1, proposals within the High Street (south) Area may also incorporate large floorplate retail development which cannot be accommodated within the Primary Shopping Area. Such proposals should, in accordance with urban design principles set out in Policy UC12 and the Exemplar Neighbourhood SPD, be part of a mixed use development of an appropriate high density urban form.

**SG3 Southern Gateway Development Opportunity Sites**

The following sites are allocated for mixed-use development:

1. Askew Road (east) where development will:
   i. Encompass a mix of the following principal uses: Hotels (C1), Residential (C3) and Assembly and Leisure (D2),
   ii. Be urban in form, including active frontages adjacent to the footpath on Askew Road and take account of the ‘boulevard approach’ along Askew Road, and
iii. Be sensitive to the setting of the Bridges Conservation Area and conform to the Conservation Statements and Conservation Area Character Appraisal.

2. Askew Road (west) where development will:
   i. Encompass a mix of the following principal uses: Hotels (C1), Residential (C3) and Assembly and Leisure (D2),
   ii. Be urban in form, including active frontages adjacent to the footpath and take account of the ‘boulevard style streetscape’ approach along Askew Road, and
   iii. Provide a green infrastructure link including improved pedestrian crossing facilities on Askew Road, linking through to Riverside Park.

QB1 Quays and Baltic Sub-Area

Promoting major regeneration of the Quays and Baltic Sub-Area for a diverse mix of cultural, commercial and leisure-led uses will be achieved by:

1. Improving the environment and accessibility by:
   i. Providing a safe and legible primary pedestrian route from Gateshead Primary Shopping Area to Gateshead Quays via West Street, Wellington Street, Hills Street, Brandling Street and Church Street,
   ii. Completing the Great North Cycleway by improving cycle and pedestrian facilities between Askew Road, Tyne Bridge and through the Bridges Conservation Area,
   iii. Improving the accessibility and safety of secondary pedestrian routes from the riverside to and through Riverside Park and Gateshead Central Sub-Area, including the re-instatement of Bankwell Lane and the creation of a secondary route between Abbots Road and South Shore Road,
   iv. Improving the Mill Road Gateway through: improved pedestrian and cycling facilities; and a streetscape and built form surrounding the Mill Road / Hawks Road junction that allows for greater pedestrian priority, a sense of enclosure to give the space around the junction stronger definition and a high quality built form that is complementary to new surrounding buildings, and
   v. Creating a continuous recreational riverside route along the river’s edge that is between 10-30 metres in width where possible.

2. Enhancing the Urban Green Infrastructure Network and the network of public open spaces by:
   i. Improving the Riverside Park’s existing space, signage and lighting to create safe and legible routes from the park to the riverside and improvements to Keelman’s Way,
   ii. Requiring major developments to incorporate living roofs, where technically feasible,
   iii. Requiring developments adjacent to the primary and secondary pedestrian routes, to provide street trees, and
   iv. Encouraging temporary green infrastructure on sites that will not be developed in the short term.
3. Requiring development to provide improvements to the Gateshead Quay Wall to ensure its structural integrity and mitigate future flood risk taking account of the Gateshead Quays Wall Condition Survey and Climate Change Adaptation Strategy.

4. The allocation of 6 sites for mixed-use development:
   i. Gateshead Quays Key Site (QB2)
   ii. Hawks Road, Pipewellgate, Hudson Street, The Point and the Baltic Business Quarter Development Opportunity Sites (QB3)

**QB2 Gateshead Quays Key Site**

1. Gateshead Quays is allocated for mixed-use development. The principal uses will include: Office (B1), Leisure and Conferencing Facilities (D1, D2), Hotel (C1), Residential (C3) with ancillary Retail (A1, A2, A3, A4) uses.

2. Development will provide cultural and commercial focus through:
   i. The provision of new public space(s), which will provide opportunities for performances, events and external exhibitions, expanding the functionality of the existing Performance Square and Baltic Square,
   ii. The provision of green spaces to form part of a green infrastructure corridor from the Exemplar Neighbourhood, through the Baltic Business Quarter towards the Quays. This will include a series of pocket parks and squares integrated into the new development linking to existing spaces to the west and east of the site,
   iii. The provision of a defined public realm network using streets, squares, lanes and stairs, with a legible and permeable urban structure, which clearly defines public and private space,
   iv. The provision of a primary pedestrian route through the site to ensure improved pedestrian and cycle access from Central Gateshead to the riverfront,
   v. The development of new public car parking at Mill Road/Hawks Road,
   vi. Ensuring that development along Oakwellgate will enhance the setting of St Mary’s Heritage Centre,
   vii. Enhancement of Maidens Walk Coal Drops through the use of illuminations,
   viii. The provision of effective surface water management, following the drainage hierarchy,
   ix. Avoidance and mitigation of tidal flood risk along the river front, over the lifetime of development,
   x. Consideration of the potential to incorporate surface water flow paths as a design feature, to convey surface water into the River Tyne, and
   xi. A Foul and Surface Water Drainage Strategy which demonstrates there is
adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.

**QB3 Quays and Baltic Development Opportunity Sites**

The following sites are allocated for mixed-use development:

1. Millennium Quay/Hawks Road (East West and Central) where development will:
   i. Encompass a mix of the following principal uses: Office (B1a) and Assembly and Leisure (D2),
   ii. Create and improve north-south green infrastructure links through the provision of green spaces and routes,
   iii. Provide active street frontages onto Hawks Road and Mill Road,
   iv. Incorporate surface water flow paths, to convey surface water into the River Tyne,
   v. Avoid and mitigate tidal flood risk over the lifetime of the development, and
   vi. Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.

2. Pipewellgate where development will:
   i. Encompass a mix of the following principal uses: Assembly and Leisure (D2) Cafes and Restaurants (A3), Residential (C3), Drinking Establishments (A4), Hotel (C1) and Offices (B1a),
   ii. Respond to the Tyne Gorge while sustaining the iconic view of the bridges through careful attention to scale and massing,
   iii. Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality,
   iv. Be sensitive to the adjacent listed buildings,
   v. Improve north-south green infrastructure links by providing connections into Riverside Park,
   vi. Provide views to and complement the sculptures in Riverside Park,
   vii. Provide overland or piped flow paths to convey surface water into the River Tyne,
   viii. Manage any residual surface water flood risk, and
   ix. Avoid and mitigate tidal flood risk over the lifetime of the development.

3. Hudson Street/ Half Moon Lane where development will:
   i. Encompass a mix of the following principal uses: Residential (C3) and ancillary Retail (A1-4),
   ii. Provide active street frontages onto Hudson Street, Wellington Street and Half Moon Lane, and
iii. Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.

4. The Point where development will:
   i. Encompass a mix of the following principal uses: Offices (B1a) and Residential (C3),
   ii. Be sensitive to the setting of the listed building and other local heritage assets which relate to the former use of the site, and
   iii. Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.

5. Baltic Business Quarter where development will:
   i. Encompass a mix of the following principal uses: Office (B1 a and b), Hotels (C1), Sport and Leisure (D2), Education (D1) and ancillary Retail (A1),
   ii. Provide streets with built frontages and active uses,
   iii. Create an urban form of development reflecting its Urban Core location,
   iv. Provide a green infrastructure corridor through the site, linking to the wider Urban Green Infrastructure Network and integrated with surface water management including boulevard routes of at least 30 metres wide,
   v. Manage surface water effectively, following the drainage hierarchy,
   vi. Consider the potential to retain existing surface water flow paths within green infrastructure,
   vii. Provide a high quality bus waiting/interchange facility,
   viii. Provide pedestrian improvements at the Park Lane/Albany Road and Mill Road/ Hawks Road junctions along the secondary pedestrian route, and
   ix. Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.

**AOC2 Metrogreen**

A mixed-use sustainable community will be delivered through a coordinated phased approach, providing new residential neighbourhoods, commercial, leisure and community facilities, a network of green spaces and routes for pedestrians and cyclists, and substantial improvements to public transport and flood and surface water management infrastructure.

1. This location will deliver:
   i. 850 new homes at an overall average of 40 dwellings per hectare,
   ii. Complementary mixed-use development located close to sustainable transport links, including up to 15,000 square metres of B1a office accommodation,
iii. Community facilities to support those people living and/or working in the area, and
iv. A transformed and outward facing Metrocentre which is integrated into the wider Metrogreen area.

2. Development Requirements:
i. Improved pedestrian and cycle accessibility to the Transport Interchange and improvements to public transport infrastructure and services to serve new development,
ii. Improvements to the highway network to mitigate the impact of additional traffic generated by the development on local and strategic roads,
iii. Integrated infrastructure to manage fluvial, tidal and surface water flooding in accordance with the Flood Management and Surface Water Management Plans, and to secure adequate water infrastructure through a water supply strategy and foul water strategy, and
iv. A series of safe, usable and attractive spaces and routes for pedestrians and cyclists, forming a green infrastructure network across the area. This will include:
   • A 10 to 30 metres wide continuous recreational riverside route within a landscaped setting on the Tyne riverbank,
   • A new public space including a pedestrian and cycle route connecting the river with the transport interchange, and
   • A new public green space to serve the new residential community.

3. Development proposals shall be in accordance with the Metrogreen Area Action Plan (AAP), which will determine the appropriate mix, quantum and location of development in the area. Proposals made in advance of the AAP are required to demonstrate that they would not prejudice but complement, and integrate with, the wider development of the area, taking into account the requirements of relevant evidence.

**GN1 Dunston Hill**

Land at Dunston Hill is allocated for approximately 530 homes (GN1). Development, delivering a mix of predominantly family housing, must take place in accordance with an approved masterplan and phasing plan. Development is required to provide:

1. Mitigation of the cumulative traffic impacts of the proposed development through:
   i. Improvements to the junction of the A692 and Whickham Highway,
   ii. The provision of the Lobley Hill Park and Ride facility,
   iii. Improvements to the junction of the B6317 and Dunston Bank,
   iv. The provision of new pedestrian crossing facilities on the B6317, and
   v. Improvements to pedestrian facilities on Southfield Road.
2. A contribution to local primary school provision.
3. Mitigation of the impacts of the development on the historic environment, landscape, biodiversity and ecological connectivity, including:
   i. The protection of the setting of the adjacent locally listed Dunston Hill Estate and the Whickham Conservation Area,
   ii. The provision of a landscape strategy for the combined sites,
   iii. The use of landscaped buffers between any new housing and the adjacent countryside and existing housing,
   iv. The protection and enhancement of existing habitats of high ecological value,
   v. The provision of 30 hectares of land for habitat creation to the northwest of the site, and
   vi. The provision of a new defensible Green Belt boundary on the southern part of the site where the boundary cuts across fields.

4. Improvements to the recreational amenity of, and green infrastructure links with, Watergate Forest Park and the Tanfield Railway Path.

5. Open space, sport and recreational facilities, where necessary.

6. Interpretation and preservation in situ of the Whickham Grand Lease Waggonway of 1621 which runs through the site.

7. A Flood Risk Assessment to demonstrate there is no increase in flood risk downstream as a result of discharging surface water into the Black Burn.

8. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.

9. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.

**GV1 Chopwell**

Land at Chopwell is allocated for approximately 305 homes. Development must take place in accordance with an approved masterplan and phasing plan for each site. Development is required to provide:

1. Approximately 89 homes at Middle Chopwell (GV1a) and approximately 216 homes at South Chopwell (GV1b), each site including a mix of predominantly family housing.

2. Mitigation of the cumulative traffic impacts of the proposed development on the transport network, including access to sustainable modes of transport.

3. A contribution to local primary school provision.

4. Mitigation and enhancement of biodiversity and green infrastructure, including improved links to the surrounding countryside.

5. Open space, sport and recreational facilities, where necessary.
6. A flood risk assessment to demonstrate there is no risk of ground water flooding to property, and to demonstrate there is no increase in flood risk downstream should surface water be discharged into the nearest watercourse and consider the potential for additional SuDS storage to manage flood risk at Blackhall Mill.

7. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.

8. For Middle Chopwell:
   i. An appropriate landscape/ecological buffer along the northern and western boundaries to encourage biodiversity and provide a clear and defensible edge to the Green Belt,
   ii. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system, and
   iii. Incorporation of a blue/green corridor along the western boundary.

9. For South Chopwell:
   i. Protection and enhancement of the existing hedgerow network to encourage biodiversity and to assist with landscape impact, including enhancement of the western hedgerow which should be extended along (and within) the south west boundary of the site to provide a strong defensible new Green Belt boundary, and
   ii. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.

**GV2 Crawcrook**

Land at Crawcrook is allocated for approximately 370 homes. Development must take place in accordance with an approved masterplan and phasing plan for each site. Development is required to provide:

1. Approximately 174 homes at Crawcrook North (GV2a) and approximately 197 homes at Crawcrook South (GV2b), each site including a mix of predominantly family housing.

2. Mitigation of the cumulative traffic impacts of the proposed development on junctions along the A695, including Blaydon Roundabout (A695/B6317).

3. A contribution to local primary school provision.

4. Protection and enhancement of the existing hedgerow network and woodland to encourage biodiversity and to mitigate landscape impact.

5. Open space, sport and recreational facilities, where necessary.

6. Measures to ensure existing greenfield runoff rates up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.

7. For Crawcrook North:
   i. Vehicular access via Crawcrook Lane only,
ii. Improvements to the junction of the A695 and Greenside Road, and
iii. A positive response to the potential to manage flood risk in the area of Stannerford Road by incorporating overland flows and integrating additional SuDS storage.

8. For Crawcrook South:
   i. Vehicular access via a new junction on the A695 only,
   ii. Mitigation for the impacts of the development on landscape, biodiversity and ecological connectivity, including the integration and enhancement of existing habitats including hedgerows and woodland,
   iii. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system, and
   iv. A positive response to the potential to manage flood risk in the Bracken Way and Kepier Chare area by incorporating overland flows and integrating additional SuDS storage.

GV3 Highfield

Land at Highfield is allocated for approximately 70 homes. Development delivering a mix of predominantly family housing must take place in accordance with an approved masterplan and phasing plan. Development is required to provide:

1. Proposals to mitigate the impact of the development on biodiversity including measures to maintain and enhance the ecological value of the adjacent Strother Hills SSSI and Local Wildlife Sites.
2. An appropriate landscape buffer along the new site boundary.
3. A contribution to local primary school provision.
4. Open space, sport and recreational facilities, where necessary.
5. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.
6. A positive response to the potential to manage surface water flood risk at Highfield Road by incorporating overland flows and integrating additional SuDS storage.
7. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.

GV4 High Spen

Land at High Spen is allocated for approximately 174 homes. Development must take place in accordance with an approved masterplan and phasing plan for each site. Development is required to provide:

1. Approximately 42 homes at High Spen West (GV4a) and approximately 132 homes at High Spen East (GV4b), each site including a mix of predominantly family housing.
2. New pedestrian crossing facilities around the junction of the B6315 Collingdon Road and Glossop Street.
3. A contribution to local primary school provision.
4. Open space, sport and recreational facilities, where necessary.
5. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and overland flow paths.

6. In addition for High Spen West:
   i. A landscape buffer on the south and western boundaries,
   ii. Proposals to mitigate the impact of the development on biodiversity including measures to enhance the ecological value of the disused quarry to the south of the site,
   iii. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system, and
   iv. A Flood Risk Assessment to demonstrate there is no increase in flood risk downstream as a result of discharging surface water should surface water be discharged into the nearest watercourse and there is no risk of ground water flooding property.

7. In addition for High Spen East:
   i. New pedestrian crossing facilities linking the development to the western side of the B6315 Collingdon Road,
   ii. Protection and enhancement of the hedgerow along the eastern and southern boundaries through the incorporation of a landscape buffer,
   iii. Protection and enhancement of the existing wetland area in the north western corner of the site,
   iv. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system,
   v. A positive response to the potential to manage surface water flood risk on areas of Collingdon Road, Ramsay Street and Watson Street by providing additional storage within SuDS, and
   vi. A Flood Risk Assessment to demonstrate there is no increase in flood risk downstream as a result of discharging surface water to Spen Burn or Barlow Burn.

**GV5 Kibblesworth**

Land at Kibblesworth is allocated for up to 225 homes (GV5). Development delivering a mix of predominantly family housing must take place in accordance with an approved masterplan and phasing plan. Development is required to provide:

1. Mitigation of the traffic impacts of the proposed development on the transport network, including improvements to the junction of Lamesley Road and Smithy Lane, having regard to the Lamesley Conservation Area.
2. Mitigation of the impacts of the development on biodiversity, including the provision of an ecological buffer to the woodland and wetland to the north of the site.
3. Improvement to green infrastructure and pedestrian links to the Bowes Railway Path and the Bowes Valley Nature Reserve.
4. A contribution to the enhancement of the recreational amenity of the
Bowes Railway Path.
5. Open space, sport and recreational facilities, where necessary.
6. A contribution to local primary school provision.
7. An archaeological report to confirm the presence (or not) of an early colliery waggonway within the site, and archaeological recording if appropriate.
8. A clear Green Belt boundary on the north east and south west boundaries of the site including significant enhancement and extension of the western hedgerow along (and within) the south west boundary of the site to provide a strong and clear defensible boundary to the new Green Belt limit, and to improve ecological connectivity.
9. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.
10. A Flood Risk Assessment to demonstrate there is no increase in flood risk downstream as a result of discharging surface water into the Coltspool Burn and there is no risk of groundwater flooding property.
11. A positive response to the potential to manage surface water flood risk in the Grange Estate and The Crescent areas by incorporating overland flows and integrating additional SuDS storage.
12. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.

GV6 Ryton

Land at Ryton is allocated for up to 550 homes (GV6). Development delivering a mix of predominantly family housing must take place in accordance with an approved masterplan and phasing plan. Development is required to provide:
1. Mitigation of the impacts of the development on landscape, biodiversity and ecological connectivity including the provision of a substantial landscape/ecological buffer along the southern and western boundaries of the site, and the protection and enhancement of those hedgerows to be retained as part of the development.
2. Open space, sport and recreational facilities, where necessary.
3. Mitigation of the cumulative traffic impacts of the proposed development on junctions along the A695, including Blaydon Roundabout (A695/B6317).
4. Improvements to the junction of Cushycow Lane and Stargate Lane.
5. The widening of Stargate Lane and improvement to footways between Cushycow Lane and the A695.
6. A continuous vehicular link-road within the site between Cushycow Lane and Woodside Lane.
7. A contribution to local primary school provision.
8. A landscaped buffer between the site and the reservoir located to the east of Woodside Lane.
9. Interpretation and retention of the route of the Towneley Main Waggonway which runs through the site.
10. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.
11. A positive response to the potential to manage flood risk in the Grange Drive, Constable Close/ Turner Close and Woodside Road areas by incorporating overland flows from A695 and integrating additional SuDS storage.
12. A flood risk assessment to demonstrate there is no risk of flooding from Woodside Pond and the local land drains.
13. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.

**GV7 Sunniside**

Land at Sunniside is allocated for approximately 138 homes. Development must take place in accordance with an approved masterplan and phasing plan for each site. Development is required to provide:

1. Approximately 48 homes at Sunniside North East (GV7a), and approximately 90 homes at Sunniside South East (GV7b), each providing a mix of predominantly family housing.
2. Mitigation of the cumulative traffic impacts of the proposed development through improvements to junctions on the A692, including its junction with Whickham Highway.
3. A contribution to local primary school provision.
4. Open space, sport and recreational facilities, where necessary.
5. Evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system.
6. A Flood Risk Assessment to demonstrate there is no increase in flood risk downstream as a result of discharging surface water into the unnamed watercourses and ultimately into the Black Burn.
7. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.
8. In addition for Sunniside North East:
   i. Improved cycle and pedestrian links to the Tanfield Railway Path via Shepton Cottages,
   ii. Mitigation of the impacts of the development on biodiversity including the provision of an adequate buffer to protect and enhance the integrity and value to wildlife of the adjacent Lottie’s Wood Local Wildlife Site and watercourse, and
   iii. On and off-site green infrastructure and biodiversity enhancements.
9. In addition for Sunniside South East:
   i. Mitigation of the impacts of the development on biodiversity including the protection and enhancement of existing hedgerows and trees near and within the boundary of the site to encourage biodiversity, to assist with landscape impact and to provide a clear and defensible edge to the Green Belt,
   ii. An adequate landscape buffer between the site and the Tanfield Railway path to the north, and
iii. A positive response to the potential to manage surface water flood risk in the Burdon Park area by incorporating overland flows and integrating additional SuDS storage.

**KEA2 South of Follingsby Lane**

Land south of Follingsby Lane is allocated for development and will deliver:

1. Approximately 22 hectares of net developable employment land for B8 uses.
2. Approximately 90,000 square metres of warehouse premises (B8 use class).
3. Development within the allocated area will be comprehensively planned and must provide:
   i. Mitigation of the traffic impacts of the proposed development, including the provision of sustainable transport links to the site supported by a travel plan, and appropriate site access arrangements on to Follingsby Lane, supported by a transport assessment,
   ii. New cycle routes and pedestrian routes, linking to Green Infrastructure and surrounding routes,
   iii. The safeguarding of the Leamside Line for potential future re-investment,
   iv. Mitigation of the impacts of the development on biodiversity including the provision of landscape and ecology buffers along the southern, eastern and western site boundaries,
   v. Enhancement of the River Don Wildlife Corridor, including the incorporation of a Sustainable Drainage System and water pollution control measures, supported by a Drainage Impact Assessment and a Flood Risk Assessment,
   vi. Enhancement of the green infrastructure network across the site,
   vii. A water supply strategy and adequate foul sewerage capacity,
   viii. An appropriate archaeological desk-based assessment and, where necessary, fieldwork,
   ix. For existing utilities provision, including gas mains, overhead power cable and pylons, and surface water and storm sewers, and future requirements, and
   x. Measures to ensure existing greenfield runoff rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.

**DELIVERY**

**DEL1 Infrastructure and Developer Contributions**

1. New development will:
a) be made acceptable through the provision of necessary infrastructure, b) take into account viability and other material considerations to:
   i. address the off-site and cumulative impacts,
   ii. deliver schemes in a timely manner,
   iii. provide identified affordable housing need, and
   iv. provide for new or improved facilities and services.

2. Contributions will be required to mitigate the strategic cross-boundary impacts of development.
Saved Unitary Development Plan Policies

Note: The saved UDP policies from July 2010 were assessed for their conformity with the National Planning Policy Framework in November 2012. In some cases the conclusion was reached that parts of policies, or whole policies, were not in conformity. Parts of policies which are not in conformity with the NPPF are shown struck through and should not henceforth be accorded weight. Occasionally, where additional clarity is required, an explanatory note in italics has been added.

INTRODUCTION AND GENERAL DEVELOPMENT POLICIES

DC1 Environment

Planning permission will be granted for new development where it:

c) achieves an improved landform, landscape or more beneficial after-use;
d) does not have an adverse impact on statutorily protected species;
e) takes opportunities to undertake advance planting/screening;
g) is located and designed to conserve energy and be energy-efficient, and uses sustainable building techniques in construction, so that they achieve BREEAM and Eco-Homes "very good" or "excellent" ratings;
h) does not significantly pollute the environment with dust, noise, light, emissions, out-fall, or discharges of any kind;
j) has no adverse impact on the substrata drainage or the quality of water in watercourses, lakes, ponds or groundwater;
l) includes a waste audit or site waste management plan, where large volumes of waste or secondary aggregates are likely to be produced during development;
m) incorporates appropriate recycling facilities, including a suitable store for wheeled bins and recycling bins for individual properties, and where possible, facilities for the sorting and storage of waste in both residential and commercial settings;
p) addresses the issues of potential land contamination, derelict land, hazardous substances and ground stability;

DC2 Residential Amenity

Planning permission will be granted for new development where it:
a) does not have an adverse impact on amenity or character of an area, and does not cause undue disturbance to nearby residents or conflict with other adjoining uses;
b) safeguards the enjoyment of light and privacy for existing residential properties;
c) ensures a high quality of design and amenity for existing and future residents;
d) is not within 50 metres, in the case of residential buildings, or 10 metres, in the case of residential gardens, of the boundary of a landfill site producing, or with the potential to produce, large volumes of methane gas unless, following investigation, the applicant can safeguard the future users or occupiers of the site.
PO2 Targeted Employment and Training Obligations and Agreements (please note that this policy now refers only to delivery of construction materials)

Note: in accordance with para. 173 of the National Planning Policy Framework, this policy should not be applied without taking due account of viability. However, if the contributions in question are required to make the development acceptable (see paras. 203 to 206 of the NPPF), it may be that the development is unable to proceed unless they are secured.

The Council will seek, in appropriate circumstances, section 106 obligations and agreements to ensure that construction materials are delivered by the most sustainable means.

MU3 Fife Engineering, Long Rigg

Development will be permitted for the following uses:
- business (B1); and
- residential (C3)

provided that:
- the residential element accounts for no more than 50% of the total floorspace of any development, given the site development constraints.
MU4 Derwentwater Road, Teams

Development will be permitted for the following uses:

- residential (C3)
- business (B1)
- general industrial (B2)

provided that:

- the residential element is located on land to the east of the River Team, and accounts for no more than 60% of the total floorspace of any development;
- general industrial uses are restricted to the area to the west of the River Team; and
- an area of land between the Brama Teams Industrial Park and the new residential development shall be developed for business uses.
Development will be permitted for (non-commercial) public or community facilities in the following use classes:

- professional services (A2); and
- non-residential institutions (D1)
Development will be permitted for the following uses:
- restaurants and cafes (A3);
- business (B1);
- hotels (C1);
- residential institutions (C2);
- residential (C3); and
- non-residential (including cultural) institutions (D1);

provided that:

a) ideally the residential element accounts for no more than 75% of the total floorspace of any development;

b) a comprehensive and integrated scheme is prepared, consistent with the character and appearance of the Saltwell Conservation Area;
c) the height and massing of buildings are limited, reflecting the sloping nature of the site and visual amenity from Saltwell Park;
d) the landscape character of the site is improved;
e) local car parking problems are relieved; and
f) any restaurants and cafes (A3) and/or modest hotel (C1) elements should be confined to the conversion of North Dene, located within the south of the site, and limited new buildings on its east side.
Development will be permitted for the following uses:

- housing (C3); and
- non-residential institutions (D1) (health centre)
Development will be permitted for the following uses:

- business (B1); and
- residential (C3)

provided that:

- the residential amenity of the site and neighbouring area are not adversely affected; and
- the residential element accounts for no more than 35% of the total floorspace of any development.
Development will be permitted for the following uses:

- **business (B1);**
- **residential (C3);** and
- **public surface car parking**

provided that:

- residential amenity and recreational use in the locality are not adversely affected;
- the residential element accounts for no more than 35% of the total floorspace of any development, given the expansive area required for car parking.
Development which supports and/or complements the role and functioning of the sports facilities associated with Gateshead International Stadium, and which fall within the following use classes, will normally be permitted:

- restaurants and cafes (A3) (ancillary);
- hotels (C1);
- residential institutions (C2);
- non-residential institutions (D1); and
- leisure (D2).
Development will be permitted for the following uses:

- shops (A1);
- restaurants and cafes (A3);
- business (B1);
- general industrial (B2); and
- residential (C3)

provided that:

- the residential element accounts for no more than 80% of the total floorspace of any development;
- A1 and A3 do not dominate the scheme and retail elements should each be no greater than 250 square metres gross floor area;
- the residential amenity of the site and existing residential area are not adversely affected;
- developers contribute through a planning obligation and/or conditions to highway and transport improvements to the area;
- any development accommodates the River Tyne Corridor recreational route for pedestrians and cyclists;
- any development safeguards and enhances the riverside setting;
- the integrity of the green corridor is retained; and
- the public transport accessibility of the site is enhanced.
JE1 Primary Employment Areas

In order to protect and maximise employment uses and development opportunities, Primary Employment Areas, shown on the proposals map, are identified in the following locations:

1.1 Addison (Note: this policy should no longer be applied to parts of JE1.1, where it has been identified that there is not a reasonable prospect of development for the uses specified in the policy)

1.2 Blaydon/Derwen Youthful (Note: this policy should no longer be applied to parts of JE1.2, where it has been identified that there is not a reasonable prospect of development for the uses specified in the policy)

1.3 Dunston

1.4 Teams (Note: this policy should no longer be applied to parts of JE1.4, where it has been identified that there is not a reasonable prospect of development for the uses specified in the policy)

1.5 Team Valley

1.6 East Gateshead

1.7 Felling (Note: this policy should no longer be applied to parts of JE1.7, where it has been identified that there is not a reasonable prospect of development for the uses specified in the policy)

1.8 Follingsby

1.9 Portobello, Birtley

1.10 Durham Road, Birtley (Note: this policy should no longer be applied to parts of JE1.10, where it has been identified that there is not a reasonable prospect of development for the uses specified in the policy)

Within Primary Employment Areas, subject to satisfying the criteria set out in policies DC1, DC2, DC3, DC4 and DC5, development of, and changes of use to, the following uses are considered acceptable:

- research and development, business and light industrial (B1);
- general industrial (B2); and
- warehousing, storage and distribution (B8).

Development of, and changes of use to, the following uses will not normally be permitted:

- retailing;
- residential (including residential institutions);
- leisure; and
- other non-employment uses.

Exceptions may be made for complementary supporting uses A1, A2, A3, A5 and D1 (less than 200 square metres) where local need is demonstrated.

Exceptions may be made for hotels within East Gateshead PEA.

Exceptions may be made for car showrooms within PEAs:

- demonstrating that the proposal cannot be accommodated on alternative edge of centre sites;
- locating in the vicinity of the main road network;
• integrating within an existing cluster of car showrooms; and
• being accessible by a choice of means of transport.

JE2 Provision of Employment Land

Provision is made for 69.78 hectares of land for employment development within Primary Employment Areas, both to meet local employment needs and to attract major inward investment.

JE3 Secondary Employment Areas

In order to protect employment uses and development opportunities, Secondary Employment Areas, shown on the proposals map, are identified in the following locations:

3.1 High Spen Industrial Estate
3.2 Stargate Industrial Estate
3.3 Whinfield Industrial Estate (Note: this policy should no longer be applied to parts of JE3.3, where it has been identified that there is not a reasonable prospect of development for the uses specified in the policy)
3.4 Sands Industrial Estate
3.5 Whickham Industrial Estate (Note: this policy should no longer be applied to parts of JE3.5, where it has been identified that there is not a reasonable prospect of development for the uses specified in the policy)
3.6 Fairfield Industrial Park
3.7 Pelaw Industrial Estate

Within Secondary Employment Areas, subject to satisfying the criteria set out in policies DC1, DC2, DC3, DC4 and DC5, development of, and changes of use to, the following uses are considered acceptable:

• research and development, business and light industrial (B1);
• general industrial (B2); and
• warehousing, storage and distribution (B8).

Development of, and changes of use to, the following uses will not normally be permitted:

• retailing;
• residential (including residential institutions); and
• other non-employment uses.

JE4 Sustainable Economic Development

Economic development proposals should support sustainable development principles through:

a) the prioritisation of the renewal and reuse of previously developed land and buildings, subject to DC1, DC2, DC3, DC4 and DC5 of this plan;
• within established industrial and commercial estates, including extension and intensification within the curtilage of a site, and
within town centres for office development;
b) the application of a sequential approach to office development (B1a) with consideration given to locations firstly within town centres, secondly to edge of centre locations well connected to a centre, thirdly to edge of centre locations, and fourthly out of centre locations; (note: this criterion should only be applied whilst having regard to para.25 of the National Planning Policy Framework, which indicates that that the sequential approach should not be applied to applications for small-scale rural offices)

**JE5 Tourism Development**

The sustainable development of new and improved tourist attractions and facilities will be supported, subject to the following considerations:

a) intensively used footloose urban tourism attractions and facilities (main town centre uses of the arts, culture and tourism including theatres, museums, galleries and concert halls, hotels and conference facilities; and leisure entertainment facilities, and more intensive sport and recreation uses) should be located sequentially, having regard to the appropriate scale of development;

b) tourist and visitor facilities in rural areas should be located in or next to service centres and villages wherever possible;
c) tourist attractions and facilities should be accessible by a choice of means of transport;
d) proposals should optimise the potential for re-use/adaptation of existing buildings and use of previously developed land;
e) proposals should protect, enhance and maintain the natural environment having regard to ecological and landscape sensitivities, particularly countryside recreational facilities including the Derwent Valley;
f) development should benefit the local economy, people and environment without diminishing the attractiveness of the place, countryside or importance of the feature;
g) proposals should protect, enhance and maintain the built heritage; and
h) proposals should satisfy the criteria set out in policies DC1, DC2, DC3, DC4 and DC5 of the UDP.

Proposed development that would reduce the appeal to visitors of existing tourist assets will not be permitted.
JE6 Freight and Rail Freight Developments

The development of land at the Tyne Marshalling Yard for rail-related purposes will be supported. Whilst it is recognised that a large number of activities can be carried out under Network Rail’s permitted development powers, in instances where planning permission is required for rail-related development it will be expected to justify why exceptions should be made to the Green Belt policies that apply to the area. The development of land at the Tyne Marshalling Yard will not be permitted unless it is rail freight-related and providing that:

- it is clearly demonstrated that the rail freight facilities to be provided cannot be satisfactorily accommodated on a site which serves Tyne and Wear and is not in the Green Belt;
- its development does not have a significant impact on the openness of the Green Belt;
- the development contributes to the achievement of the objectives for the use of land in Green Belts;
- the height of proposed buildings does not exceed existing buildings and structures;
- the proposals include a strong landscape framework; and
- the proposals do not have a detrimental impact on residential amenity.

HOUSING

H1 Rate of Housing Provision

During the plan period to 2016, provision will be made for an annual average net increase in the dwelling stock of 505.

H2 Five-Year Supply Figures

Sites are identified in the plan, sufficient to meet a supply figure over the Regional Spatial Strategy period 2004-2021, as follows:

- 2004-2010: 5,254 dwellings (averaging 751 per year)
- 2011-2016: 3,194 dwellings (averaging 532 per year)
- 2017-2021: 687 dwellings (averaging 137 per year)

H3 Sites for New Housing

Priority has been given to identifying sites for new housing development on previously developed land within the existing built-up area, subject to maintaining environmental quality and open space. Development will also take place in selected outlying settlements. Land allocated is shown on the proposals map.
**H4 Windfall and Small Housing Sites**

Windfall and small housing sites may be phased for development over the plan period subject to assessment against the following criteria:

a) whether the supply of sites could be exceeded by more than 10% in any of the periods identified in H2;

b) the effect of development on housing activity within the Bridging NewcastleGateshead area;

c) the location of the site in relation to jobs, shops and services, and accessibility by modes of transport other than the private car;

d) the capacity of the existing and potential infrastructure;

e) the ability to build or sustain communities; and

f) any other material planning benefits.

**H5 Housing Choice**

All new housing developments on sites of 1.0 hectare or more, or with the potential for the development of 25 or more dwellings, will be required to offer a range of housing choices in terms of housing sizes and types, taking account of the housing requirements of different groups, such as older people, families with children, and ethnic minorities, except in the case of a provider delivering housing for groups with special needs. A more limited range of dwelling sizes and types may be acceptable on smaller sites but development containing small flats or apartments only will not generally be accepted unless there is a local shortfall in such accommodation, and it is in keeping with the character of the area.

**H9 Lifetime Homes**

All new housing development on sites of 1.0 hectare or more or with potential for the development of 25 or more dwellings, including conversions and changes of use where practicable, will be required to include a minimum of 10% of dwellings, across all types, constructed to ‘Lifetime Homes’ standards providing accessible, adaptable and flexible homes which are capable of meeting changing household needs.

**H10 Wheelchair Housing**

All new housing developments on sites of 1.0 hectare or more or with potential for the development of 25 or more dwellings, including conversions and changes of use, on sites which are suitable for people with disabilities, will be required to include a minimum of 2% of dwellings to be built, or be capable of adaptation without structural alteration, to Wheelchair Housing Standards.

**H12 Density**

H12 Residential development should be at a density of between 30 and 50 dwellings per hectare net. Densities above this range will be permitted in locations with good public transport accessibility.
Developments with a density below 30 dwellings per hectare net will not be permitted except where higher-density proposals would have an unacceptably detrimental impact on the existing amenity and character of the area.

**H13 Local Open Space in Housing Developments**

*Note: In accordance with para. 173 of the National Planning Policy Framework, this policy should not be applied without taking due account of viability. However, if the contributions in question are required to make the development acceptable (see paras. 203 to 206 of the NPPF), it may be that the development is unable to proceed unless they are secured.*

New housing development should include at least the equivalent of three hectares of recreational public open space per 1,000 anticipated residents, unless the standard set by Policy CFR20 is already met, both in terms of the amount of open space within the neighbourhood and the existence of a Local Open Space site within 330 metres of the development site, and would continue to be met after completion of the development. Developments for fewer than 100 anticipated residents should provide the required amount on one area of open space. Developments for 100 anticipated residents or more should provide the required amount on areas of open space of at least 0.2 hectares. The requirements of this policy relating to development of small sites (of between one and ten dwellings (inclusive)) will be satisfied by payment of a commuted sum to the Council to assist in the provision of public open space at a location accessible to the site.

**H14 Neighbourhood Open Spaces in New Housing Development**

*Note: In accordance with para. 173 of the National Planning Policy Framework, this policy should not be applied without taking due account of viability. However, if the contributions in question are required to make the development acceptable (see paras. 203 to 206 of the NPPF), it may be that the development is unable to proceed unless they are secured.*

A neighbourhood open space of at least two hectares will be provided within the housing site at Northside, Birtley, and will be required on any other site or combination of adjacent sites expected to exceed 1,000 residents, where there is no existing neighbourhood open space accessible within 0.5 kilometres of the site or of substantial parts of it.

**H15 Play Areas in Housing Developments**

*Note: In accordance with para. 173 of the National Planning Policy Framework, this policy should not be applied without taking due account of viability. However, if the contributions in question are required to make the development acceptable (see paras. 203 to 206 of the NPPF), it may be that the development is unable to proceed unless they are secured.*

New housing (other than developments exclusively for students or elderly people) should have access to appropriate play areas. Where appropriate facilities do not already exist nearby, provision should be made on-site, or may be secured off-site.
Play areas should be designed and maintained to meet the needs of toddler, junior and teenage age groups.

**TRANSPORT**

**T1 Requirements for New Developments**

Where a development is likely to have a significant impact on the transport network, the following will be required:

a) an assessment of accessibility based on the Council’s guidelines;  
b) a transport assessment;  
c) an action plan setting out how issues highlighted by the accessibility assessment will be addressed  
d) a travel plan; and  
e) agreement on a contribution from the developer towards off-site transport measures, potentially including revenue support for public transport services

**T6 River Tyne Corridor**

A continuous recreational riverside route within a landscaped setting will be provided, where safely practicable, on the Tyne riverbank. Where new development or redevelopment takes place, an area of land between 10 and 30 metres in width will be safeguarded for this purpose.

**T7 Public Transport**

A successful, extensive and viable bus network will be supported by:  
a) implementation of effective bus priority measures across the Borough, particularly in support of the Tyne and Wear Superoute network;  
b) upgrading passenger facilities and information at bus stops, bus stations and interchange points;  
c) protecting the route of the East Gateshead Public Transport Corridor from Gateshead town centre to Heworth and Follingsby; and  
d) work in partnership with Nexus and bus operators to bring forward a proposal for the extension of CentreLink from the MetroCentre to Blaydon.

**T12 Park and Ride**

The Council will:  
a) continue to develop the park and ride facilities at Heworth, in partnership with Nexus;  
investigate the introduction of schemes at the following locations across the Borough, in partnership with Nexus, bus operators and rail operators:  
- MetroCentre coach park (bus/rail);  
- East Gateshead (bus); and
identify potential locations for schemes in the following areas, in partnership with Nexus, bus operators and rail operators:

- Felling (Metro); and
- Blaydon (bus/rail);
- Birtley (bus);
- Pelaw (Metro); and
- Team Valley (bus).

The evaluation of these sites will consider their impact on the existing highway network, and bring forward mitigation measures where appropriate.

**T16 Blaydon Pedestrian and Cycle Bridge**

Proposals for a pedestrian and cycle bridge linking Blaydon town centre with Newburn Riverside are to be developed and should be accommodated within the wider regeneration strategy for Blaydon Town Centre.

**RETAIL AND COMMERCIAL LEISURE**

**RCL5 District and Local Centres**

Within District Centres and Local Centres, planning permission will be granted for retail and other shopping centre uses where it:

- maintains and enhances the vitality and viability of the centre;
- does not result in an unacceptable impact on residential amenity, the local highway network or road safety;
- is compatible with the scale and nature of the centre;
- results in enhancements to public transport accessibility;
- improves the attractiveness and security of existing car parks;
- improves accessibility for socially-excluded groups and people with impaired mobility; and
- helps to improve the appearance of the centre.

In considering proposals for changes of use from retail to other uses, including other shopping centre uses, particular regard will be had to the effect the loss of retail units would have on the vitality and viability of the centre as a whole.

In particular, within the following District Centres, change of use from retailing will not be allowed where it would result in the percentage of non-A1 retail frontages exceeding 30% at ground floor:

- **Low Fell**: 439-543 Durham Road (odd numbers, including New Cannon Inn) and 536-562 (even numbers)
- **Whickham**: St Mary’s Green units, 1-10 The Square, Ifracombe House & Salesrooms, Back Row
- **Blaydon**: 1-40 The Precinct (frontages within), including the public house
- **Birtley**: 2-13 Arndale House, 1-11 Co-op Buildings, 34-56 Durham Road, Netto Durham Road
An additional 6,000 square metres (gross floor area) of convenience floorspace and 2,000 square metres (gross floor area) of comparison floorspace will be encouraged as part of the regeneration of Blaydon District Shopping Centre.

**RCL6 Food and Drink Uses**

RCL6 Planning permission will be granted for restaurants, cafes (A3) and drinking establishments (A4) within existing centres and hot food take-aways (A5) within an existing centre or locality provided:

a) they do not have an unacceptable impact on road safety, the environment, amenity, the character of the surrounding area or the vitality and viability of an existing centre; and

b) they would not lead to an over-concentration of such uses in any one location.

**RCL10 Retailing in Neighbourhoods and Rural Areas**

Development, redevelopment or change of use involving the loss of the last remaining shop in an existing neighbourhood or village will only be permitted where it can be demonstrated that the use has proved unviable.

**THE ENVIRONMENT**

**ENV3 Character and Design**

Design, density and scale of new development should make a positive contribution to the established character and identity of its locality. All development will be expected to recognise established design principles with regard to such factors as scale, massing, height, materials, density, legibility, views and vistas. The relationship between buildings and the spaces around and between them must be handled in a sensitive manner.

**ENV7 Development within Conservation Areas**

ENV7 Development within Conservation Areas must preserve or enhance the area’s special architectural or historic character or appearance by:

a) respecting its architectural and historical context particularly in terms of design, massing, height, silhouette, grain, proportion, rhythm, street alignment, plot layout and associated landscaping;

b) ensuring that wherever practicable and appropriate, traditional natural local materials which contribute to the area’s character or appearance are used and incongruous materials are avoided;
c) ensuring that traditional or important features both on buildings and contributing to
their setting should be retained – where features have deteriorated to the extent
that they have to be replaced, the replacement should match the original in design,
materials and construction methods;

d) protecting trees, hedgerows, landscape features, open areas and views and vistas,
within and out of the Conservation Area, which contribute to its character and
appearance; and

e) not generating traffic movements, parking demands, noise or other environmental
impacts that would be prejudicial to the area’s character and appearance.

Applications for outline planning permission will not be acceptable for development
within Conservation Areas.

**ENV8 Demolition within Conservation Areas**

Consent for the total or substantial demolition of any building or structure which makes
a positive contribution to a Conservation Area will only be granted if:

a) it can be conclusively demonstrated that the building or structure is structurally
unsound and incapable of repair and re-use;

b) it can be demonstrated that concerted attempts have been made to retain the
building or structure in use, or in the case of a building which is incapable of re-
use, that attempts have been made to find appropriate alternative sustainable uses
for it;

c) the demolition and redevelopment of the site will preserve or enhance the
character and appearance of the Conservation Area and will contribute to wider
conservation objectives;

d) planning permission has been granted for the redevelopment of the site; and

e) a contract has been let for the full implementation of the approved redevelopment
scheme.

There will be a presumption that where an appropriate alternative use has been
proposed and a building or structure detracts from the character or appearance of a
Conservation Area, or is of no architectural or historic interest, its demolition will be
permitted.

**ENV 9 Setting of Conservation Areas**

Development that protects or enhances the setting of a Conservation Area, including
important views into and out of the Conservation Area, will be permitted.

**ENV10 Development in Gardens and Grounds in Conservation Areas**

Permission will not be granted for development (especially that which would involve
sub-division) in gardens and grounds which make a contribution to the character of the
following Conservation Areas:

- Crow Hall
- Chowdene
- Saltwell
- Sheriff Hill
- Low Fell
- Coatsworth
ENV11 Listed Buildings

Extensions, alterations and changes of use to a listed building must preserve or enhance the building’s special architectural or historic interest by:

a) respecting its historical context particularly in terms of design, massing, height, proportion and materials;
b) ensuring that traditional, natural materials and methods of working appropriate to the building are used and incongruous, artificial materials are avoided;
c) retaining and repairing historic fabric – where the fabric has deteriorated, repair rather than replacement should always be the first option; where features have deteriorated to the extent that they have to be replaced, the replacement should match the original in design, materials and construction methods;
d) ensuring that alterations to historic fabric are reversible, as far as practical, and preserve the building’s aesthetic qualities; and

e) ensuring that the setting of the building is protected where it is an essential part of the building’s character.

Where there have been unsympathetic alterations to a building (e.g. replacement windows, roofs, loss of chimneys etc.) the opportunity should be taken to replace them with more appropriate designs and materials where there is substantiated evidence of the original designs.

All applications for listed building consent and planning permission should include supporting evidence to demonstrate that the proposals have been designed in the light of a clear understanding of the building’s special interest.

ENV12 Demolition of Listed Buildings

Demolition, or alterations resulting in the substantial demolition, of listed buildings will be permitted only in exceptional circumstances and where every effort has been made to secure their future. In determining an application for listed building consent to demolish, the local planning authority will consider the following:

a) the importance of the building, its intrinsic architectural and historic interest and rarity;
b) the particular physical features of the building which justify its listing;
c) the building’s setting and its contribution to the local scene;
d) the extent to which the proposed redevelopment scheme would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of its environment;

e) the condition of the building and the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use; and the extent to which it has been conclusively demonstrated that the building or structure is structurally unsound and incapable of repair and re-use and the extent to which it has been demonstrated that concerted attempts have been made to retain the existing use or an alternative sustainable use in the building.
If consent is granted, this will be subject to:

a) a replacement development scheme having been granted planning permission and

b) the relevant contract concerning the intended development having been completed and

c) a scheme for the recording and/or salvage of the building having been approved and undertaken.

ENV14 Historic Parks and Gardens

The character of the borough’s Parks and Gardens of Special Historic Interest will be protected and enhanced. Development proposals must include supporting evidence that justifies the changes proposed, based on appropriate research into the historic context of the proposals. In particular, proposals will be required to:

a) retain, conserve, and where appropriate restore, buildings, walls, landscaping, ancient and veteran trees and other features which are an integral part of the historic designed landscape;

b) incorporate the appropriate design of new buildings and landscaping and other features and the use of materials; and

c) limit the use of buildings and land to those uses appropriate to their historic context.

Development within the setting of a historic park or garden will be controlled to protect its setting and character.

ENV 15 Gibside

The historical and recreational value of Gibside will be protected and enhanced by:

a) the appropriate restoration or consolidation of buildings;

b) the restoration of key elements of the eighteenth century planned landscape; and

c) the improvement of visitor facilities and public access in ways which do not detract from the estate’s character.

ENV 16 Ravensworth Castle

The Council will seek to ensure that the listed buildings and scheduled ancient monument at Ravensworth Castle, and the historic designed landscape in which they are set, are conserved by:

a) the preservation, consolidation and repair of the remains of the John Nash house and medieval castle;

b) the preservation and repair of the stable block and conversion to an appropriate and sustainable new use which can secure the long term preservation of the whole complex; and

c) the restoration of the historic parkland setting of the castle.

Any planning permission for the conversion of the stable block will be linked to the conservation of the other historic buildings and landscape through a planning obligation or conditions attached to any consent for that conversion.
The degree of public access to the castle and its immediate setting is desirable and should be explored in any conservation proposals.

**ENV 17 Axwell Park**

The historical value of Axwell Park will be protected and enhanced by the restoration of Axwell Park house and its setting and the restoration of the eighteenth century planned landscape of the park.

(i) In order to secure the restoration of Axwell Park house, a strictly limited amount of development may be permitted on the site of the former classrooms immediately to the west of the hall (Map ENV1), providing all of the following criteria are met:
   a) the development would not materially detract from the archaeological, architectural, historic, landscape or biodiversity interest of the asset or site, or materially harm its setting;
   b) the development would secure the long-term future of the asset or site;
   c) it is clearly demonstrated that the amount of enabling development is the minimum necessary to secure the future of the asset/site; and
   d) the value to the community of the resulting development and the enhanced historic interest of the asset or site clearly outweigh the disbenefits of the enabling development.

(ii) Subject to the proposed development meeting the criteria listed in (i) above, planning permission will be granted where:
   a) the physical impact of the development and the financial considerations are precisely identified at the outset, through the submission of full rather than outline planning applications;
   b) the objective of the preservation of the historic interest of the site is securely and enforceably linked to the planning permission; and
   c) the heritage asset is repaired to an agreed standard, or the funds are made available to do so at the outset or prior to completion or occupation of the development.

**ENV18 Locally Listed Buildings**

The retention and use of locally listed buildings is encouraged.

Consent for alterations to buildings on the local list should ensure that they preserve their special local architectural or historic interest by:
   a) respecting the building's design, appearance and any features of architectural or historic merit in the design of any extensions or alterations; and
   b) ensuring that wherever practicable and appropriate, materials appropriate to the building’s special local interest are used.

New development of, or alterations to, buildings within the curtilage or setting of a locally listed building must be designed to be sympathetic to it.
Where the Council has control over the demolition or alteration amounting to substantial demolition of a locally listed building, it will not grant consent for such demolition unless the proposal meets the criteria of ENV8.

The Council will continue to consider reviewing the lists and updating them from time to time to ensure that they reflect the diversity and history of the borough’s built environment.

**ENV19 Locally Listed Parks and Gardens**

Consent for new developments within a locally listed park or garden should preserve or enhance its special local historic interest and landscape character by:

a) retaining and conserving, and where appropriate restoring, buildings, walls, landscape, ancient and veteran trees and other features which are an integral part of its special local interest; and

b) retaining the use and character of the park or garden as an open designed landscape.

There will be a presumption against any development which would result in the loss of the park or garden as an open designed landscape.

The Council will continue to consider reviewing the lists and updating them from time to time to ensure that they reflect the diversity and history of the borough’s built environment.

**ENV21 Sites and Areas of Archaeological Importance**

*Note: In accordance with para. 133 of the National Planning Policy Framework, this policy should not be applied without taking due account of any substantial public benefits that would outweigh the harm to or loss of the heritage asset. Please see the precise wording of para. 133 in this respect.*

Where archaeological remains survive, whether designated as a scheduled ancient monument or not, there will be a presumption in favour of their preservation in situ. However, 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 preservation by record will be required, the findings of which should be published.

**ENV22 Sites and Areas of Archaeological Importance**

Where there is the likelihood that archaeological remains will be encountered as a result of development, and on all developments over 0.5ha in size, the Council will require a programme of investigative research and/or fieldwork to determine whether the remains, that might exist, merit preservation in situ or by record. Research and fieldwork findings should be published.
**ENV23 Building Recording**

Development proposals which involve the conversion, re-use or demolition of standing buildings of archaeological, architectural or historic interest will need to incorporate a programme of building recording and assessment to inform the details of development or record the building in advance of demolition, as appropriate.

**ENV24 Newburn Ford Battlefield**

The historical value of the Newburn Ford battlefield site will be protected and enhanced by:

a) protecting it against development and changes to the landscape which would adversely affect the scope to interpret the course of events during the battle;

b) encouraging the enhancement of the battlefield, particularly through appropriate landscaping, and the provision and maintenance of public access; and

c) seeking and encouraging properly planned field research.

**ENV25 Areas of Special Character**

Within Areas of Special Character, development that will maintain and/or enhance that character will be encouraged. The following areas will be subject to Interim Policy Advice or a Supplementary Planning Document or Documents:

25.1 Broom Lane / Whaggs Lane, Whickham
25.2 Eighton Banks
25.3 Ashtrees Gardens / Durham Road, Low Fell
25.4 Cedars Green, Durham Road, Low Fell
25.5 Leyburn Place area, Birtley
25.6 Bedford Avenue, Birtley
25.7 Square Houses and Kay’s Cottages, Mill View, Carr Hill
25.8 Beech Avenue area, Whickham

**ENV27 Greening the Urban Area**

Urban green space, and particularly the important major areas, will where appropriate be safeguarded, improved and increased. Areas where green space does not exist and is unlikely to be created will also be improved through landscaping. Improvements will be achieved mainly by enhancing tree cover and priority will be given to the older inner areas and in particular:

a) large areas of older terraced housing, industrial areas and shopping centres;

b) major areas of urban green space; and

c) green space which provides an opportunity to establish green corridors, create habitats for wildlife and strengthen and improve wildlife corridors.

**ENV29 Open Space in Retail and Employment Use Developments**

On new developments for employment uses, and retail developments with a gross area of at least 0.5 hectares, at least 15% of the total site area should be provided as landscaped areas, wildlife habitats or public open space, including recreation areas.
where appropriate. Exceptions may be made in appropriate town and local centre locations where a reduction in this requirement is compatible with the site and its surroundings, or on very small sites to secure the viability of a development which will significantly benefit the area. These areas should be designed to ensure maximum visual value and where possible to benefit wildlife.

**ENV38 Washed-over Settlements within the Green Belt**

Providing that it does not have an adverse effect on the character of the settlement concerned and satisfies other detailed planning considerations, infilling development within the envelopes of the following Green Belt settlements will be allowed:

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Code</th>
</tr>
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<tbody>
<tr>
<td>Clara Vale</td>
<td>38.1</td>
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<tr>
<td>Barlow</td>
<td>38.2</td>
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<tr>
<td>Lockhaugh</td>
<td>38.3</td>
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<tr>
<td>Winlaton Mill</td>
<td>38.4</td>
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<tr>
<td>Byermoor</td>
<td>38.5</td>
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<tr>
<td>Marley Hill</td>
<td>38.6</td>
</tr>
<tr>
<td>Eighton Banks</td>
<td>38.7</td>
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<tr>
<td>Coalburns</td>
<td>38.8</td>
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</tbody>
</table>

**ENV42 Re-use of Rural Buildings**

The re-use or adaptation (possibly also involving small extensions) of agricultural or other rural buildings will normally be permitted for light industrial, commercial, recreational or tourist uses provided that:

a) their form, bulk and general design are in keeping with their surroundings and the development does not result in intrusion into the open countryside or create problems relating to noise, smell, dust, safety, health or excessive traffic generation; and

b) buildings are structurally sound or capable of being made so without works that would result in the loss of the identity of the original buildings or damage their heritage or ecological value.

Proposals for the re-use or adaptation of such buildings for residential use will be permitted if the requirements of parts (a) and (b) are satisfied and:

c) the applicant has made every reasonable attempt to secure suitable business re-use, and the application is supported by a statement of the efforts which have been made; or residential conversion is a subordinate part of a scheme for business re-use, or is the most appropriate use in terms of the amenity considerations contained within this policy; and

d) a change to residential use will not result in the introduction of intrusive urban elements into the countryside, and no amenity conflict will arise in respect of established nearby uses.

In addition, the grant of permission for the use of an agricultural building for a non-agricultural use will be conditional on the withdrawal of permitted development rights for new agricultural buildings from that particular unit or holding where it is necessary to safeguard against a serious detrimental effect of new buildings on the landscape. Proposals within the Green Belt will also need to satisfy the controls of policy ENV37.
ENV44 Woodland, Trees and Hedgerows

Works that will damage or lead to the loss of trees which contribute to the amenity of an area, or which enhance the character and/or appearance of a Conservation Area, or have a significant wildlife interest, will not normally be permitted. Healthy trees which contribute to the character of an area and which are under threat will be protected by means of Tree Preservation Orders or conditions attached to planning permissions.

Proposals for works to trees will be considered on the basis of the following criteria:

a) the condition of the trees;
b) the contribution of the trees to the local landscape and/or character of an area;
c) the nature conservation value of the trees, woodland or hedgerows;
d) the impact that the trees have on existing structures and the amenity value enjoyed by individual occupiers;
e) the extent and content of replanting proposals; and
f) the extent and impact of the works.

In addition, schemes that will protect, maintain, manage and enhance existing woodland, trees and hedgerows will be generally encouraged.

ENV45 The Great North Forest

Within the area of the Great North Forest, extensive tree planting and wildlife habitat creation with associated recreational uses appropriate to the countryside and the Great North Forest will generally be encouraged.

ENV46 The Durham Biodiversity Action Plan

The delivery of relevant targets for species and habitats in the Durham Biodiversity Action Plan will be actively pursued in considering development proposals.

ENV47 Wildlife Habitats

Wherever possible, all types of wildlife habitats will be protected and enhanced. Land management practices beneficial to wildlife will be encouraged in line with the Durham Biodiversity Action Plan. New development will be laid out and landscaped so as to be beneficial to wildlife. Proposals should avoid the use of non-native or inappropriate species in sensitive locations. Where there is evidence of damaging species that are invasive to existing habitats, these should be removed.

ENV48 Sites of Special Scientific Interest

Sites of Special Scientific Interest will be protected by not allowing development on or off the site when there is the potential for an adverse effect on the site.
**ENV49 Sites of Nature Conservation Importance**

Sites of Nature Conservation Importance will be protected from adverse development wherever possible.

**ENV50 Local Nature Reserves**

In determining planning applications for development in Local Nature Reserves (LNRs), account will be taken of their educational and recreational value in addition to their nature conservation value. The designation of additional LNRs, taking into account recreational and educational benefit, will be actively pursued.

**ENV51 Wildlife Corridors**

A network of wildlife corridors will be protected by resisting development or recreational use which would seriously impair their integrity or value to wildlife. Exceptionally, damaging developments may be allowed where habitats would be enhanced or where suitable replacement land is provided to retain the integrity of the corridor.

**ENV54 Land Affected by Contamination**

Applications for development on land affected by contamination will be permitted if:
- a) the site will be reclaimed to a standard which is suitable for the proposed end use;
- b) there is no threat to public health or safety;
- c) environmental standards are not compromised;
- d) no threat is posed to controlled waters;
- e) appropriate measures are taken to protect local amenity while works are carried out; and
- f) any nature conservation interest, habitat, species and geological features on the land are protected.

**ENV55 Development Causing Contamination**

Development that would cause or be likely to cause significant contamination of the ground will not be permitted. Where development would be likely to cause less severe contamination of the ground, appropriate conditions will be imposed to limit such contamination and to ensure its removal and treatment when the contaminating use ceases.

**ENV56 Derelict land**

Derelict land will be reclaimed for the most appropriate beneficial uses. In particular the major site at Marley Hill and Byermoor Collieries will be reclaimed for recreation, nature conservation and woodland.
**ENV58 Hazardous Installations Consultation Zones**

Within the consultation zone of an installation storing or handling hazardous substances, planning permission for residential accommodation for the old or infirm, hospitals, educational establishments, high-rise residential development, or large retail, leisure, community or open-air developments will only be granted in exceptional circumstances. Applications for other developments will be assessed with particular regard to the possible risk to occupants. Consents for new installations which would require a new or enlarged consultation zone will only be granted if the risk to existing and potential users of land is acceptable.

**ENV61 New noise-generating developments**

New noise-generating development will not be permitted if the rating level would exceed the pre-existing background noise level by 10 dB(A) or more for existing noise-sensitive land uses. Where the increase in the noise level would be less than 10 dB(A), the developer will be expected to demonstrate that acceptable noise levels can be achieved.

**ENV62 Minerals and Waste Development**

Proposals for mineral and waste developments will be permitted in appropriate circumstances where the operator can demonstrate that noise levels at specifically identified noise-sensitive properties will not exceed:

Existing background levels by more than 10dB(A) subject to a maximum of 55dB \( L_{A_{eq},1h} \) (free field) during normal daytime hours (07.00-19.00 hours)

Existing background levels by 10dB(A) in the evening (19.00-22.00 hours) subject to a maximum of 42dB \( L_{A_{eq},1h} \) (free field) at night-time

Where tonal, peak or impulsive noise contributes to total site noise, the Council may impose specific limits for this element. Operators will be expected to use reversing bleeper warning systems that do not cause noise nuisance off-site. For particularly noisy short-term activities, the Council may permit a temporary increase in day-time noise limits up to 70dB(A) \( L_{A_{eq},1h} \) (free field) at specified noise sensitive properties. In exceptional circumstances, a higher limit for a very limited period may be agreed, in order to obtain specific environmental benefits. However, operators will be expected to make every effort to deliver temporary works at a lower level of noise impact. Planning conditions will be used to apply absolute controls on noise emissions with limits normally being set at particular noise-sensitive properties.

**COMMUNITY FACILITIES AND RECREATION**

**CFR1 Sites for replacement schools**

Sites are allocated for replacement schools for:

1.1 Whickham Front Street Primary School
1.2 Crookhill Primary School
1.3 Saint Edmund Campion Roman Catholic Comprehensive School
1.4 Dunston Hill Primary School and Kingsmeadow Comprehensive School
1.5 Rowlands Gill Primary School (replacing Rowlands Gill Infants’ and Rowlands Gill Junior Schools)
1.6 Harlow Green Primary School (replacing Harlow Green Infants’ and Harlow Green Junior Schools)
1.7 Lord Lawson of Beamish Comprehensive School

CFR2 New Primary School Complex at Highfield

A site is allocated at Highfield, Rowlands Gill for a complex to accommodate Highfield Primary School and Saint Joseph’s Roman Catholic Primary School. In the event of any part of the buildings becoming surplus to educational needs they will be safeguarded for community use or other non-commercial facilities serving the local community. Where there is no such requirement, their site, and any surplus open land within the site as shown on the Proposals Map, will be used for public open space or outdoor sports facilities.

CFR3 General Locations for New Schools

A general location for a new school has been identified at Northside, Birtley

CFR 5 Loss of School Playing Fields to Development

The loss of educational playing fields, without replacement, to built or other sterilising development will only be permitted if there is, or would be as a result of the development, no identified deficiency of outdoor recreation facilities or public open space in the area.

CFR6 Jewish and Other Minority Group Education

Support will be given for the use of any appropriate sites or premises which may become available in the Bensham area for the expansion of Jewish education facilities, including halls of residence, taking account of potential harm to residential amenity and of other local community needs. The provision of education facilities for any other minority group concentrated in a particular part of the Borough will be considered subject to the same factors.

CFR8 Social Services

A site for development to form part of an older persons’ village, with a range of facilities, is allocated at Waverley Road, Harlow Green.
CFR9 Health Care Facilities

A general location for a new primary health care facility has been identified at Parsons Drive, Ryton.

CFR11 Community Centres

A general location for a new building for community use has been identified at Northside, Birtley.

CFR 13 Indoor Recreation

General locations for district sports halls have been identified at:
12.1 Ryton
12.2 Felling

CFR14 Outdoor Sports Facilities - Football

In each general area of the Borough, at least 0.5 hectares of football pitches for public use should be provided per 1,000 residents. The provision of new pitches will be encouraged where there is a demand and particularly in the general areas of Ryton/Crawcrook, Chopwell/Rowlands Gill, east and south Gateshead and Birtley, provided it does not involve an unacceptable reduction in general public open space provision. Provision of these pitches must not result in unacceptable damage to residential or visual amenity or nature conservation and changing rooms and adequate vehicular access and landscaping should be provided.

CFR15 Cricket Rugby and Hockey

Proposals for additional cricket, rugby and hockey pitches will be assessed to ensure that they do not result in unacceptable reductions in general public open space provision or unacceptable damage to visual amenity or nature conservation. Changing rooms, adequate vehicular access and landscaping should be provided.

CFR17 Retention of Facilities

The loss of outdoor pitches, courts or other sports facilities, including necessary ancillary buildings such as changing rooms, to built or other sterilising development will not be permitted unless there is, and would continue to be, an identified surplus of recreational public open space in the area, and either:
a) the facilities are severely under-used and there is no reasonable expectation that investment, management or other changed circumstances could increase their use to a reasonable level; or
b) the loss is wholly made good by the creation of alternative provision in the same area of the borough.
CFR18 Former Saltwell School Site

Land at Avenue Road, Shipcote, is allocated for outdoor sports facilities and public open space, pending the possible future use of all or part of the site for an extension to the Shipley Art Gallery or other built public educational, cultural or leisure facilities of borough-wide importance.

CFR 20 Local Open Space

In each residential neighbourhood at least three hectares of Local Open Space, in sites of at least 0.01 hectares, should be available per 1,000 residents, such that no resident has to travel more than 330 metres from home to reach one. Where opportunities arise and as resources permit, additional Local Open Space will be provided in those residential neighbourhoods which fall short of this standard, and particularly in the following, which fall below it by at least one hectare in total:

20.1 Barmoor/Meadowfield Park 20.12 Low Fell West
20.2 Bensham North 20.13 Lyndhurst
20.3 Central Gateshead South 20.14 Portobello/Vigo
20.4 Crawcrook 20.15 Racecourse Estate
20.5 Deckham 20.16 Ryton South
20.6 Dunston West 20.17 Sheriff Hill
20.7 Eighton Banks/Wrekenton South 20.18 Shipcote East
20.8 Festival Park 20.19 Sunniside South
20.9 Lobley Hill North 20.20 Whickham North/Swalwell
20.10 Low Fell East 20.21 Winlaton East
20.11 Low Fell North 20.22 Winlaton West

CFR21 Neighbourhood Open Spaces

Open spaces of at least two hectares in size should be available so that, as far as possible, no resident has to travel more than 500 metres from home or cross a busy main road to reach one. In parts of the borough where the provision of Neighbourhood Open Spaces is non-existent or inadequate, improvements will be made, as opportunities arise and resources permit, by upgrading some existing open spaces, making new provision within new large housing developments or by bringing other land into use as public open space.

CFR22 Area Parks

Area Parks of at least five hectares in size should be available in such locations that as few residents as possible have to travel more than 1.5 kilometres to reach one. In parts of the borough where the provision of Area Parks is non-existent or inadequate, improvements will be made, as opportunities arise and resources permit, by upgrading some existing open spaces or by bringing other land into use as public open space.
CFR23 Protecting and improving existing open space

The loss of public open space without replacement will not be permitted unless provision would still meet the relevant standard or standards under policies CFR20, CFR21 and CFR22, and there is no identified deficiency in outdoor sports facilities or accessible natural greenspace or the site in question would be incapable of meeting it. Where the standards in policies CFR20, CFR21 and CFR22 are not met or would be infringed, the loss must be made good by the creation of an alternative site of at least equal size, quality and recreational value serving the same residential area or neighbourhood. Where the standards are comfortably exceeded, loss of public open space will only be permitted exceptionally, and any development or change of use proposal resulting in such loss will be assessed to ensure that, as far as possible, the open space in question is the lowest-quality area of public open space in the neighbourhood in which it is located, in terms of recreational value, accessibility, visual quality and biodiversity. Existing public open space will where possible be improved, especially to enhance visual quality, biodiversity, nature conservation interest and recreational opportunities.

CFR25 Countryside Recreation

Land at Wardley/Red Barns will be further restored, and the Tyne riverside downstream from Saltmeadows enhanced, to provide major public recreational urban countryside sites.

CFR26 Accessible natural greenspace

Natural greenspace accessible to the public should be available so that, as far as possible, sites of at least two hectares are within 0.5 kilometres of all homes. Additional and improved nature conservation sites will be provided, in the countryside and within the urban area, to help meet this standard.

CFR27 Allotments

The loss of allotments, either by unauthorised encroachment by uses other than cultivation, stock-keeping and passive recreation, or by built development, will not be permitted unless an appropriate advance replacement site is made available, or there is a surplus of provision at a particular location. In the case of surplus provision, the site (either in whole or in part) will be safeguarded against built development if its conversion to recreational public open space would contribute to remedying deficiencies in the provision specified by policies CFR20, CFR21 and CFR22.

CFR28 Toddlers’ Play Areas

Toddlers’ Play Areas, designed principally for children under seven and not necessarily equipped, should be provided within 60 metres of all homes in the borough, other than those in isolated locations or in settlements with fewer than 100
inhabitants. All new sites should be visible from adjacent dwellings and not adjoin busy roads or be separated by them from the areas they are intended to serve.

**CFR29 Juniors’ Play Areas**

Juniors’ Equipped Play Areas, designed principally for those aged 7 to 11, should be provided within 420 metres of all homes in the Borough other than those in isolated locations or in settlements with fewer than 300 inhabitants. All new sites should be accessible from the areas they are intended to serve without the need to cross busy roads or other barriers.

**CFR30 Teenagers’ Recreation Areas**

Equipped Recreation Areas for Teenagers, designed for those aged 12 to 18, should be provided within 800 metres of all homes in the borough other than those in isolated locations or in settlements with fewer than 300 inhabitants. They should not be across the busiest roads or other major barriers from the areas they are intended to serve.

**MINERALS, WASTE MANAGEMENT AND RENEWABLE ENERGY**

**MWR2 Environmental Impact**

The environmental impact of any proposal for mineral extraction or a waste management facility will be assessed individually and cumulatively with regard to its effect on local amenity (based on the scale and likely duration of the operation, visual impact, dust, noise, blasting, traffic, days and hours of working or other potential disturbances – site-specifically and within its zone of influence) and by taking into account currently available protective measures.

**MWR3 Five Year Rule**

Unless there are over-riding material considerations no zone of influence of a mineral extraction or waste management facility should suffer a continuous or nearly continuous series of such schemes (i.e. within a minimum period of five years.)

**MWR8 Unacceptable areas of Working**

Sand and gravel extraction will not be permitted on land:
8.1 south-east of Crawcrook Quarry;
8.2 between Low Folly and Woodhouse Farm; or
8.3 between Hexham Old Road and Stella, including land to the south-east of Image Hill.
MWR10 Marine-Won Sand and Gravel

Gateshead Wharf will be safeguarded as a strategic and sustainable wharf for the landing of marine aggregates and will be protected from the encroachment of incompatible land uses that would compromise its efficient operation.

MWR11 Use of alternative materials - Site-specific Level

Applicants for developments that are expected to produce significant volumes of waste will be expected to submit a waste audit or site waste management plan as part of their planning application. The audit should include information on:

a) the type and volume of waste the development will generate;
b) the steps taken to ensure that the maximum amount of waste arising from the development is re-used within the development;
c) the steps to be taken to manage the waste which cannot be incorporated into the new development; and
d) how treatment of the waste identified conforms to the principles of the waste hierarchy.

MWR13 Brick Clay

The brick clay deposit at Lamesley will be safeguarded against unnecessary sterilisation by development.

MWR14 Extraction from Former Waste Tips and Disused Railway Embankments

MWR14 The extraction of fuel and other materials from former colliery/coke waste tips and disused railway embankments will only be considered favourably where it would result in significant environmental improvement and can be implemented in an environmentally acceptable manner and where habitats, species or geological nature conservation interests are protected.

MWR18 Existing Facilities – Landfill

The quarries listed below are allocated for landfill and will be reclaimed by filling with imported, off-site waste material and/or quarry spoil to produce a visually acceptable landform compatible with the appropriate after-uses listed. The proposed landform and the after-uses will be reviewed progressively by the Council during the life of the individual site.

18.1 Blaydon Quarry: woodland/amenity
18.2 Crawcrook Quarry South and Central: agriculture/woodland/amenity/wildlife habitat
18.3 Burnhills Quarry: agriculture/woodland/amenity/wildlife habitat
18.4 Path Head Quarry: lowland heath/amenity/wildlife habitat
MWR19 Further Landfill Sites

Permission will not be granted for further landfill sites during the plan period, other than the provisions made in policy MWR18, unless there are exceptional circumstances.

MWR20 Landfill Location Policy

The Council will require applicants for new landfill sites to submit a risk assessment on the potential impact of the proposal on vulnerable groundwaters. Proposals for landfill or landraising will not be permitted below the water table in any strata where groundwater provides an important contribution to river flow or other sensitive surface waters, unless the risk assessment demonstrates that active long-term site management is not essential to prevent groundwater pollution.

MWR21 Agricultural Tipping

Proposals for landraising by the importation of waste for agricultural improvement will be considered on their individual merits, but landraising of greenfield sites for waste disposal purposes will not be permitted.

MWR22 Waste Management Facilities

The following sites are allocated for sustainable waste activities:
MWR22.1 UBU site at Derwenthaugh – mechanical biological treatment,
MWR22.2 Central Nursery site at Whickham Highway – small-scale green composting, on part of the site, in association with other horticultural activities.

MWR23 Integrated Network

Waste recycling facilities that contribute to the provision of an integrated and adequate network of waste management facilities will be permitted in appropriate locations, subject to the minimisation of any detrimental effects on the environment and on local amenity.

MWR24 Waste Facilities in the Green Belt

Note: the reference to policy ENV37 has been deleted as that policy was not saved. Instead, this policy should only be used having regard to Green Belt policy in the National Planning Policy Framework.

The use of land and construction of new buildings in the Green Belt for waste disposal and treatment facilities, including sewage treatment works, will only be permitted provided that there is no conflict with policy ENV37, the proposal is consistent with the waste strategy and there is no suitable alternative site outside the Green Belt.
**MWR25 Incineration, Baling and Transfer Stations**

Baling plants, transfer stations, waste incinerators and other waste treatment plants will only be permitted in environmentally acceptable locations with adequate access and site screening. In determining planning applications, the protection of the countryside, residential areas and water quality, the prevention of pollution and health hazards and the need to mitigate adverse impacts arising from contamination, air pollution and noise will be particularly relevant.

**MWR26 Recycling**

Collection facilities will be provided in suitable locations such as residential areas, waste reception sites, large retail developments and sites adjacent to public buildings. Scrapyards and similar or ancillary uses will not be permitted where they would unacceptably affect the amenities of an area. Where scrapyards are permitted, effective screening will be a pre-requisite to development.

**MWR28 Provision of Facilities in New Developments**

The provision of appropriate waste sorting, recovery and recycling facilities will be required in the following circumstances:

a) developments of 100 or more houses;
b) new developments, redevelopment or refurbishment of shopping centres or facilities where the floorspace of existing or new development amounts to 500 square metres or more;
c) major transport, leisure, recreation, tourist or community facilities; and
d) appropriate smaller developments which frequently attract a significant number of people (for example community or shopping schemes).

**MWR31 Renewable Energy Generation**

Development proposals to generate energy from a full range of renewable energy sources, regardless of scale, will be encouraged to facilitate the renewable energy generation of 22MW within Tyne and Wear to 2010.

In assessing proposals for renewable energy development, significant weight should be given to the wider environmental, economic and social benefits.

Proposals for renewable energy generation must also comply with policies MWR32, MWR33, MWR34 and MWR35, as appropriate.

**MWR32 Onshore Wind Resources**

Development of wind turbines will be subject to the following criteria:

a) a landscape and visual impact assessment should be undertaken including Zones of Visual Influence and, where appropriate, an assessment of cumulative landscape and visual effects;
b) no unacceptable impact upon airport, radar and aircraft operation should arise as a result of the proposed development;
c) satisfactory arrangements should be made for access for delivery and maintenance, and provision should be made for the removal of the facilities and reinstatement of the site, should all or part of it become non operational;
d) the proposal should have no adverse impact upon bird species and their habitats;
e) the noise levels of the development should be acceptable, particularly around noise-sensitive developments;
f) interference with electromagnetic transmission from the development should be acceptably mitigated;
g) shadow flicker and reflected light from the proposed development should not have an adverse impact upon neighbouring residences; and
h) the proposed development should accommodate safe separation distances from other wind turbines, occupied buildings, roads, railways, public rights of way and power lines.

MWR33 Renewable Energy Generation From Biomass and Waste

Proposals for renewable energy generation based on biomass (including dry biomass power plants, anaerobic digestion facilities, advanced thermal treatment plants and ancillary buildings and structures) will be subject to the following criteria:

a) the proposed development:
   i) would be required to install adequate odour controls;
   ii) should not harm local ecology;
   iii) should prevent pollution and should mitigate against emissions to the air, ground and watercourses by means of appropriate handling, storage and disposal facilities for waste gas, ash, dust, carbon, liquid effluent, solid residues and digestates; and
   iv) should prevent health hazards and incorporate mitigation measures, particularly to ensure the safe handling of waste feedstock and by products that include parasites and pathogens;
b) the proximity of biomass/waste plant to the feedstock source and fuel consumer should cause no adverse impact upon traffic generated due to the transportation of feedstock and/or fuel;
c) the visual intrusion of the biomass/waste storage, sorting, processing and generating facilities, including buildings, chimney stacks and tanks, should be minimised and the proposal should include adequate screening;
d) proposals that utilise waste should be in accordance with policies MWR16 and MWR17; and

e) the location of anaerobic digestion facilities development should reflect the scale of activity and the source of feedstock, that is:
   • small-scale on farm slurry digesters should where possible be located within existing farm complexes;
   • sewage sludge digesters should be located within wastewater treatment works; and
   • large scale CADs should be located within existing industrial or wastewater treatment works or in the case of MSW feedstock in close proximity to landfill sites or waste transfer stations.
MWR 34 Hydro-power

Proposals for mini hydro-power will be subject the following criteria:

a) the siting, design and scale of the hydro scheme should not adversely impact on the visual and recreation amenity of the river and surrounding area;

b) the proposed development should have no adverse impact upon the riverine ecology and should include appropriate design measures for the protection of fisheries; and

c) the proposed development should have no adverse impact upon the hydrology of the river.

MWR35 Micro-Renewables, Energy Efficiency and Sustainable Design

Note: In accordance with para. 173 of the National Planning Policy Framework, this policy should not be applied without taking due account of viability. However, if the contributions in question are required to make the development acceptable (see paras. 203 to 206 of the NPPF), it may be that the development is unable to proceed unless they are secured.

MWR35 The inclusion of the following measures to improve energy efficiency, minimise energy and resource consumption, and embed renewable energy generation and sustainable design within new and existing buildings will be encouraged by the Council, subject to the impact on the amenity and character of the local environment and policies DC1, DC2, DC3, DC4, MWR31, MWR32 and MWR33:

a) energy efficiency and conservation measures such as roof and wall insulation, window improvements, condensing boilers, high efficiency lighting, Combined Heat and Power, community heating/heat networks;

b) passive solar design such as layout, orientation, window and conservatory/atrium design, natural ventilation and lighting and thermal buffering;

c) small-scale renewable energy technologies such as solar panels, biomass heating, small-scale wind turbines, photovoltaic cells and ground source heat pumps; and

 d) use of sustainable materials and measures to minimise water consumption.

The Council will require developers to demonstrate how major development will generate a proportion of the site’s electricity or heat needs from renewables, wherever feasible. The Council will expect all development (new build and conversion) with a floorspace of 1,000m² or 10 or more residential units to incorporate renewable energy production equipment to provide at least 10% of predicted energy requirements, subject to the type of development proposed, its location and design.

All new development or redevelopment of existing buildings will require measures to achieve high energy efficiency and minimise consumption so that they achieve BREEAM and Eco Homes very good or excellent rating.