

North Tyneside Local Plan

**Publication Draft
September 2026**



North
Tyneside
Council

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Contents

1.	Introduction.....	5
	About North Tyneside	11
2.	A New Spatial Vision and Objectives for North Tyneside.....	16
3.	Spatial Strategy for Sustainable Growth	25
	The Green Belt.....	30
	Local Green Space	38
	Meeting Housing Needs	39
	Economic development.....	65
	Regenerating Town Centres and Communities	80
4.	Climate change, Water Management and Waste Resources	90
	Climate Change Strategic Mitigation, Adaptation and Resilience.....	91
	Low Carbon and Renewable Energy and Infrastructure	94
	Flood Risk, Water Quality and Infrastructure	97
	Waste	107
5.	Built and Historic Environment	111
	Historic Environment.....	112
	Well Designed, Safe and Inclusive Places.....	119
6.	The Natural Environment.....	123
	Biodiversity and Nature Conservation	125
	Trees and Hedgerows.....	131
	Geology, Soil, and Land Contamination	134
7.	Healthy, Connected and Inclusive Places	140
	Strategy for Health and Wellbeing	142
	Traffic, Commuting and Public Transport	147
	Noise and Air Quality	157
	Community infrastructure.....	160
	Green Infrastructure and Open Space	165
8.	Infrastructure Delivery and Funding	168
9.	Site Specific Policy Framework.....	171
	Existing Allocations	173
	Proposed Housing Allocations.....	181
10.	Monitoring and Implementation.....	211

Policy schedule

S1.1 Spatial Strategy for Sustainable Development.....	28
S1.2 The Green Belt	34
DM1.3 Nature Improvement and Green Belt Enhancement	35

S1.4 Safeguarded Land	37
AS1.5 Local Green Space at Killingworth Open Break	38
S2.1 Strategic Housing.....	40
S2.2 The Local Housing Requirement.....	42
S2.3 Housing Land Supply.....	47
DM2.4 New Housing Development	53
DM2.5 Affordable Housing	54
DM2.6 Housing Range and Type: Supporting a mix of house size, self-build and specialist housing	56
S2.7 Gypsy, Travellers and Travelling Showpeople	58
DM2.8 Housing Standards	60
DM2.9 Houses in Multiple Occupation.....	63
S3.1 Economic Growth Strategy	66
S3.2 Provision of Land for Employment Development	69
DM3.3 Development Affecting Employment Land and Buildings	73
DM3.4 Employment Land Development Outside Available or Existing Employment Land.....	74
AS3.5 Strategic Economic Areas.....	76
AS3.6 The Visitor Economy and Tourism.....	78
S4.1 Competitive Centres and Future Retail Demand.....	82
S4.2 Hierarchy of Centres.....	83
DM4.3 Assessment of Town Centre Uses	84
AS4.4 North Shields Town Centre & Fish Quay Conservation Area – Connected Centre, Culture & Riverside Integration.....	86
AS4.5 Wallsend & Willington Quay – Town Centre Renewal & Heritage Focus 87	
AS4.6 North West Villages & Killingworth – Green Network, Community Focus & Sustainable Growth	88
AS4.7 Coastal Communities – Resilient Seafront & Linked Centres	89
S5.1: Strategic Climate Change Mitigation and Resilience.....	92
DM5.2: Climate Change Mitigation	92
DM5.3: Climate Change Adaptation and Resilience	93
DM5.4: Low Carbon and Renewable Energy Infrastructure.....	95
DM6.1 Development and Flood Risk	97
DM6.2 Flood Reduction Works.....	98
DM6.3 Blue Infrastructure and the Water Environment	99
DM6.4 Surface Water Run-off and Sustainable Drainage	101
S6.5 Water Quality	102
S6.6 Ground Water	103

S6.7 Water Management	104
DM6.8 Water Management and Efficiency in New Development.....	105
S6.9 Coastal Erosion	105
S7.1 Waste Management.....	108
DM7.2 Protection of Waste Facilities	109
DM7.3 New Development and Waste	109
S8.1 Historic Environment and Heritage Assets.....	113
DM8.2 Protection, Preservation and Enhancement of Heritage Assets	114
DM8.3 Non-Designated Archaeological Heritage	116
AS8.4: Frontiers of the Roman Empire (Hadrian's Wall) World Heritage Site	117
DM9.1 Design Code, Masterplans and Design Review.....	120
DM9.2 Design of Development	121
DM9.3 Advertisements and Signage	122
S10.1 Biodiversity and Geodiversity	126
DM10.2 Managing Effects on Biodiversity and Geodiversity.....	127
DM10.3 Wildlife Corridors.....	128
DM10.4 Management of International Sites	128
DM10.5 Local Nature Recovery Strategy	129
DM10.6 Trees, Woodland and Hedgerows	132
DM11.1 Soil and Agricultural Land Quality	134
DM11.2 Contaminated and Unstable Land.....	135
DM11.3 Minerals	137
S12.1 Spatial Strategy for Health and Wellbeing	144
DM12.2 Health Impact Assessments.....	145
DM12.3 Hot Food Takeaways	146
S13.1a Transport.....	151
S13.1b Transport – Active Travel	151
S13.1c Transport – Public Transport.....	152
S13.1d Transport – The Road Network.....	153
DM13.2 New Development and Transport.....	154
DM13.3 Transport Infrastructure Delivery.....	156
DM14.1 Pollution.....	158
DM15.1 Community Infrastructure	162
DM15.2 Employment and Skills.....	163
S16.1 Strategic Green Infrastructure	166
DM16.2 Protection of Green Infrastructure.....	166
DM16.3 Green Space Provision and Standards	167
S17.1 General Infrastructure and Funding.....	169
S18.1 (a) Murton Strategic Allocation Concept Plan	173

S18.1 (b) Killingworth Moor Strategic Allocation Concept Plan	176
DM18.1 (c) Applications for Delivery of Murton Gap and Killingworth Moor Strategic Allocations	178
S19.1 Planning for Sustainable Urban Extensions and Strategic Housing Allocations	181
AS19.2 North Tyneside Northern Growth Area	184
AS19.3 Seaton Burn North	187
AS19.4 Land at East Wideopen.....	190
AS19.5: Land west of Dudley.....	193
AS19.6: Land South of Dudley.....	195
AS19.7: Burradon and Camperdown	198
AS19.8: North of Killingworth.....	200
AS19.9: South of Earsdon, East of Shiremoor	203
AS19.10 Land North of Whitley Bay	206
AS19.11 Weetslade Park	209

1. Introduction

- 1.1 The Local Plan sets out North Tyneside Council's strategy for the development and use of land across the Borough to 2042/43. It forms a key part of the Council's policy framework and, once adopted, will form the statutory Development Plan for North Tyneside. The Local Plan will guide decisions on planning applications and provide the framework for delivering sustainable growth, infrastructure, regeneration and environmental improvement across the Borough.
- 1.2 The Local Plan:
- Establishes the spatial strategy for the Borough.
 - Identifies the scale and distribution of housing, employment and other development.
 - Allocates land for development and protection.
 - Identifies infrastructure needed to support growth.
 - Supports the protection and enhancement of the built, historic and natural environment.
 - Supports delivery of the Council's wider ambitions for North Tyneside.

Publication Draft Local Plan

- 1.3 This Publication Draft Local Plan has been prepared following consultation on the Vision, Issues and Options document in 2025 and the Initial Draft Local Plan in 2026. The Council has considered the representations received, together with updated evidence and national planning policy, in preparing this version of the Plan.
- 1.4 The Publication Draft Local Plan represents the Council's proposed strategy for the future development and use of land in North Tyneside. It identifies the strategic priorities, policies, site allocations and infrastructure necessary to meet the Borough's needs and deliver sustainable development over the Plan period.
- 1.5 The Council considers that the Publication Draft Local Plan provides an appropriate basis for planning the future development of North

Tyneside and intends to submit the Plan to the Secretary of State for independent examination following the consultation period.

- 1.6 This consultation is an opportunity for interested parties to comment on the Publication Draft Local Plan before it is submitted for examination. Representations should focus on whether the Plan has been prepared in accordance with legal and procedural requirements and whether it is sound. Information on how to make representations and the matters that the Planning Inspector will consider during examination is provided alongside this document.

Call for Sites and Site Assessment

- 1.7 A call for sites exercise was undertaken in 2025 seeking input from landowners and others about areas of land that may be suitable for development. An assessment of each site had been undertaken to consider potential suitability for development, whether sites are available and a range of analysis to consider any environmental constraints and overall accessibility of sites. Details of this analysis are available within the North Tyneside Initial Draft Local Plan Site Assessment 2026.

Assessing the Plan

- 1.8 It is important to understand the impacts of the Local Plan's policies and proposals on the future social, environmental and economic sustainability of the Borough. To achieve this, there is a legal requirement to undertake Sustainability Appraisal when preparing new Local Plans. This assesses draft proposals and policies to identify any positive or negative effects on each aspect of sustainability. This ensures that appropriate mitigation can be identified to reduce potentially negative effects. The following sustainability appraisal work has been carried out as part of Plan preparation:
- North Tyneside Sustainability Appraisal Scoping Report 2025
 - North Tyneside Sustainability Appraisal Issues and Options 2025
 - North Tyneside Sustainability Appraisal Initial Draft Local Plan 2026
 - North Tyneside Council Sustainability Appraisal Publication Draft 2026

- 1.9 The Public Sector Equality Duty further establishes that the potential impacts of proposals on are avoided or mitigated. As part of this, health and equality impact assessments of the Local Plan have been undertaken as policies and proposals have been developed.
- 1.10 To ensure legal compliance of the Plan, specific assessment is also required of the potential effect of proposals on designated biodiversity sites of international importance. This work is called a Habitat Impact Assessment and considers whether proposals have the potential to cause adverse impact to internationally protected areas like North Tyneside's rocky coastline and the wildlife it supports.

Interpreting the Role of Each Local Plan Policy

- 1.11 The Local Plan should be read and implemented as a whole. Each of the proposed policies and proposals have a specific role in delivering sustainable development and either set out the strategic approach to the particular issue, outline the key points to be taken into consideration when considering planning applications through the Development Management process, or identify area specific proposals and schemes.
- 1.12 The function of each policy is identified with the policy reference as follows:
- S- Strategic policies
 - DM-Development management policies
 - AS-Area specific policies
 - Status of this Local Plan
- 1.13 Following consultation and independent examination, the Council intends to adopt this Plan as the Local Plan for North Tyneside.
- 1.14 Once adopted, this Local Plan will replace in full the policies, proposals, allocations and designations contained within the North Tyneside Local Plan 2017. The adopted Plan will form the statutory Development Plan for North Tyneside and will be used in the determination of planning applications unless material considerations indicate otherwise.

The North Tyneside Local Plan Policies Map

- 1.15 The Policies Map illustrates the geographical extent of the policies, site allocations and designations contained within this Local Plan. It should be used alongside the written policies and supporting text when considering specific locations and development proposals. Where relevant, the Policies Map identifies the boundaries of allocated sites, areas subject to particular policy requirements and other land use designations.

You can access the Policies Map online through this interactive map: [North Tyneside Publication Draft Policies Map](#)¹.

National Planning Context

- 1.16 This Local Plan must be prepared in accordance with national planning policy and guidance. The government has recently revised the planning system, introducing policy and legislative reforms that aim to accelerate plan making and the delivery of homes.
- 1.17 A new National Planning Policy Framework (NPPF) was introduced in August 2026. Because of the advanced stage of Plan preparation, this Local Plan will be assessed for soundness against the NPPF that was published in 2024. However, upon adoption, the national planning framework will be the NPPF 2026 and as such, this Plan has been prepared to ensure compliance with its policy.

Regional Planning Context

- 1.18 The North East Mayoral Strategic Authority (NEMSA) will have an increasingly important role in plan making over the next three years. Government has set out clear expectations that cross boundary Spatial Development Strategies (SDS) should cover all parts of the country. In the North East, NEMSA is a Strategic Planning Authority with responsibility for delivery of SDSs.
- 1.19 Work on an SDS for the North East has not yet started. However, once underway, it can be expected to give consideration to

¹ North Tyneside Local Plan Publication Draft Policies Map:
<https://ntcouncil.maps.arcgis.com/apps/mapviewer/index.html?webmap=a9c7379edb2144daaff3a7c955c7edd0>

regional wide needs for homes and establish strategic approaches to infrastructure delivery to help support the region's growth ambitions and meet evidence-based needs for development.

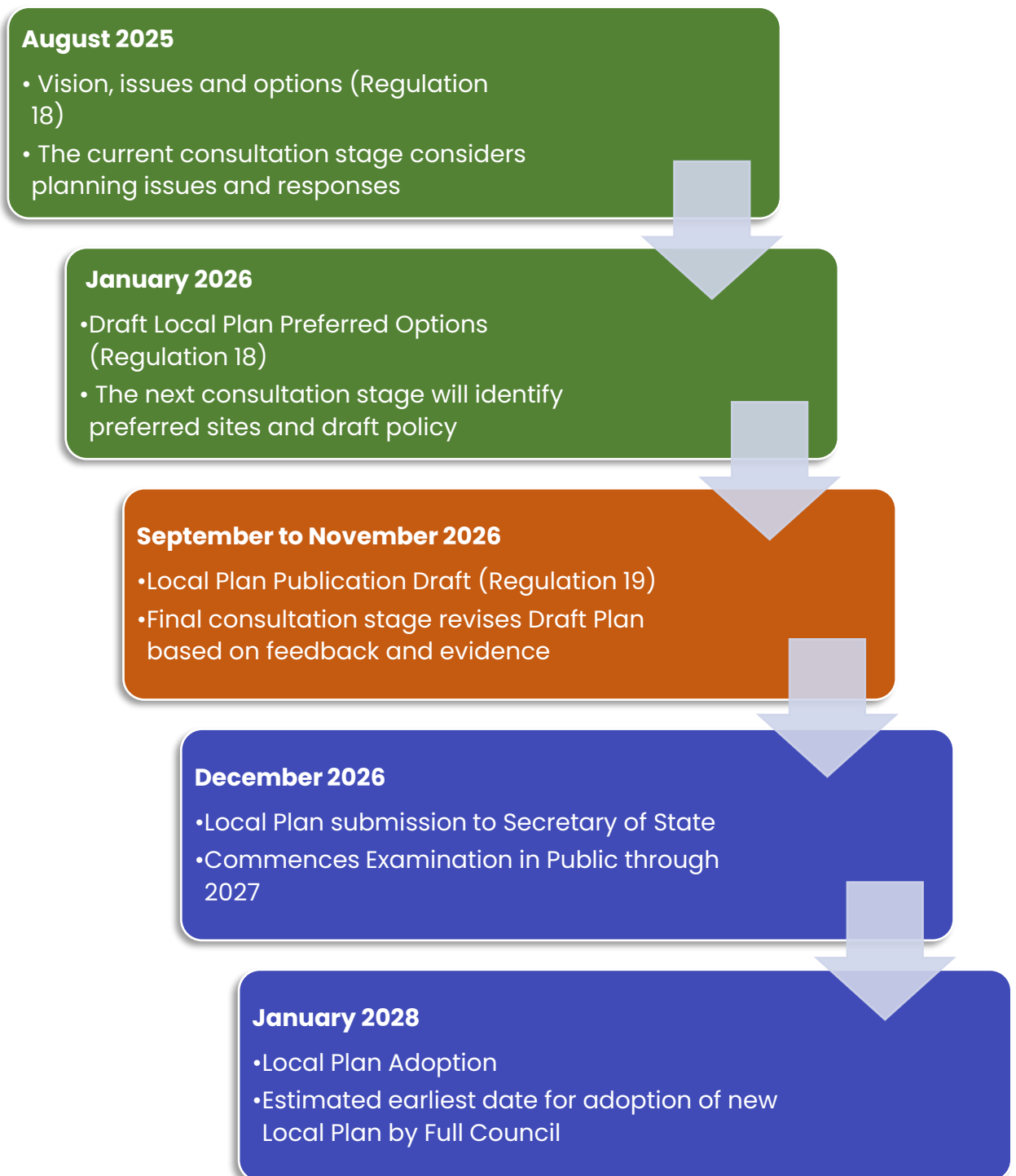
Evidence

- 1.20 The policy and proposals within Local Plans must be informed by appropriate evidence. This includes understanding needs for development and the specific impacts of proposals upon the area. An evidence base library has been published that defines current and emerging evidence that inform this Local Plan. The Local Plan is also supported by a series of papers addressing key issues and further explanation of the interpretation of evidence and alignment with national policy in preparing the Local Plan.

- *Direct link to evidence base page to be included at publication.*

Local Plan Timetable

- 1.21 The Local Development Scheme has been updated in January 2026 and establishes the current timetable for preparation of the Local Plan as follows:



About North Tyneside

- 1.22 North Tyneside is one of five metropolitan districts within the Tyne and Wear conurbation. The Borough covers a relatively small area, no more than 10 miles across and with an area of 82 square kilometres.
- 1.23 It has the North Sea to the east, the River Tyne to the south, and Newcastle City to the west. Northumberland County forms the northern boundary.



Figure 1.1: North Tyneside in context

Connectivity

- 1.24 North Tyneside is bisected east/west by the A19(T) and north/south by the A1058 Coast Road. The Coast Road provides a direct route through to Newcastle city centre, whilst the A19(T) goes north to join with the A1 in Northumberland and south through the Tyne Tunnel to provide a route through the North East region to North Yorkshire. The Borough is served by 17 Tyne and Wear Metro stations and main line trains between Newcastle and Northumberland stop at a new station at Northumberland Park.

Urban Form

- 1.25 As part of the Tyneside conurbation, the Borough forms a continuous built-up area with Newcastle at Wallsend, Benton and Longbenton, extending as far north as Killingworth. The major urban residential area extends from the border with Newcastle eastwards along the A1058 Coast Road and north of the River Tyne towards North Shields, Tynemouth and Whitley Bay. In the northern part of the Borough are a number of medieval and former mining villages. The most recent areas of major new housing growth around Shiremoor and Backworth are to the centre of the Borough close to the A19 and Northumberland Park metro station.
- 1.26 There are four town centres within North Tyneside: Wallsend, North Shields, Whitley Bay and Killingworth. Numerous smaller district and local centres provide for the needs of local communities. The main employment areas beyond the town centres are along the River Tyne, the A19 and clusters of key business and industrial estates within the North West of the Borough.

Historic and Natural Environment

- 1.27 North Tyneside has an attractive coastline that is part of the internationally protected Northumbria Coast Special Protection Area (SPA) and the Northumbria Coast Ramsar site. Many other sites of biodiversity interest are interspersed throughout the Borough. Other key features across the Borough include areas of biodiversity value that have emerged from the area's industrial past including grassland and open mosaic habitat across former brownfield sites, important wildlife corridors through the Borough's

waggonways and a number of ponds formed through former quarries and mining subsidence that are now locally designated sites.

- 1.28 The Borough is home to many heritage assets, including locally registered buildings, listed buildings, scheduled monuments and seventeen conservation areas that take in coastal vistas, medieval village settlements and Georgian new towns. Hadrian's Wall at Wallsend is part of the Frontiers of the Roman Empire World Heritage Site. The historic and natural environment strongly contribute to the Borough's character and positive image.

Population

- 1.29 The 2021 Census results show that the population of North Tyneside grew by 9,000 people between 2011 and 2021, to approximately 209,000 people. Over this time there was a 21.3% increase in residents aged 65 and over, whilst the number of residents in other age groups have actually fallen slightly. The number of children aged 0 to 15 declined by 5% in the last ten years and the number of births registered per year has fallen by 18%; with 400 fewer children born in 2023/24 compared to 2018/19.

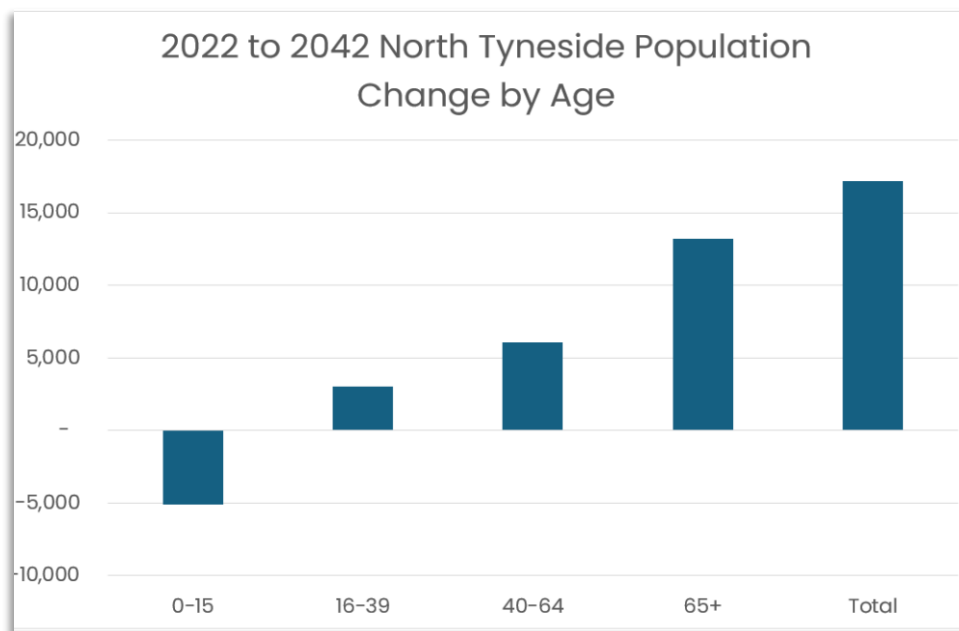


Figure 1.2: Projected population change by age 2024 to 2042/43 (ONS 2022 based sub national population projection)

- 1.30 To 2042/43 North Tyneside's population was predicted in projections published in 2022 to increase by around 13,600 residents, to reach 227,000. The Office for National Statistics published their latest, 2022 based population projections in June 2025. This suggests growth may be even greater with 234,000 residents in North Tyneside by 2042/43. This growth also sees substantially more residents of working age, and even fewer residents aged under 19.
- 1.31 The rapid growth of residents aged over 65 will continue increasing by 12,600, 90% of the Borough's total growth. With an older population the number of deaths will outnumber births. Net inward migration from neighbouring areas, primarily Newcastle, helps to sustain the overall working age population and limits the fall in the number of children in the Borough.

Economic Prosperity

- 1.32 Between 2015 and 2019 North Tyneside experienced a slight improvement in overall deprivation, relative to England, moving from the 126th most deprived area to the 128th most deprived area. This continues an improving trend; for example, North Tyneside was ranked 80th in 2004.
- 1.33 However, while deprivation in North Tyneside has improved overall relative to England, there has been an increase in the number of small neighbourhoods that are within the most deprived 10% of communities in England. This is representative of the Borough's issue with large disparities in deprivation across its wards. North Tyneside has stark contrasts between the more affluent neighbourhoods and those experiencing environmental, social and economic deprivation.
- 1.34 Deprived neighbourhoods are located mainly along the riverside and those least deprived are concentrated mainly along the coast. The disparities are evident in a range of socio-economic factors

but most starkly in health – a child born in one part of the North Tyneside can expect to live 10 years less than a child born in another part of the Borough.

2. A New Spatial Vision and Objectives for North Tyneside

- 2.1 The Vision and Objectives establish the key things that the policies and proposals of a Plan are expected to achieve and provide the basis for the spatial strategy, strategic policies and site allocations set out within the Local Plan.
- 2.2 The Vision and Objectives have been informed by the Council's priorities as set out in "Our North Tyneside 2025–2029", national planning policy and guidance, engagement with residents and stakeholders, and the evidence prepared to support the Local Plan. Together they provide a framework for addressing North Tyneside's future needs for homes, jobs, infrastructure provision, nature recovery and climate change mitigation and adaptation. The Local Plan seeks to respond to key challenges and opportunities facing the Borough, including:
- a. Responding to climate changes and supporting the transition to carbon net zero.
 - b. Supporting nature recovery and delivery of biodiversity net gain.
 - c. Meeting the Borough's needs for housing, including affordable homes and specialist accommodation.
 - d. Supporting sustainable economic growth and investment, especially in key sectors including marine and off-shore sectors, manufacturing, finance technology, health and Artificial Intelligence.
 - e. Reducing health inequalities and improving health and wellbeing, supporting the Borough's ambition to achieve the status as a Marmot Place.
 - f. Protecting and enhancing the Borough's built, historic and natural environment.
 - g. Ensuring infrastructure provision and opportunities for delivery of services and facilities needed to support growth are provided.
- 2.3 "Our North Tyneside 2025 –2029" sets out a vision to create:

An even better North Tyneside, where everyone can live their best life – rooted in strong, vibrant neighbourhoods, fair access to opportunity and public services that work for all.

2.4 The Local Plan provides the spatial planning framework through which development and use of land can contribute towards delivering this vision.

- **Better lives for all:** with key priorities relevant to the Local Plan including working to make North Tyneside a Marmot Place helping everyone to live a longer and healthier life.
- **The best start in life:** with priorities to support schools to delivery world class education and supporting training and the skills of residents.
- **Places to be proud of:** with priorities around reuse and recycling of waste, achieving carbon net zero, supporting adaptation to climate change, enhancing resilience to flood risk, making streets and neighbourhoods safe and secure, investing in open space and travel, this Local Plan seeks to respond to these matters.
- **Good work and economic growth:** priorities to bring more jobs to the Borough support the industries in offshore wind and renewable energy and regeneration key elements of the Local Plan.
- **Housing and neighbourhoods that enhance lives:** The Local Plan will provide the planning policy framework to support the Authority's priority to deliver a further 3,000 affordable homes, and support delivery that makes North Tyneside somewhere that works even better for older people.

North Tyneside's Spatial Vision

By 2042/43 North Tyneside is a place where everybody can live a prosperous and healthy life. The Borough is resilient to climate change and is meeting targets for net zero carbon emissions. It is a happy, healthy and safe place with high quality green and blue spaces accessible to all where nature recovery is enhancing the natural environment.

The Borough's towns and villages benefit from a high quality built and historic environment, and local people will have the facilities and services they need and excellent transport links between our communities, across the North East and beyond.

A supply of high-quality and affordable homes to rent and buy meet the accommodation needs of all residents. Excellent education opportunities and a flourishing economy where local businesses thrive, and that is attractive to inward investment, supports a diverse range of high-quality jobs.

Local Plan Objectives

1. Ensure North Tyneside grows sustainably with communities and infrastructure that support Carbon net zero and are resilient to and mitigate the causes and impacts of climate change, including protecting and enhancing blue and green infrastructure and improving resilience to flooding, reducing risk to homes, businesses and infrastructure.
2. Diversify, strengthen and grow the local economy providing excellent job opportunities for everyone.
3. Reduce inequalities by ensuring all residents can enjoy healthy and active lifestyles, free from the fear of crime and maximising everyone's potential in work and education.
4. Provide an appropriate range and choice of housing to meet current and future evidence-based needs for social rent and other affordable high-quality homes.
5. Support investment and regeneration that will conserve and enhance the built and historic environment, promoting good design and capitalising on North Tyneside's positive image and character to benefit all parts of the Borough and especially our town centres.
6. Manage waste as a resource and minimise the amount produced and sent to landfill.
7. Protect and enhance the natural environment (land, air and water), delivering measurable biodiversity net gain and ensuring everyone can access nature-rich green and blue spaces that support Local Nature Recovery Strategies, improve wellbeing, strengthen climate resilience, and contribute to cleaner air, land, and water.
8. Ensure sustainable access throughout the Borough, with the wider region and beyond.

Delivering the Vision and Objectives

- 2.5 The strategic priorities below identify the Council's priorities for the development and use of land in North Tyneside and translate the Vision and Objectives of the Local Plan into the principal land-use themes that will guide future growth, investment, environmental stewardship and infrastructure delivery across the Borough.
- 2.6 The strategic priorities provide the framework for the Local Plan and establish a clear link between the Vision, Objectives, Spatial Strategy, strategic policies and site allocations.
- 2.7 Each strategic priority identifies the Local Plan Objectives it contributes towards, the principal chapter through which it is delivered and the key policies that support its implementation.
- 2.8 The Spatial Strategy for Sustainable Growth provides the spatial expression of the strategic priorities, establishing the broad pattern of development, regeneration, environmental enhancement and infrastructure investment across North Tyneside.
- 2.9 The strategic and site-specific policies, place-based strategies, infrastructure planning and site allocations contained within the Local Plan provide the means through which the strategic priorities will be delivered.

Strategic Priority 1: Delivering Sustainable Growth and Investment

- 2.10 To direct housing, employment, regeneration and infrastructure investment towards the most sustainable locations, ensuring North Tyneside grows in a way that supports climate resilience, economic prosperity, thriving communities and the efficient use of land and infrastructure.
- Relevant Spatial Objectives
 - Objective 1: Climate Resilient and Sustainable Growth
 - Objective 2: Economic Prosperity
 - Objective 4: Housing Needs
 - Objective 8: Sustainable Connectivity
 - Key chapters and policies

- Chapter 3: Spatial Strategy for Sustainable Growth
- Policy S1.1 Spatial Strategy for Sustainable Development
- Policy S1.2 The Green Belt
- Policy S1.4 Safeguarded Land

Strategic Priority 2: Meeting Housing Needs

2.11 To provide a sufficient supply and choice of high-quality homes that meet the needs of current and future residents, including affordable housing, specialist accommodation, accessible housing and homes for older people, supporting sustainable and inclusive communities.

- Relevant Spatial Objectives
 - Objective 1: Climate Resilient and Sustainable Growth
 - Objective 3: Health, Wellbeing and Equality
 - Objective 4: Housing Needs
- Key chapters and policies
 - Chapter 3: Meeting Housing Needs
 - Policy S2.1 Strategic Housing
 - Policy S2.2 The Local Housing Requirement
 - Policy S2.3 Housing Land Supply
 - Policies DM2.4 to DM2.9
 - Policy S19.1 Planning for Sustainable Urban Extensions and Strategic Housing Allocations
 - Housing allocation policies AS19.2 to AS19.11

Strategic Priority 3: Supporting Economic Growth, Investment and Regeneration

2.12 To strengthen and diversify North Tyneside's economy, support innovation and business growth, improve skills and employment opportunities, secure inward investment and support the vitality, viability and regeneration of the Borough's centres, communities and employment areas.

- Relevant Spatial Objectives
 - Objective 2: Economic Prosperity
 - Objective 3: Health, Wellbeing and Equality
 - Objective 5: Regeneration, Heritage and Design Quality

- Objective 8: Sustainable Connectivity
- Key chapters and policies
 - Chapter 3: Economic Development
 - Chapter 3: Regenerating Town Centres and Communities
 - Policy S3.1 Economic Growth Strategy
 - Policy S3.2 Provision of Land for Employment Development
 - Policy S3.2a Provision of Land for Commercial Mixed Use Employment Development
 - Policy AS3.5 Strategic Economic Areas
 - Policy AS3.6 The Visitor Economy and Tourism
 - Policy S4.1 Competitive Centres and Future Retail Demand
 - Policy S4.2 Hierarchy of Centres
 - Area-based policies AS4.4 to AS4.7
 - Policy DM15.2 Employment and Skills

Strategic Priority 4: Responding to Climate Change and Managing Water and Waste Resources

2.13 To support the transition to a net zero carbon future, increase resilience to climate change, address flood risk, manage water resources sustainably, support renewable and low carbon energy generation, and promote the sustainable management of waste and resources.

- Relevant Spatial Objectives
 - Objective 1: Climate Resilient and Sustainable Growth
 - Objective 6: Resource Efficiency
 - Objective 7: Natural Environment and Nature Recovery
- Key Chapters and Policies
 - Chapter 4: Climate Change, Water Management and Waste Resources
 - Policy S5.1 Climate Change Strategic Mitigation, Adaptation and Resilience
 - Policies DM5.2 to DM5.4
 - Policies DM6.1 to DM6.8
 - Policy S6.9 Coastal Erosion
 - Policy S7.1 Waste Management
 - Policies DM7.2 and DM7.3

Strategic Priority 5: Conserving and Enhancing the Built and Historic Environment

- 2.14 To conserve and enhance North Tyneside's built and historic environment, heritage assets, archaeological interest, local character and townscape, whilst promoting high standards of design and placemaking.
- Relevant Spatial Objectives
 - Objective 1: Climate Resilient and Sustainable Growth
 - Objective 5: Regeneration, Heritage and Design Quality
 - Key Chapters and Policies
 - Chapter 5: Built and Historic Environment
 - Policy S8.1 Historic Environment and Heritage Assets
 - Policy AS8.4 Frontiers of the Roman Empire World Heritage Site
 - Policies DM8.2 and DM8.3
 - Policies DM9.1 to DM9.3

Strategic Priority 6: Conserving and Enhancing the Natural Environment

- 2.15 To protect and enhance North Tyneside's natural environment, biodiversity, geodiversity, ecological networks, green and blue infrastructure and environmental quality, whilst supporting nature recovery and increasing resilience to climate change.
- Relevant Spatial Objectives
 - Objective 1: Climate Resilient and Sustainable Growth
 - Objective 7: Natural Environment and Nature Recovery
 - Key Chapters and Policies
 - Chapter 6: The Natural Environment
 - Policy S10.1 Biodiversity and Geodiversity
 - Policies DM10.2 to DM10.6
 - Policies DM11.1 to DM11.3
 - Policy S16.1 Strategic Green Infrastructure
 - Policies DM16.2 and DM16.3

Strategic Priority 7: Promoting Healthy, Connected and Inclusive Places

- 2.16 To reduce inequalities and support healthier lifestyles through the creation of safe, inclusive and accessible places, supported by

sustainable transport choices, community infrastructure, high-quality public spaces, sport and recreation facilities, and accessible green and blue infrastructure.

- Relevant Spatial Objectives
 - Objective 3: Health, Wellbeing and Equality
 - Objective 7: Natural Environment and Nature Recovery
 - Objective 8: Sustainable Connectivity
- Key Chapters and Policies
 - Chapter 7: Healthy, Connected and Inclusive Places
 - Policy S12.1 Spatial Strategy for Health and Well-being
 - Policy DM12.2 Hot Food Takeaways and Fast Food Outlets
 - Policies S13.1a to S13.1d
 - Policies DM13.2 and DM13.3
 - Policy DM14.1 Pollution
 - Policy DM15.1 Community Infrastructure
 - Policy S16.1 Strategic Green Infrastructure
 - Policies DM16.2 and DM16.3

Strategic Priority 8: Delivering Infrastructure and Funding

2.17 To ensure that transport, education, health, utilities, digital connectivity, green infrastructure, community facilities and other physical, social and environmental infrastructure are planned, funded and delivered alongside development.

- Relevant Spatial Objectives
 - Objective 1: Climate Resilient and Sustainable Growth
 - Objective 2: Economic Prosperity
 - Objective 3: Health, Wellbeing and Equality
 - Objective 8: Sustainable Connectivity
- Key Chapters and Policies

Chapter 8: Infrastructure Delivery and Funding

- Policy S17.1 General Infrastructure and Funding
- Policy DM13.3 Transport Infrastructure Delivery
- Policy DM15.1 Community Infrastructure
- Strategic allocation and site-specific infrastructure requirements within Chapter 9
- Infrastructure Delivery Plan

3. Spatial Strategy for Sustainable Growth

- 3.1 North Tyneside is a relatively compact Borough, but it has diverse and characteristic areas from the inner urban communities along the River Tyne, coastal towns, North West villages and suburban heart of the Borough. The northern sweep of land between the urban area and towns of Cramlington, Seghill, Seaton Delaval and Blyth provide a key break between Tyneside and South East Northumberland.
- 3.2 The Borough can be viewed as three broad spatial planning areas. These areas each include distinct communities, but they share key characteristics in terms of the overall extent of development and access to services, facilities and public transport.

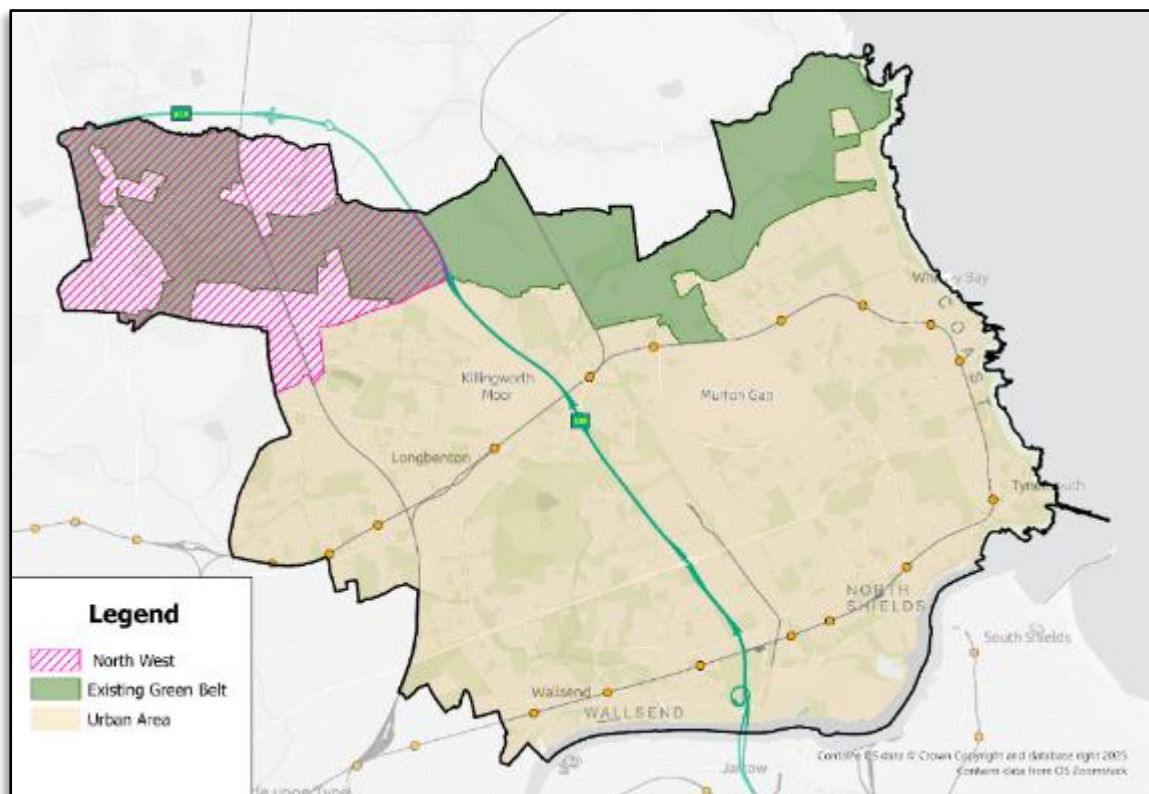


Figure 3.1) Three spatial planning areas within North Tyneside

- **The urban area:** Killingworth, Wallsend, North Shields, the Coast; plus, economic corridors of the River Tyne and A19. This includes some areas of planned housing growth at Murton Gap and Killingworth Moor.

- **North West villages:** Smaller settlements including Annitsford, Burradon, Camperdown, Dudley, Fordley, Seaton Burn and Wideopen.
- **The Green Belt:** Part of the wider Tyne and Wear Green Belt that encompasses all of the Tyneside conurbation and from North Tyneside extends into neighbouring Northumberland and Newcastle.

The Urban Area

- 3.3 The urban area is important for growth, investment and regeneration. It will be where most leisure, employment and shopping activities will continue to happen in North Tyneside.
- 3.4 The urban area has an important role in meeting housing needs, and housing delivery is often key to revitalising brownfield land and supporting regeneration in the urban area. New development within and adjacent to the existing urban area is usually accessible to existing services and facilities and can provide for sustainable patterns of growth.
- 3.5 Specific strategies for employment, retail and housing are set out in their respective sections.
- 3.6 Key characteristics of the urban area include the large and significant green spaces of the Rising Sun Country Park, Wallsend Dene, Northumberland Park, The Links and beaches and Killingworth Lakeside. These features provide key opportunities for biodiversity, leisure and recreation in the urban area and are crucial to many residents' well-being and health.

North West Villages

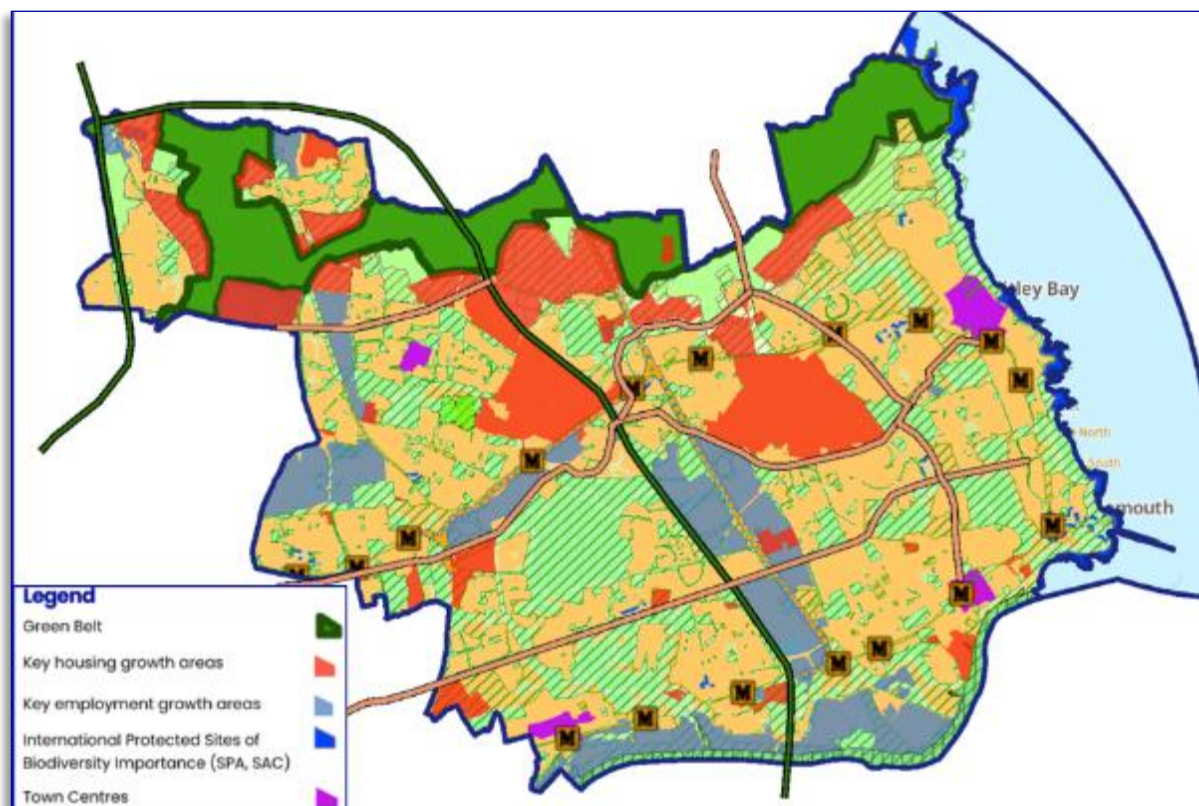
- 3.7 The collection of large villages with a unique character led by the area's collieries and waggonways are largely surrounded by existing Green Belt.
- 3.8 The Council has recently launched a series of regeneration plans for the inner and outer North West communities. These will deliver a range of projects expected to help to create vibrant and attractive places to live that are well maintained and have good access to services.

- 3.9 Growth and investment into communities such as those across the North West could help support the overall viability of existing services and support the retention of shops and improvements to public transport connections.

Key diagram

- 3.10 The Key Diagram provides a strategic illustration of the spatial strategy for North Tyneside over the Plan period. It highlights the broad distribution of growth, investment and environmental assets, including strategic housing and employment locations, town and district centres, transport corridors and key areas of environmental importance.
- 3.11 The Key Diagram is provided to enable this broad understanding of the key direction of growth and protection in North Tyneside. Reference should be made to the North Tyneside Local Plan Policies Map to understand in detail each designation and allocation.

Figure 3.2) North Tyneside Publication Draft Local Plan Key Diagram



Supporting Neighbourhood Plans

- 3.12 Neighbourhood plans are an opportunity for a community to establish planning policies for the development and use of land in their own neighbourhood. The Neighbourhood Planning Regulations 2012 (as amended) sets out the provisions for the making of neighbourhood plans.
- 3.13 Neighbourhood plans are intended to set out aspirations for an area that reflect local needs and support community development in line with the delivery of strategic policies set out in a Local Plan. They are not tools to prevent development.

S1.1 Spatial Strategy for Sustainable Development

To ensure North Tyneside's minimum requirements for homes and jobs can be met with adequate provision of infrastructure, and in a manner that enables improvements to quality of life, responds to local character, conserves and enhances the historic environment, reduces the need to travel and responds to the challenges of climate change, the Spatial Strategy for the location and scale of development will be response to the latest evidence of development needs and delivery and focus on ensuring that:

Employment development will be located:

- a. within the main urban area; and,
- b. at areas easily accessible to residents by a range of sustainable means of transport; and,
- c. where businesses may benefit from the Borough's excellent national and international transport connections – including the strategic road network and opportunities provided by the River Tyne.

Most housing development will be located:

- d. in a dispersed pattern in the main urban area at allocated and windfall sites and, in particular, the areas of North Shields, Wallsend, the Coast and the North West where development could bring particular benefits to the regeneration of the area;
- e. at the strategic allocations of Murton and Killingworth Moor; and,

f. through amendments to North Tyneside's Green Belt to allow the identification of sufficient land to assist in meeting the Borough's housing needs at:

- i. Sustainable urban and village extensions at Seaton Burn, Wideopen, Dudley, Killingworth and Whitley Bay; and
- ii. A strategic allocation at the North Tyneside Northern Growth Area located north and east of Backworth.

Most retail, and leisure activities will be focused:

g. within the main town centres of Wallsend, North Shields and Whitley Bay, as well as Killingworth town centre, taking advantage of the excellent accessibility, services and infrastructure invested in those locations.

Most tourist and cultural facilities and accommodation will be focused:

- h. within the main urban area; and,
- i. at areas such as the Coast, riverside and main town centres of Whitley Bay, North Shields and Wallsend, including the World Heritage Site at Segedunum Roman Fort.

Neighbourhood Planning

Where appropriate, the Council will support the production of neighbourhood plans that are in general conformity with the strategic policies of the Local Plan in relation to the key principles of the spatial strategy for sustainable development and housing and economic growth.

The Green Belt

- 3.14 The Green Belt in North Tyneside is the belt of agricultural land and countryside that stretches across the north of the urban area. It helps define the boundaries of the Borough to the north as much as the North Sea to the east and River Tyne to the south.
- 3.15 The Council recognises that changes to the Green Belt, if not undertaken sensitively and only where unavoidable, would risk causing harm to the character and environment of the Borough. The Green Belt is a cross-boundary policy shared across Local Authorities within the North East Mayoral Strategic Authority.
- 3.16 North Tyneside's Green Belt is shared in particular with Northumberland County Council and Newcastle City Council. Meanwhile, a key role for North Tyneside's Green Belt is to prevent the merging of the urban area with the towns of South East Northumberland. The Council is therefore working closely with neighbouring Local Authorities as each area progresses a new Local Plan and considers updating Green Belt policies.

Exceptional Circumstance for Review of North Tyneside's Green Belt

- 3.17 National planning policy is clear that existing Green Belt boundaries must be reviewed where a Local Plan is unable to meet its development needs in any other way. Assessment of the current and potential future supply of available housing land has been unable to identify sufficient land outside the Green Belt to meet its needs. The Council therefore considers that in the context of National Planning Policy Framework, exceptional circumstances exist for the review of the Green Belt as a result of a shortfall in housing supply.
- 3.18 In addition, where the Borough does not have enough land to meet its housing needs, developers may successfully establish that a site should be classed as Grey Belt and therefore released for development. The risk of speculative planning applications outside the Plan making process means development may come forward in an ad-hoc, unplanned manner.

- 3.19 Further detail regarding available land supply is set out later in this chapter. But in summary, the Local Plan identifies a minimum housing requirement of 17,760 dwellings. Over the first five years of the Local Plan, following adoption in 2028, it is anticipated that the minimum housing requirement will require the delivery of 6,328 dwellings.
- 3.20 The Council's housing land supply evidence indicates that outside the Green Belt, housing land supply would secure approximately 10,914 homes during the plan period and 3,870 homes in the first five years. This supply is outlined in the table below

Table 3.1) Housing land supply outside the Green Belt

Source of supply	Delivery in first 5 Years: 2028/29 to 2032/33	Total delivery 2026/27 to 2042/43
Existing planning permissions	1,177	2,512
Housing allocations (2017 Local Plan)	1,747	4,714
Housing allocations (2026 Publication Draft)	446	2,015
Windfall allowance	500	1,700
Total supply outside Green Belt	3,870	10,941
Remaining requirement to meet minimum needs	2,458	5,753

- 3.21 Table 3.1 above illustrates the overall shortfall in the Authority's estimated housing capacity outside the Green Belt. The Council has sought to maximise housing delivery from brownfield land, regeneration opportunities, existing commitments and other sustainable urban locations. Together, these sources form a

significant component of the Borough's housing supply and have been identified in support of meeting development needs over the Plan period.

- 3.22 However, the delivery of some identified sites is subject to uncertainty arising from factors such as viability, remediation requirements, biodiversity mitigation, infrastructure provision and market conditions. These risks may affect the timing or scale of development that ultimately comes forward and further establish that no reasonable alternatives are available that would enable the Borough to meet its housing needs outside the Green Belt.
- 3.23 Further detail on the analysis undertaken is available within the Strategic Housing Land Availability Assessment 2026 and Green Belt Review Update 2026. This considers the availability and suitability of potential land, analysis of density of development and the opportunities for maximising the delivery of brownfield land across the Borough.
- 3.24 The Council has also explored whether there are any opportunities for the housing requirements that cannot be accommodated outside the Borough's Green Belt could be met in part or in full by neighbouring Local Authorities. In preparation of the Local Plan and exercise of the Council's Duty to Co-operate in Plan making, the Council formally contacted all Local Authorities across the North East including Northumberland County Council, Newcastle City Council, South Tyneside Council, Sunderland City Council, Gateshead Council and Durham County Council. No opportunities to address North Tyneside's unmet housing needs in neighbouring Local Authority areas were identified through this process.
- 3.25 Having undertaken a comprehensive assessment of development capacity within the urban area, including the prioritisation of previously developed land and opportunities for intensification, the Council has concluded that North Tyneside's housing requirement cannot be fully accommodated outside the Green Belt. The Council has further established that neighbouring authorities are unable to accommodate the resulting unmet need. Accordingly, and having examined all reasonable alternatives, the Council considers that the circumstances set out in the NPPF (2024) for the review of Green

Belt boundaries are satisfied. The evidence demonstrates the exceptional circumstances necessary to justify alterations to Green Belt boundaries through the Local Plan in order to ensure that identified housing needs are met.

The Green Belt Review

- 3.26 All Green Belt boundary amendments are supported by a proportionate and transparent evidence base, including site-specific assessment against Green Belt purposes and reasonable alternatives.
- 3.27 A review of North Tyneside's Green Belt has been undertaken and the findings of that review have been published alongside this Publication Draft Local Plan.
- 3.28 The Green Belt Review has been prepared in accordance with National Planning Policy and Guidance and a joint North East Green Belt Methodology. The purpose of the Green Belt Review is to consider the performance of each part of the existing Green Belt in relation to the five defined roles for the Green Belt set out within the NPPF. These are to:
- i. to check the unrestricted sprawl of large built-up areas;
 - ii. to prevent neighbouring towns merging into one another;
 - iii. to assist in safeguarding the countryside from encroachment;
 - iv. to preserve the setting and special character of historic towns; and
 - v. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 3.29 The aim of any review of Green Belt is to consider potential areas of change whilst ensuring the key purpose and aims of the Green Belt is protected. When considering land to release from the Green Belt, the NPPF establishes that priority must be given firstly to previously developed land, then grey belt that is not previously developed and finally other Green Belt locations where sustainable development can be established.

- 3.30 Planning Policy Guidance identifies that “grey belt” is land that may be of limited value to the role of Green Belt and is determined where existing Green Belt does not have a strong role in relation to sprawl of large built up areas, the merging of neighbouring towns or the setting and special character of historic towns.
- 3.31 The Green Belt Review has reviewed the suitability of Green Belt functions in relation to the latest National Planning Policy and Guidance and the performance of parcels of land across the Green Belt in relation to these functions.

SI.2 The Green Belt

The amended Green Belt boundaries defined on the Policies Map have been proposed in response to the exceptional circumstances established in the North Tyneside Green Belt Review 2026. The revised boundaries establish an area of land within North Tyneside that should be kept permanently open. The North Tyneside Green Belt:

- a. Checks the unrestricted spread of the built-up area of North Tyneside.
- b. Prevents the merging of the following settlements: Killingworth, Shiremoor and Whitley Bay with Seaton Deleval, Cramlington and Blyth.
- c. Maintains the separate character of: Seaton Burn; Wideopen/Brunswick Green; Dudley/Annitsford; and Earsdon.
- d. Assists in the regeneration of the older parts of the urban area.
- e. Safeguards the Borough's countryside from further encroachment and maintains openness.

- 3.32 A significant proportion of North Tyneside will remain as Green Belt protected from development as part of the Local Plan. This area of countryside provides a vital resource for the Borough's residents for enjoyment and recreation. It is also a crucial resource for supporting nature recovery and the goals of the Local Nature Recovery Strategy.

- 3.33 It is therefore important that proposals for development in areas released from the Green Belt make significant contributions to enhancing the wider countryside across North Tyneside. Equally, whilst the role of Green Belt policy will be to prevent development, there are a range of developments identified in the NPPF that are identified as “not inappropriate” in the Green Belt.

DM1.3 Nature Improvement and Green Belt Enhancement

A wildlife corridor and indicative green link opportunity routes are identified on the Policies Map across the Green Belt to inform consideration of the potential for enhanced connectivity that the Council will seek to achieve over the Plan Period.

The Green Belt in North Tyneside provides opportunities for nature improvement, biodiversity net gain and specific ecological mitigation, management and enhancement schemes that would be supported and encouraged where appropriate.

Development proposals for land released from the Green Belt as part of the Local Plan will be required to:

- a. enhance accessibility for all to areas of open space and countryside,
- b. support connectivity of green infrastructure, and
- c. assist in delivery of nature improvement and have regard to the North of Tyne Local Nature Recover Strategy.

Other proposals within the Green Belt that are not inappropriate, will be supported where they accord with wider policies of the Local Plan.

Proposals that would increase or enhance access to the open countryside and that provide opportunities for nature improvement and recovery will be supported.

Safeguarded Land

- 3.34 The role of the Green Belt is to establish areas of land that are intended to be kept permanently free of development. When reviewing Green Belt, Local Authorities are also encouraged to

consider whether any land should be defined as “Safeguarded Land.” This is land that may not be considered appropriate to define as Green Belt, but that it is considered should be kept free from development. National policy establishes that Safeguarded Land is not allocated for development and can only be brought forward for development as part of a future Local Plan review.

3.35 Within North Tyneside, work undertaken through the Green Belt review to consider the role of areas of land outside the urban area and the Green Belt has been undertaken to consider their future role. To ensure clarity regarding the Council’s intentions in relation to Safeguarded Land, the Council considers that the policy set out establishes that:

- Safeguarded Land is land to be kept open for the Plan Period.
- The role and status of Safeguarded Land for this Plan Period, and as assessed through the Sustainability Appraisal is as open, undeveloped land.
- The Council has not assessed or determined that development in a future Plan would consider any area of Safeguarded Land suitable
- for development. To do so would pre-judge the decision-making process as part of the future Local Plan review, necessary at that point in the future as established by NPPF.
- A mechanism to allow proposals that do come forward within any area of Safeguarded Land to be considered appropriately, taking into account the importance of protecting Safeguarded Land from development, whilst ensuring a positive approach to supporting sustainable development can be maintained.
- Areas of land that are outside the Green Belt and the urban area, but that have a defined alternative designation – such as Local Wildlife Sites, allotments and areas of open space immediately adjacent to the existing built form are not included as Safeguarded Land. These designations establish the Council’s policy position regarding the role and protections necessary for those areas of land and do not require a Safeguarded Land designation to ensure they remain open during the Plan Period.

- 3.36 Safeguarded Land can include a range of types and define local development breaks and areas of particular importance for their heritage or ecological significance.
- 3.37 As part of the Green Belt Review, the role and potential for defining a new area of Safeguarded Land has been considered.

S1.4 Safeguarded Land

An area of Safeguarded Land between the Green Belt and the main urban area is identified on the Policies Map. The Safeguarded Land comprises predominantly undeveloped countryside which performs a valued role in maintaining openness, protecting landscape character and supporting ecological, recreational and agricultural functions. These areas are safeguarded from development for at least the plan period.

Proposals for development within the area defined as Safeguarded Land within the Plan period would be permitted where it meets a demonstrable unmet need that cannot be addressed elsewhere in the Borough outside areas of safeguarded land or Green Belt, and:

- a. Preserves the open nature of the area especially where this forms important open breaks between or within built up areas; and,
- b. Does not cause significant visual intrusion; and,
- c. Does not adversely affect access for recreation; and,
- d. Will not adversely affect important landscape and ecological features; and,
- e. Will not cause significant harm to agricultural or forestry operations; and,
- f. Does not harm heritage assets and their settings; and
- g. No alternative site is reasonably available.

Local Green Space

- 3.38 The National Planning Policy Framework sets out the Local Green Space designation that affords a level of protection consistent with Green Belt designation on sites that are demonstrably special to a local community and hold particular local significance, for example because of their beauty, historic significance, recreational value, tranquillity or richness of their wildlife.
- 3.39 The open land to the south of Killingworth Village is not part of the designated Green Belt, due to its detachment from it, nor is it designated as Safeguarded Land. However, it forms a valuable break between the Village and the built-up areas of West Moor, Forest Hall and Palmersville to the south. It also forms an important part of the setting of Killingworth Village, a conservation area. As such it requires a distinct level of protection through designation as a Local Green Space. The land was designated in the North Tyneside Unitary Development Plan 2002 as an "Open Break" and in the Local Plan 2017 as Local Green Space.
- 3.40 The significance of the open space around Killingworth Village is identified in the adopted Killingworth Village Conservation Area Character Appraisal (2008). The Appraisal describes the space as providing an important setting to the conservation area, providing a clean undeveloped backdrop characteristic of the early relationship the settlement once had with rural land around it. The NPPF requires that new development within or affecting the setting of a conservation area should preserve or enhance those elements of the setting which make a positive contribution to its significance. Also advocated in the NPPF is the protection and enhancement of valued landscapes.

AS1.5 Local Green Space at Killingworth Open Break

Development within the open land that forms a break between Killingworth Village and the built-up areas to the south, as defined on the Policies Map, will only be permitted in very special circumstances where it would not harm the open character of the area and the setting of the Killingworth Village conservation area.

Meeting Housing Needs

Introduction

- 3.41 North Tyneside is expected to continue growing over the Plan period, but with significant changes in its population. The number of residents aged over 65 is forecast to increase by around 27%, while the number of children and young people aged under 19 is expected to decline. Combined with a trend towards smaller household sizes, this will increase demand for a wider range of homes, including accessible and adaptable housing, specialist accommodation for older people, and homes suitable for smaller households.
- 3.42 The Borough faces a housing delivery challenge. Government methodology requires North Tyneside to deliver a minimum of 982 homes per year, equating to around 16,694 homes between 2026/27 and 2042/43 and a strategy for identification of sufficient housing land to ensure needs can be met. Current delivery averages only around 550 homes per year, and there are approximately 7,200 homes currently allocated or with planning permission. This leaves a shortfall of around 9,500 homes that must be planned for through the new Local Plan to ensure future housing needs can be met.
- 3.43 Housing affordability is a growing concern. North Tyneside is the second least affordable housing market in the North East, with average house prices equivalent to 6.06 times average annual earnings. This creates barriers to home ownership, particularly for younger households and first-time buyers, and reinforces the need to increase housing supply across a range of tenures.
- 3.44 There is also substantial demand for affordable housing. Around 4,000 families are currently on the housing waiting list, while evidence identifies a need for approximately 477 social rented and other affordable homes each year. This highlights the importance of ensuring that new development delivers not only sufficient numbers of homes, but also a significant proportion of affordable housing to meet local needs and support inclusive communities across the Borough.

Local Housing Needs

- 3.45 North Tyneside is a growing area where residents choose to live and raise families and stay into retirement. Everyone needs decent quality homes that meet their needs.
- 3.46 As people are living longer and choosing to live in different ways, often staying single or without children for longer, the overall size of each household is shrinking. This means more residents live in smaller households further increasing the need for new homes.
- 3.47 The number of younger working age residents, vital to contributing to the area's economic growth, is expected to grow only slightly over the Plan period but new homes are still required to enable them to remain and live in the Borough.

S2.1 Strategic Housing

The full housing needs of North Tyneside will be met through the provision of a range of specific deliverable and development sites identified on the Policies Map.

The Borough will pursue a positive strategy for housing delivery that would:

- a. maintain a rolling five-year supply of deliverable housing land sufficient to meet the Local Plan housing requirement, through a variety of deliverable housing sites;
- b. prioritise the delivery of brownfield land within the urban area and at other appropriate and sustainable locations that makes efficient and effective use of land whilst respecting the Borough's historic environment and design quality;
- c. ensure former Green Belt sites make a clear and demonstrable contribution to the sustainability of the Borough, provide high quality services and infrastructure, support modal shift to walking, cycling and wheeling and deliver ecological and recreation enhancements both on site and in the surrounding area;
- d. secure provision of a range and type of homes that can continue to provide attractive high quality family homes, whilst meet the needs of an aging population;

- e. secure provision of affordable housing; and,
- f. support urban and town centre regeneration and bring empty properties back in to use.

All housing development proposals and wider schemes for regeneration and enhancement must align with wider goals set out through this Local Plan to support climate mitigation and adaptation, carbon net zero, sustainable waste management and nature recovery.

The Housing Requirement

- 3.48 Increasing housing delivery to address the national shortfall in housebuilding is a key government priority. A national standard method for calculating housing needs is the minimum starting point for establishing housing needs in Local Plans². The Local Housing Need calculation for North Tyneside has been prepared reflecting the most up to date housing stock and affordability data that underpins the calculation in March and May 2026.
- 3.49 North Tyneside's local housing needs based on the standard methodology is:
- 982 new dwellings per year.
- 3.50 Planning guidance establishes that the inclusion of an affordability uplift within the Local Housing Need (LHN) calculation takes account of past under-delivery of homes. Therefore, reflecting the updated LHN calculation as of May 2026, the expected Plan period for this Local Plan based upon this LHN calculation is 2026/27 to 2042/43. This would provide the minimum fifteen-year period from anticipated adoption of the Local Plan by 31 March 2028. As such:
- 16,694 homes must be planned for between 2026/27 and 2042/43.
- 3.51 The Council's own evidence of housing needs, the Strategic Housing Market Assessment (SHMA)³ establishes that there are no

² Standard methodology for calculating housing needs, MHCLG, 2024. Local Housing Need is annual growth of 0.8% of the existing housing stock, plus an uplift based on the ratio of house prices to work-place based earnings.

³ North Tyneside Strategic Housing Market Assessment, 2022 and Housing Needs Update, 2026

population or other economic factors that would suggest additional upward adjustments to the housing requirement are required. The latest Housing Needs Update confirms this continues to be the case.

- 3.52 Work is underway now on preparation of a Regional Housing Needs Assessment that will consider housing needs across the North East. This assessment will provide a local update on overall housing needs in North Tyneside and Authorities across the North East. It will also help shape a regional understanding of housing market areas and inform key priorities for housing delivery in the North East.

S2.2 The Local Housing Requirement

A local housing requirement of a minimum of 982 dwellings per year over the period to 31 March 2043 will be achieved in North Tyneside through the allocation of sufficient deliverable housing sites and where required additional developable sites and broad locations for growth.

Housing delivery will also be supported by a positive planning framework that enables delivery of homes without delay in locations that accord with the Spatial Strategy for Sustainable Growth.

The Council will undertake regular monitoring of housing delivery performance and land supply and take a pro-active approach to securing housing delivery. It will:

- a. Seek positive and productive partnership working with key consultees and statutory undertakers, seeking to identify issues at the earliest stage.
- b. Look to resolve issues and concerns regarding planning applications that otherwise align with the principles of the Local Plan rapidly and take a pragmatic approach to decision making.
- c. Maintain an open and transparent dialogue with participants in the planning process including applicants, residents and other consultees.

- d. Maintain and update a Housing Action Plan to establish a record of key issues and challenges and an annually updated set of actions to support housing delivery.
- e. Initiate preparation of Plan review where severe under-performance is identified that cannot be resolved within the existing Local Plan framework.
- f. Planning applicants are expected to work with the Council effectively:
- g. Presenting required evidence to an appropriate standard and responding to requests for clarification and amendment in a timely manner.
- h. Ensuring compliance with identified planning conditions.

Housing Land Supply

3.53 Not enough homes are being built in North Tyneside to meet its current housing needs. There is also not enough future supply of homes within existing planning permissions and housing allocations to meet the new LHN to 2042/43.

Table 3.2) Supply of housing land, March 31 2026

	2026/27 to 2027/28	2028/29 to 2032/33	2033/34 to 2037/38	2038/39 to 2042/43	Total 2026/27 to 2042/43
Permitted Small Sites (less than 5 dwellings)	49	74	0	0	123
Permitted	660	1,103	445	181	2,389
2017 Allocation	35	1,747	1,865	1,067	4,714
Total	744	2,924	2,310	1,248	7,226
Annual minimum Requirement	1,964	4,910	4,910	4,910	16,694
Annual requirement (plus up to 10%)	2,160	5,401	5,401	5,401	18,363

Overall performance against minimum requirement	-1,220	-1,986	-2,600	-3,662	-9,468
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- 3.54 Table 3.2 summarises the current sources of housing supply. Developments like Murton Gap and Killingworth Moor, allocated in the previous 2017 Local Plan remain key to immediate housing delivery. They will provide about 4,890 homes over the next plan period; of which around 1,000 presently have planning permission.
- 3.55 However, in total there is a current shortfall in housing supply between 2026/27 and 2042/43 of around 9,500 homes against the Borough's minimum housing requirement.
- 3.56 To establish a suitably robust land supply, an additional buffer is required to account for occasions where a development does not start within 3 years of consent, and the planning permission expires. Evidence from the last ten years indicates just 192 permitted homes have failed to be built in time.
- 3.57 From over 10,000 planning consents this is a 2% lapse rate, a conservative 3% allowance therefore would be appropriate. This means to achieve the Borough's housing requirement around a total supply of around 17,204 dwellings would be required.
- 3.58 However, the Council recognises that there is additional site-specific evidence; noted through its housing land supply evidence that highlights additional risks to its overall supply. This includes notable delays and failure in delivery at a number of key sites.
- 3.59 Permitted sites: A 3% allowance allows for general under delivery of sites that have been permitted and then lapsed. However, it does not account for the delays affecting delivery from permitted sites such as Smiths Dock, North Shields and Tynemouth Station, Tynemouth. Just under 800 homes at these sites are consented but have faced significant delays in delivery. Original consent for development at Smiths Dock was in place over 25 years ago.

- 3.60 Allocated sites: the Borough retains a number of site allocations from the previous 2017 Local Plan. The delivery from a number of sites has been reviewed to ensure a robust supply of land is identified. The key strategic allocations of Murton Gap and Killingworth Moor, formed a key element of delivery for the Local Plan providing around 5,000 of the homes allocated in 2017.
- 3.61 Overall housing delivery performance: The Council's housing delivery record further demonstrates the need for flexibility within the overall housing land supply. While delivery exceeded requirements between 2017 and 2019, performance has declined significantly in recent years. The latest published Housing Delivery Test result for North Tyneside is 65%, confirming that housing delivery has fallen substantially below identified need. This demonstrates that market conditions, infrastructure constraints and delays in bringing forward strategic sites can have a significant effect on overall delivery and supports the provision of additional flexibility within the Plan's housing land supply.
- 3.62 However, both sites have experienced delays and at this point only 36% of the homes anticipated over the Plan period from adoption in 2017 to 2032/32 are now expected to be delivered within that timeframe. The remainder are now anticipated through the 2030s. The reasons for this are varied and have been addressed in the 2026 Strategic Housing Land Availability Assessment. However, this includes wider economic headwinds arising from cost inflation, and site-specific constraints in bringing the sites forward.
- 3.63 Taking such issues into account, whilst a 3% uplift on housing need establishes a reasonable minimum, it would not be unreasonable to assume 10% of forecast supply within the Local Plan may not progress to completed dwellings by 2042/43.

Call for Sites and Site Selection

- 3.64 The delivery of new homes and allocation of sites within this Local Plan requires an understanding of the land available for development and selection of the best and most sustainable sites.
- 3.65 Most land in the Borough that may be suitable for housing development is owned by private landowners or housebuilders. The

Council has welcomed submissions of sites to consider through its online call for sites portal.

- 3.66 The assessment of land as potential allocations in the Local Plan has been undertaken in accordance with a Site Selection Methodology. The outcomes of this assessment work are outlined within the North Tyneside Local Plan Sites Assessment Report 2026.
- 3.67 This approach has included consideration of the outcomes of Green Belt Review, Heritage Impact Assessment, Habitat Regulations Assessment, feedback and comments particularly in relation to the ecological risks of development, flood risk and the outcome of Sustainability Appraisal.
- 3.68 The primary considerations through site assessment can be summarised as follows:
- a. Its status as greenfield or brownfield land.
 - b. Impact on designations including wildlife and biodiversity designations, flood risk and water quality, noise and air quality, design and the historic environment.
 - c. Proximity to existing community services and transport infrastructure.
 - d. Ability to support nature recovery and biodiversity net gain.
 - e. Availability and achievability of development within the Plan

Windfall housing supply

- 3.69 The North Tyneside Local Plan allocates a substantial range of sites for potential housing development. As a result the overall number of homes that may come forward in future years as windfall development “i.e. sites not previously allocated at the point a planning application was submitted” may reduce in future years.
- 3.70 However, the evidence outlined within the 2026 North Tyneside Strategic Housing Land Availability Assessment establishes that a continued windfall allowance for North Tyneside is appropriate. This accounts for the ongoing delivery of smaller sites over future years (of fewer than five dwellings) and reflects the relative uncertainty

regarding opportunities within the Borough's urban area that may often only occur as circumstances evolve and sites become available for development.

S2.3 Housing Land Supply

The following sites are allocated for housing development as defined on the Policies Map and including both newly identified sites and existing allocations carried forward from the previous Local Plan.

Proposals for development of sites allocated within the Local Plan must accord with the policies of the Local Plan and demonstrate that sufficient and appropriate infrastructure is in place to support their delivery.

Delivery of strategic allocations and sustainable urban extensions must be undertaken in accordance with the Site-Specific Policies included with the Site Allocations section of this Local Plan.

Site Ref	Current Status	Site Name	Housing Capacity 2042/43	Beyond 2042/43
1139	2026 Allocation	Bilton Buildings, Fish Quay North Shields	10	
1541	2017 Allocation	Land at Dock Road Coach Lane	8	
1553	2026 Allocation	57-77 Park View	6	
1572	2026 Allocation	Land at Linskill Terrace	5	
1696	2026 Allocation	Former Backworth Park Primary Station Road	7	
1742	2026 Allocation	The Grey Horse Front Street	5	
1750	2017 Allocation	Site Of Former Drift Inn Front Street	9	
1775	2026 Allocation	Tynemouth Library	6	
1784	2017 Allocation	East George Street, North Shields	20	
1785	2017 Allocation	Tanners Bank East, North Shields	5	
1790	2017 Allocation	Percy Hedley School, Station Road, Forest Hall	10	
1792	2017 Allocation	Stephenson Industrial Estate East, Northumbrian Way, Killingworth	25	
1795	2026 Allocation	Land at Coach Lane, Wideopen	20	
1824	2026 Strategic Green Belt Allocation	Clara Avenue, Shiremoor	50	
1834	2017 Allocation	Percy Main Bus Depot, Norham Road, North Shields	5	

1842	2017 Allocation	Dock Road Industrial Estate, Lawson Street, North Shields	120
1843	2017 Allocation	Tanners Bank West (S), North Shields (former Tyne Brand site)	138
1844	2017 Allocation	Brewhouse Bank A (northern parcel), North Shields	10
1846	2017 Allocation	Hutson Street & East George Street Block, North Shields	20
1847	2017 Allocation	Land at North Shields Metro Station, Russell Street, North Shields	15
1849	2017 Allocation	Land adjacent to Benton Metro Station, Station Approach, Benton	5
1850	2017 Allocation	Metro Sidings at Waterville Road, North Shields	15
1855	2017 Allocation	Bingo Hall, Lovaine Place, North Shields	6
1856	2017 Allocation	Land at Waldo Street, North Shields	6
1864	2017 Allocation	Howdon Gas Works, Howdon Lane, Howdon	20
1865	2017 Allocation	Land at Minton Lane, North Shields	10
1867	2017 Allocation	Portugal Place Block, High Street West, Wallsend	15
1869	2017 Allocation	Norfolk Street, North Shields	5
1870	2017 Allocation	Tanners Bank West (N), North Shields	5
1874	2026 Strategic Green Belt Allocation	Land off Burradon Road, Burradon	90
1877	2017 Allocation	Land at Telford Street, East Howdon	5
1878	2017 Allocation	Land at Shap Road, Marden, North Shields	15
1933	2026 Allocation	Former Co-op, Brenkley Avenue	8
1979	2017 Allocation	Trembles Yard, Whitley Road, Benton	40
1989	2017 Allocation	Beacon Centre, North Shields	20
1993	2017 Allocation	Annitsford Farm	310
2003	2017 Allocation	Gasometer at Minton Lane, North Shields	20
2011	2026 Strategic Green Belt Allocation	Land to rear of Ethel Street, Dudley	50
2025	2017 Allocation	Albion House, Albion Road, North Shields	5
2027	2017 Allocation	Devonshire Drive, Whitley Road, Holystone	20
2033	2017 Allocation	Hadrian Road (land south of Metro line), Wallsend	5
2035	2017 Allocation	Holywell engineering	50

2081	2017 Allocation	Langdale Centre, Langdale Gardens, Howdon	20
3058	2017 Allocation	Murton (strategic site)	2700
3092	2026 Strategic Green Belt Allocation	Land at Wideopen East	600
3097	2026 Strategic Green Belt Allocation	Land South of Weetslade Road	420
4001	2026 Strategic Green Belt Allocation	Land at Brier Dene Farm	630
4002	2026 Allocation	Land at South Wellfield	35
4004	2026 Strategic Green Belt Allocation	Land East of Earsdon View	550
4006	2026 Allocation	Backworth Park	85
4007	2026 Allocation	Tyneview Park	220
4008	2026 Allocation	Land at Wallsend Golf Course	150
4009	2017 Allocation	Land North of Ropery Lane	50
4010	2026 Allocation	Howdon	100
4021	2017 Allocation	Land adjacent to Hillheads Farm Shop, Killingworth Way	40
4023	2017 Allocation	Backworth Business Park	35
4027	2026 Allocation	West Farm Backworth	270
4029	2026 Allocation	Stanton Lodge, Milfield Avenue	20
4033	2026 Allocation	Addington Drive	16
4035	2026 Allocation	Former St Bartholomew's School, Benton	10
4036	2026 Allocation	Former Marden Community Centre	11
4038	2026 Allocation	Queen Alex. College Site A	34
4039	2026 Allocation	Tyne Metropolitan College	100
4040	2026 Allocation	Weetslade Park	400
4041	2026 Allocation	Tynemouth Road, North Shields	75
4063	2026 Allocation	South Parade, Whitley Bay	15
4064	2026 Allocation	Nile Street, North Shields	6
4065	2026 Allocation	Haydon Drive, Willington Quay	10
4100	2026 Allocation	Hadrian Road, former hotel	29
1958A	2026 Allocation	West Chirton Industrial Estate Middle, Norham Road	100
1958D	2026 Allocation	West Chirton Industrial Estate Middle, Norham road	50
2020Ai	2017 Allocation	Killingworth Moor C	452

2020Aii	2026 Allocation	Killingworth Moor C	300	
2020B	2017 Allocation	Killingworth Moor D	455	
2020C	2026 Allocation	Killingworth Moor E	200	
2037B	2026 Allocation	West Moor, Benton Lane, West Moor	50	
3088A	2026 Strategic Green Belt Allocation	Land to the West of Dudley	50	
3089A	2026 Strategic Green Belt Allocation	Land at Seaton Burn North	200	
3089B	2026 Strategic Green Belt Allocation	Land at Seaton Burn North	200	
3089C	2026 Strategic Green Belt Allocation	Land at Seaton Burn – Recreation Ground	100	
3090A	2026 Strategic Green Belt Allocation	Land to the West of Dudley	120	
3094A	2026 Strategic Green Belt Allocation	Land East of Weetslade Road	250	
3095A	2026 Strategic Green Belt Allocation	Land to the South of Fordley	225	
4000A	2026 Strategic Green Belt Allocation	North Killingworth Way	500	
4016A	2026 Sustainable Urban Extension	North Tyneside Northern Growth Area	567	70
4016B	2026 Sustainable Urban Extension	North Tyneside Northern Growth Area	424	
4016C	2026 Sustainable Urban Extension	North Tyneside Northern Growth Area	50	
4016D	2026 Sustainable Urban Extension	North Tyneside Northern Growth Area	125	167
4016F	2026 Sustainable Urban Extension	North Tyneside Northern Growth Area	518	
4016G	2026 Sustainable Urban Extension	North Tyneside Northern Growth Area	30	
4016J	2026 Sustainable Urban Extension	North Tyneside Northern Growth Area	50	167
4016K	2026 Sustainable Urban Extension	North Tyneside Northern Growth Area	390	265
4016Lii	2026 Sustainable Urban Extension	North Tyneside Northern Growth Area	210	
4016N	2026 Strategic Green Belt Allocation	North Killingworth Way (east)	110	
4019A	2026 Strategic Green Belt Allocation	Land at Earsdon: South Hartley Ln	500	

4020A	2026 Strategic Green Belt Allocation	Land North of Dudley Lane, Dudley	80	
		<i>2017 Allocation</i>	<i>4,714</i>	<i>0</i>
		<i>2026 Allocation</i>	<i>2,353</i>	<i>0</i>
		<i>2026 Strategic Green Belt Allocation</i>	<i>4,725</i>	<i>0</i>
		<i>2026 Sustainable Urban Extension</i>	<i>2,364</i>	<i>669</i>
		<i>Total allocated supply</i>	<i>14,156</i>	<i>669</i>
		<i>Forecast windfall supply</i>	<i>1,600</i>	<i>0</i>
		<i>Planning permission supply</i>	<i>2,512</i>	<i>0</i>
		<i>Total estimated supply</i>	<i>18,268</i>	

3.71 The total indicative capacity of the potential sites for housing development defined in the above policy exceeds the Borough's current expected total housing requirement over the Plan Period. At this reflects a number of factors:

- Further understanding of potential site capacity and suitability as work on site specific concept plans confirm the scale of infrastructure, green space and drainage capacity and overall density of development.
- The need to establish a sufficient supply of sites specifically for the first five years of the Local Plan. Additional flexibility may be required to ensure development can start at multiple locations to enable the Local Plan to be adopted with a robust five-year land supply.
- The potential for further under-supply within the Borough's existing committed housing land.

Managing New Housing and Windfall Development

3.72 New housing development in North Tyneside must contribute to the creation of healthy, well-designed, climate-resilient and inclusive neighbourhoods. The Borough will need to accommodate significant housing growth over the Plan period, and a substantial proportion of new homes are expected to be delivered through windfall development, regeneration opportunities and the redevelopment of previously developed land within the urban area. The planning framework must therefore provide a positive basis for

decision making that supports the delivery of homes whilst ensuring new development contributes positively to the character, sustainability and quality of places.

3.73 In delivering sustainable growth, new housing development should:

- Meet the Borough's identified housing needs and support the delivery of windfall housing development in sustainable locations.
- Deliver high quality, well designed places that respond positively to local character, landscape, townscape and heritage significance.
- Support healthy lifestyles through the creation of safe, inclusive and attractive environments and improved opportunities for walking, wheeling, cycling and public transport use.
- Incorporate high quality green and blue infrastructure that contributes to biodiversity, climate resilience, recreation and wellbeing.
- Address flood risk, sustainable drainage, contamination, land stability and other environmental constraints.
- Support the transition to net zero and respond positively to the impacts of climate change through resilient design and construction.
- Make effective and efficient use of land, particularly on previously developed land and in locations with good accessibility to services, facilities, employment and public transport.
- Optimise the contribution of suitable sites towards housing delivery and regeneration whilst maintaining high standards of design, amenity and environmental quality.

3.74 National planning policy promotes the effective use of land and recognises that higher density development can make an important contribution towards housing delivery, urban regeneration and the creation of sustainable communities. Within North Tyneside, opportunities to optimise development capacity are most likely to arise on previously developed land, within town and district centres, and in locations that benefit from good access

to public transport, services and facilities. Well-designed higher density development can support the vitality and viability of centres, strengthen public transport use, increase opportunities for active travel and maximise the use of existing infrastructure.

- 3.75 This policy strengthens and consolidates the criteria for considering new residential development. It ensures proposals integrate environmental, social, and design principles early in the development process, while remaining flexible enough to support delivery and viability.

DM2.4 New Housing Development

All new housing development on allocated or windfall sites will be supported where the proposals would:

- a. Provide high-quality design consistent with the Local Plan's approach to design and the historic environment.
- b. Ensure safe, attractive and inclusive neighbourhoods that provide or can contribute towards a clear hierarchy of streets and spaces, natural surveillance, and accessible public realm.
- c. Safeguard the amenity of existing and future residents, including privacy, outlook, daylight and noise environment.
- d. Provide safe and suitable access for all users, connecting to walking, cycling, wheeling and public-transport networks and align with the Council's standards and guidance for transport and parking.
- e. Integrate wherever possible, green infrastructure, including habitat features, landscaping, open space and biodiversity enhancement.
- f. Incorporate a Sustainable Drainage System (SuDS) appropriate to the site, designed to national and local drainage standards.
- g. Avoid, reduce or mitigate impacts relating to all sources of pollution and respond to the priority to contribute to climate change mitigation and adapt to the impacts of climate change.
- h. Make effective and efficient use of land by optimising the capacity of sites, and in sustainable locations within 400m of Metro stations, rail stations and public transport interchanges, housing development

should achieve higher net density that is in excess of 50 dwellings per hectare, having regard to any potential unacceptable impacts upon local character, heritage significance, residential amenity, environmental constraints, infrastructure capacity or highway safety.

i. Demonstrate that they can be delivered in accordance with the Local Plan's policy framework and align with the North Tyneside Design Code.

Affordable Housing Needs

- 3.76 A key part of the overall LHN is specific types of housing that can be accessed by those unable to afford private market rents and prices.
- 3.77 The Council's evidence of housing needs highlights that each year, 477 social rented or other specifically discounted homes are needed. This overall shortfall in affordable housing need is almost 50% of the Borough's minimum Local Housing Need. Meeting this affordable need is a key role for the Plan. However, government policy is clear that housing land supply, and the policies affecting the supply of homes must be deliverable and enable viable delivery to proceed. This requires testing the economic costs of requiring affordable housing from private development through an Area Wide Viability Assessment. For North Tyneside this evidence of the economic viability of development has informed a target of 25% of schemes to be affordable tenures rather than for private sale. Whilst this falls below the overall shortfall in supply, it can provide a significant contribution to meeting needs, whilst ensuring continued deliverability of housing in the Borough. Affordable homes are also built as part of the Council's affordable housing programme and by registered providers like Bernicia and Home Group with many such schemes individually providing up to 100% affordable housing tenures.

DM2.5 Affordable Housing

Borough wide

Proposals for development of affordable homes to meet the Borough's needs will be supported. To support the Borough-wide needs for affordable housing the Council will require up to 25% of all homes in housing developments of 10 or more dwellings, to deliver a mix of affordable homes.

Green Belt release

The Council will require at least 25% of homes secured on sites released from the Green Belt as part of this Local Plan or through any planning application to deliver a mix of affordable homes,

Mix and type of affordable homes

Affordable housing provision should include a mix of social and affordable rent, shared ownership and/or other routes to affordable home ownership, reflective of evidence of need and based on:

- a. 70% rented;
- b. 30% shared ownership or affordable home ownership.

A flexible approach to the proportion and tenure mix of affordable housing provision will be considered by the Council where demonstrated by the applicant as necessary because of site specific circumstances and costs to delivery.

Offsite provision and commuted sums

Where agreement is reached to secure affordable housing contributions at an alternative off-site location, the same or additional number of affordable homes must be provided.

If a commuted sum is agreed, the payment required from the applicant will be the balance between the cost to provide an affordable home and the value of that home to a registered provider.

This balance must be calculated as follows:

- c. Open market value of affordable units that would be on site;
- d. Minus developer's profit;
- e. Minus value of unit to a registered provider.*

* This value will be informed by gross yield on the Local Housing Allowance for rented property and comparable sales values for intermediate properties).

Range and Type of Homes

- 3.78 North Tyneside needs a balanced supply of homes that are the right type, size, tenure and quality to meet the needs of a changing population. Evidence from the Strategic Housing Market Assessment (SHMA, March 2022) identifies the overall scale of need, the mix of dwelling sizes required across market and affordable tenures, and a significant need for affordable housing including for families and single-person households.
- 3.79 The SHMA also quantifies needs arising from our ageing population, including the requirement for accessible and adaptable homes and a proportion of wheelchair-user dwellings, along with the role that specialist and supported housing will play in meeting needs of older people and residents with disabilities.
- 3.80 The Council's Supported and Specialist Housing Market Position Statement sets out current and future demand for supported and specialist accommodation (including for older people, learning disability and autism, mental health, and people experiencing homelessness or domestic abuse). It informs how and where specialist provision should be delivered, and supports the Council's work with registered providers, the NHS and care partners.
- 3.81 Partnership working with care providers, housing associations and voluntary sector organisations is essential to ensuring that communal and supported living schemes meet quality standards and respond effectively to assessed needs. Adaptations to existing homes, alongside new-build specialist accommodation, play a key role in supporting independent living and ensuring residents can access appropriate housing throughout their lives.

DM2.6 Housing Range and Type: Supporting a mix of house size, self-build and specialist housing

Residential developments of 10 or more dwellings (or sites of 0.5ha+) must provide a range of dwelling types and sizes and have regard to the most up-to-date local evidence of need in both market and affordable tenures. Proposals must demonstrate how the scheme responds to Borough-wide and neighbourhood-level needs.

Development proposals that provide a housing mix that is materially inconsistent with the Council's most up-to-date evidence of housing needs must provide clear justification for not meeting the Borough's housing needs. Proposals that would result in an over-concentration of particular dwelling sizes, types or tenures to the detriment of meeting identified housing needs will not be supported.

Proposals for self and custom build homes will be supported, and the Council will continue to seek to identify suitable sites for such development. On strategic and large major sites, the Council will engage with applicants to secure a proportion of plots for self and custom build development, having regard to the Council's self-build register and evidence of demand and suitability of the site for such development.

The Council will support proposals for specialist housing, including extra care and supported housing, as part of dedicated proposals and as part of the overall mix of larger developments where the development would:

- a. Address identified needs for people with physical disabilities, mental health conditions, and other vulnerabilities (including children) as defined within the Authority's evidence of housing needs.
- b. Be located in sustainable locations with good access to services, public transport, and community facilities.
- c. Promote independent living and social inclusion.
- d. For proposals for communal or other shared living arrangements, be developed in partnership with the Local Authority care providers, housing associations, or a voluntary sector organisation.

Accommodation should seek to deliver and promote independent living and will include extensions and adaptations to existing homes as well as new build properties.

Gypsy and Travellers

- 3.82 The North Tyneside Gypsy, Traveller and Travelling Showperson Accommodation Assessment (GTAA, 2026) identifies a minimum

potential need for six residential Gypsy and Traveller pitches across the Plan period to 2042/43. This includes five pitches in the first five years and a further one pitch arising from longer-term household formation.

- 3.83 There are no existing Gypsy and Traveller sites or Travelling Showperson plots in the North Tyneside. All known households currently live in bricks and mortar accommodation. The need identified with the GTAA arises from existing households within North Tyneside who would culturally prefer to live on a pitch.
- 3.84 The GTAA does not identify any requirements for Travelling Showperson plots. However, the Plan must retain flexibility should future demand emerge.
- 3.85 No planning applications have been submitted for Gypsy and Traveller accommodation in North Tyneside. The Council has undertaken a specific call for sites exercise with the community and landowners to identify possible sites, and no suitable land has been identified for proposed allocation.
- 3.86 This Publication Draft Local Plan sets out a criteria-based policy to guide the determination of planning applications for Gypsy, Traveller and Travelling Showperson accommodation, and a commitment to explore and potentially identify a suitable location where applications may be considered appropriate. This approach ensures that suitable proposals can be supported where they meet identified need and can be sensitively integrated into local areas.

S2.7 Gypsy, Travellers and Travelling Showpeople

Meeting Identified Need

The Council will plan positively to meet the accommodation needs of Gypsies, Travellers and Travelling Showpeople as identified in the most up-to-date Gypsy and Traveller Accommodation Assessment (GTAA).

The current GTAA identifies a minimum need for 6 residential Gypsy and Traveller pitches over the period 2025/26–2042/43.

Determining Planning Applications

Proposals for permanent Gypsy and Traveller sites or Travelling Showperson plots will be supported where they meet an identified need and satisfy all the following criteria:

- a. The site is appropriately located with safe and reasonable access to local services and facilities, including education and healthcare.
- b. The proposal provides a suitable standard of accommodation, including appropriately sized pitches/plots, layout and on-site facilities.
- c. The development would not result in unacceptable harm to the amenity of neighbouring uses, the character of the area, highway safety or the natural or historic environment.
- d. The site is not within areas at high risk of flooding and avoids significant environmental or physical constraints.
- e. The proposal supports good relations and integration with surrounding communities.

Transit Needs

The Council will consider opportunities for transit provision, including negotiated stopping arrangements, to assist in the effective management of short-term encampments. Proposals for transit sites or temporary stopping places will be supported where the above criteria are met.

Future Site Identification and Broad Areas

Evidence of Gypsy and Traveller Site Assessments have not identified a specific deliverable or developable site capable of meeting the Borough's identified needs. The Council considers it important to continue to positively encourage provision of appropriate accommodation to meet its needs and will consider opportunities to support groups or individuals that seek to bring forward pitches in the Borough.

Broad locations including key highway gateways to the Borough, existing brownfield land and infill sites across the remaining Green Belt, the A19 corridor and River Tyne Corridor are each considered potentially appropriate for the delivery of Gypsy and Traveller pitches.

New Development and Accessible Homes

- 3.87 As new development is needed to accommodate the Borough's growing population, opportunities should be sought for developments to promote physical activity and social amenity.
- 3.88 The provision of suitable homes that respond to the needs of a growing elderly population are also of key importance. As people live for longer, sometimes in poorer health, the risk of trips and falls in the home and need for mobility aides increases.
- 3.89 Current building regulations require all new homes to meet minimum standards for those with increased mobility needs. This Local Plan implements optional building regulations that secure enhanced standards for accessible, adaptable and wheelchair accessible homes. The Local Plan also applies minimum national space standards.
- 3.90 The Council recognises that the government are currently exploring changes to requirements for accessible dwellings at a national level. Whilst those changes have not yet been implemented, the approach of this Local Plan is to continue recognition of the important role delivery of new dwelling stock provides in maximising delivery of homes that are readily accessible to residents with reduced mobility.
- 3.91 The specific viability implications of the Council's Housing Standards have been tested within the Local Plan Viability Assessment to ensure that such standards would be viable and would not harm wider Council priorities for development.

DM2.8 Housing Standards

To ensure that new homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, the following standards will apply, subject to site viability:

Accessibility of homes

Market Housing:

a. For new housing developments, excluding low-rise non-lift serviced flats, 50% of homes are to meet building regulation M4(2) – ‘Category 2 – accessible and adaptable dwellings’.

Affordable Housing

b. For all new housing developments, excluding low-rise non-lift serviced flats, 90% of homes should meet building regulation M4(2) – ‘accessible and adaptable dwellings’.

c. 10% of new affordable homes should be wheelchair accessible M4(3)(2)(b) or adaptable M4(3)(2)(a).

When development of wheelchair user housing is due to commence, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area.

Where the local authority is responsible for allocating or nominating a person to live in that dwelling, it should meet building regulation M4 (3) (2) (b).

Where there is no specific need identified, then M4 (3) (2) (a) will apply, to allow simple adaptation of the dwelling to meet the future needs of wheelchair users.

Internal Space in a Home

All new homes, both market and affordable, will meet the Government’s Nationally Described Space Standard (NDSS).

Proposals for the conversion of buildings to residential use should also meet the standards applied through the NDSS.

In exceptional circumstances where the constraints that exist in converting buildings mean that it may not be possible to deliver a viable home and meet the requirements of NDSS in full the Council will consider applying elements of the standards flexibly.

Applicants must demonstrate why application of NDSS is not possible and establish how the design, layout and provision of storage would continue to ensure that occupiers benefit from an appropriate standard of accommodation.

Housing in Multiple Occupation

- 3.92 Houses in Multiple Occupation (HMOs) form an important part of North Tyneside's housing offer by providing affordable accommodation for a wide range of residents, including young people, workers, low-income households, and new residents. However, recent evidence shows a growing number of both small and large HMOs across the Borough, particularly in and around town centres and areas with older housing stock capable of subdivision. Monitoring, licensing data and rising planning activity all indicate increasing pressure on the Borough's housing stock, leading to concerns from residents and partners about the impact of intensification on residential amenity, local character, neighbourhood sustainability, and the supply of family housing.
- 3.93 The concentration of HMOs can result in harmful cumulative effects, including increased noise and activity from higher occupancy, intensified demand for parking, refuse and servicing issues, and poorer standards of accommodation where conversions are not carefully designed. Recent appeal decisions for large HMOs in North Tyneside have highlighted that compliance with licensing standards does not in itself guarantee good quality living conditions. Poor internal layouts, limited communal space, small bedrooms, and minimal outdoor space have resulted in cramped and low-quality accommodation. Inspectors also identified potential adverse impacts on neighbours where intensively occupied properties are located within closely spaced terraced housing.
- 3.94 Ensuring mixed, balanced and sustainable communities is a key objective of the Local Plan. Uncontrolled growth in small HMOs—currently able to convert without planning permission—undermines the Authority's ability to manage concentrations and protect neighbourhood amenity. Evidence of increasing HMO numbers and the limitations of existing licensing powers justify the introduction of additional planning control, including an Article 4 Direction to remove permitted development rights. This will ensure that all proposals for small HMOs are considered through the planning process, allowing assessment of their quality, location and cumulative impact against Local Plan policy.

- 3.95 The Local Plan therefore seeks to ensure HMOs contribute positively to the Borough's housing mix while avoiding harmful concentrations and securing good standards of accommodation.

DM2.9 Houses in Multiple Occupation

The Council will make full use of its planning control powers, including Article 4 Directions where appropriate, to manage the creation and concentration of Houses in Multiple Occupation (HMOs) to protect residential amenity, maintain mixed and balanced communities, and secure good-quality accommodation.

Planning permission for the conversion or change of use of a property to a small (Use Class C4) or large (Sui Generis) HMO will only be granted where all the following criteria are met:

- a. The proposal provides a good standard of internal and external living conditions, including appropriate bedroom sizes, adequate communal space, and suitable outdoor amenity space.
- b. There would be no unacceptable harm to the amenity of neighbouring or nearby occupiers because of increased noise, activity, comings and goings, parking demand, refuse storage or visual impact.
- c. The proposal would not result in a harmful cumulative impact, having regard to:
 - i. the proportion and distribution of existing HMOs within the street and immediate locality;
 - ii. whether the proposal would intensify or extend an existing cluster of HMOs;
 - iii. the capacity of the area to accommodate further intensification without adverse effects on amenity, parking, refuse management or local character;
 - iv. the impact on the mix of housing, including the potential loss of family homes; and
 - v. whether existing HMOs already contribute to environmental or management problems that would be exacerbated by further HMO development.

d. Satisfactory arrangements are in place for refuse and recycling storage, servicing, cycle and car parking, and the ongoing management and maintenance of the property, demonstrated through a robust management plan.

Where an Article 4 Direction removes permitted development rights for small HMOs, planning permission will be required for such proposals and applications will be assessed against this policy.

Economic development

Introduction

- 3.96 North Tyneside has experienced strong economic growth in recent years, with employment increasing by more than 1,000 jobs per year on average since 2014. The Borough benefits from around 134 hectares of available employment land, supporting opportunities for business growth, inward investment and job creation. However, low industrial vacancy rates of just 4% indicate strong demand for premises and highlight the need to maintain a sufficient supply of employment land.
- 3.97 Despite this growth, economic challenges remain. North Tyneside's economic activity rate of 73.2% is below the national average of 78.6%, while unemployment at 4.2% remains above the national average of 3.8%. In addition, average workplace earnings of £677 per week are lower than the national average of £730, suggesting a need to attract higher-value jobs and improve access to skills and employment opportunities for local residents.
- 3.98 Tourism is also a significant part of the Borough's economy, contributing approximately £408.9 million each year. North Tyneside's coastline, town centres, heritage assets and riverside locations attract millions of visitors and support a wide range of local businesses. Protecting and enhancing these assets will help strengthen the visitor economy and support future economic prosperity.

Regional context

- 3.99 The North East Local Growth Plan sets a regional framework for sustainable economic growth, focused on attracting investment, supporting innovation and creating new employment opportunities.
- 3.100 North Tyneside has a key role in delivering these ambitions through strategic assets including the North East AI Growth Zone at Cobalt Park and the River Tyne Economic Corridor, which support growth in digital technologies, artificial intelligence, clean energy, advanced manufacturing and port-related industries.

- 3.101 The Borough's established employment locations, including the A19 Economic Corridor, Cobalt, Quorum, Balliol and the River Tyne North Bank, provide opportunities for business growth, inward investment and high-value employment.
- 3.102 Through this Local Plan, the Council will support these regional priorities by safeguarding strategic employment land, enabling investment in key growth sectors and promoting sustainable development that contributes to the long-term prosperity of North Tyneside and the wider North East.

Employment Land

- 3.103 North Tyneside has a good supply of existing available employment land and floorspace and a diverse and vibrant range of businesses. Significant employers include national and international companies. However, over 85% of the Borough's business base are "micro firms" of between 0 and 9 employees and 99% are micro, small or medium sized businesses.

Jobs

- 3.104 Over the last ten years the number of business enterprises located in the Borough has increased by 27% and the number of workforce jobs have increased by more than 10,000. This growth in jobs has significantly exceeded population growth of working age residents and has meant fewer people need to commute out of North Tyneside for work. Informed by past trends and an Experian forecast of growth, the Council's evidence concludes annual workforce growth of around 1,000 jobs per year is reasonable.

S3.1 Economic Growth Strategy

Proposals that make an overall contribution towards sustainable economic growth that respects environmental constraints and supports investment in infrastructure, prosperity and employment in North Tyneside will be encouraged in accordance with the policies set out in this Plan. This includes supporting economic growth and development of a modern economy as follows:

Town Centres and Tourism

- a. Support the vitality and viability of the town centres to encourage a diversity of town centre uses that promote sustainable communities.
- b. Support the creation, enhancement and expansion of tourist attractions, visitor accommodation and infrastructure, capitalising on the Borough's exceptional assets, such as North Sea coastline, River Tyne and International Ferry Terminal.
- c. Capitalise on the historic environment including at Segedunum Fort and Hadrian's Wall World Heritage Site (WHS) in Wallsend and the Fish Quay in North Shields, while conserving and enhancing its significance.

Advanced Engineering, Low Carbon, Renewable, Marine and Offshore Technology, Port Related Activity and Manufacturing

- d. Lead the transition to a Green Economy by developing marine and renewable sectors of manufacturing in the River Tyne Economic Corridor as shown on the Policies Map and building upon the existing high skills base and maximising the benefits of the Enterprise Zone and accompanying Local Development Order.

Office and Business Investment

- e. Support investment opportunities for office, research and development and manufacturing in the A19 Economic Corridor, Quorum, Balliol and Gosforth Business Parks as shown on the Policies Map, which includes the former Enterprise Zone area.
- f. Strengthen key transport corridors that make an important contribution to the economy of the Tyne and Wear conurbation with multi-national firms choosing quality business park accommodation in Cobalt, Quorum, Balliol and Gosforth Business Parks.
- g. Recognise potential for major distribution and logistics facilities for goods and materials that can take advantage of the Borough's excellent national and international transport connections by road, rail, air and port connections and unlock development at the strategic site of Weetslade Business Park.

Data Centres

- h. Recognise the national importance of data centres, with Cobalt Park part of the North East AI Growth Zone that seeks to bring together direct subsea fibre connections, with an expansion of power capability, to support wider economic growth.

Employment Land and Premises

- 3.105 North Tyneside's industrial stock is concentrated around primary road corridors and riverside. Its industrial stock is well served by public transport, walking and cycle routes, clustered around the A19, A188 and A189 Spine Road and the A191 Whitley Road. These areas also benefit from international connections via the Port of Tyne and Newcastle International Airport. The large office developments at Cobalt Business Park, in the A19 corridor, and Quorum, adjacent to the A188, are former Enterprise Zones designated in the 1990s. They offer high-quality office accommodation of regional significance. North Tyneside's town centres also continue to provide important locations for smaller office accommodation, often key for local professional services.
- 3.106 There are 134 hectares of available employment land in the Borough. Analysis of the Borough's Employment Land Review and the Council's own Employment Land monitoring indicates that of this, around 39ha is specifically riverside related. Weetslade Business Park is one of the key sites identified in the NEMSA Mayor's 2025 Prospectus⁴ and continues to provide a potentially valuable opportunity for major industrial investment whilst also, as part of a co-ordinated and masterplanned approach, being considered as an opportunity site for delivery of homes. Informed by this analysis, current evidence therefore suggests the supply of employment land provides sufficient range and choice to meet the area's needs for economic growth.
- 3.107 In recent years, overall vacancy of industrial buildings has declined notably. Recent speculative industrial developments, such as Mandale Park at Wallsend Road, indicate growing confidence in the market that smaller and medium sized businesses are looking for

⁴ [North East England Investment Prospectus 2025](#)

space in the Borough. However, over the same period major office parks such as Cobalt have seen lower demand since the Covid-19 pandemic as homeworking practices have increased.

Provision of Land for Commercial Mixed Use Employment Development

- 3.108 The allocation of these sites reflects the need to maintain a diverse and deliverable portfolio of employment land to meet future economic needs. Providing a range of locations and site types will help respond to changing market demands, support business growth and attract inward investment, while also making efficient use of previously developed and well-located land.
- 3.109 Bringing forward these sites will reinforce established employment areas, support regeneration objectives and ensure that jobs are accessible to local communities, contributing to long-term economic resilience and balanced growth across the Borough.

S3.2 Provision of Land for Employment Development

To ensure an attractive and flexible supply of employment land is available to deliver the Council's strategy for economic prosperity and job growth and investment the following land will be available for development to 2042/43:

95ha of general employment land available for development during the plan period, including Weetslade Business Park and other mixed use sites.

- a. A further 39ha is available for development along the River Tyne Economic Corridor and forms part of the River Tyne Economic Corridor that is part of the North Investment Zone.

Land within the curtilage of existing businesses provides potential expansion land for businesses. This is classed as reserved land in the employment land monitoring.

Unless specified elsewhere in the Local Plan, the employment sites identified on the Policies Map and listed below will ensure a sufficient supply, range and choice of land for development in class E(g), B2 and B8 uses.

For those sites listed as mixed use, development would be supported in planning use class E, B2, B8 and sui generis that do not have an adverse impact upon the amenity and operation of neighbouring properties and businesses and would be in accordance with a sequential test and impact assessment where applicable.

Policy Map Ref	Site Name	Site Area (Ha)	Total Available (Ha)	Total Reserved (Ha)
E001	Brenkley Colliery	4.38	1.05	0
E002	Dudley Industrial Area	18.22	0	0.80
E006	Camperdown Industrial Estate	19.28	0	0.57
E007	Station Road Industrial Estate	6.46	0	2.12
E008	Gosforth Business Park	22.06	10.02	0
E009	Balliol Business Park West	34.57	0	1.29
E010	Balliol Business Park East	49.02	20.13	0
E013	Proctor and Gamble Site	17.07	0	7.22
E014	Bellway Industrial Site	8.88	0	0
E015	Palmersville Industrial Site	5.37	0	0
E016	North Tyne Industrial Estate	24.12	0.32	0.31
E017	Benton Square Industrial Estate	14.51	0	0
E018	Holystone	1.82	0.45	0
E021	Cobalt Business Park	76.67	2.9	0
E022	Algernon Industrial Estate	6.9	0	0
E023	Northern Electric – Shiremoor	12.75	0	0
E024	New York Industrial Estate	26.58	0	0.5
E025	West Chirton North Trading Estate	15.47	0	0.59

E026	North Balkwell Farm Industrial Estate	3.54	0	0
E027	West Chirton Middle Industrial Estate	5.43	0	0
E028	Silverlink Industrial Estate	10.28	0	0
E029	Tyne Tunnel Trading Estate	66.30	12.55	0.46
E030	Brewers Lane	6.46	2.67	0
E031	Wallsend Road Industrial Area	5.13	1.21	0
E032	East Howdon	3.14	0	0
E033	Maurice Road Industrial Estate	1.34	0	0
E034	Swan Hunters	19.43	11.35	0
E035	Buddle Street Industrial Estate	1.82	0	0
E036	Thermal Syndicate	4.35	2.08	0
E037	Northern Electric – Wallsend	2.10	0	0
E038	Hadrian Road Industrial Area	4.89	0	0
E039	Davy Bank Industrial Area	9.36	2.21	0
E040	Hadrian Road South	3.08	0.66	0
E041	Hadrian Yard West	29.58	0	0
E042	Point Pleasant	2.46	0	0
E043	Willington Quay	28.52	0	0
E044	Swales Industrial Site	2.60	0	0
E045	Marine House	0.83	0	0
E046	Tyne View Terrace Industrial Area	9.73	3.04	0
E047	Northumbria Water Authority	21.99	0	0
E048	Chemson	7.09	0	1.22

E049	Northumbria Water Authority East	7.21	0	0
E050	Esso	26.54	20.86	0
E051	Earl Grey Way	8.60	0	0
E052	Whitehill Point	53.54	1.15	1.12
Total Area		778.56	111.43	16.20
Mixed Use Development Site				
M3086	Brenkley Colliery North	6.84	2.25	0
M4040	Weetslade Business Park	57.59	18.29	0
M1797	Stephenson Industrial Estate North	11.03	0.28	0
M1791	Stephenson Industrial Estate Middle	7.31	0	0
M1792	Stephenson Industrial Estate East	4.88	0	0
M1958	West Chirton Middle Industrial Estate	22.99	0	7.04
M2008	West Chirton South (northern parcel)	12.57	2.01	0
M2009	West Chirton South (southern parcel)	2.10	0	0
M2032	Foxhunters	2.72	0	0
M4023	Backworth Business Park	4.33	0.54	0
M2035	Holywell Engineering		0	0
Total Area Mixed Use		132.36	23.37	7.04
Combined Total Area		910.92	134.80	23.24

Protecting Existing Employment Land and Premises

- 3.110 With a limited stock of existing vacant industrial and other commercial premises in North Tyneside, ensuring the existing employment land and buildings that continue to have an economic

role are protected is a critical element of continued economic growth in North Tyneside.

- 3.111 It remains the case that despite high occupancy rates across many of the Borough's industrial estates, when buildings become vacant there are also pressures from competing uses including retail, leisure and residential development. Many alternative commercial units offer their own economic benefits and the investment they can deliver is welcomed in many circumstances. However, such uses can often be more sustainably delivered in other locations. Meanwhile, increasing the use of such buildings for uses outside of the E(g), B2 and B8 use classes can often mean buildings support fewer potential jobs and wider benefits for clustering of activities and supporting supply chains are weakened.

DM3.3 Development Affecting Employment Land and Buildings

The Council will support proposals on employment land, as shown on the Policies Map, for new or additional development for uses within use classes E(g), B2 or B8 or that which is deemed ancillary.

Proposals on identified employment land or other buildings in use-class E(g), B2 or B8, for uses that could conflict with the development and regeneration of sites for economic development, will be permitted where these proposals would not:

- a. Result in the unacceptable loss of operating businesses and jobs; and,
- b. Result in an unacceptable reduction in the supply of land and/or available premises for employment uses, considering the overall amount, range, and choice of available land and premises; and,
- c. Have an adverse impact upon the amenity and operation of neighbouring properties and businesses.

In addition to the above criteria, within the Borough's defined Strategic Economic Areas proposals should support the primary role of those locations for employment and economic growth. Where a proposal would result in the loss of land and/or premises within use class E(g), B2 or B8, applicants must provide evidence that the following criteria apply:

- d. The application site has been unoccupied for a period of at least 2 years prior to the submission of the planning application.
- e. Documented evidence is provided demonstrating over a two-year period continuous, prominent and active marketing by a commercial property agent of the site for employment use, at local market rental levels,
- f. An independent assessment has been provided detailing any interest or enquiries received for the occupation or development of the site and why such interest has not led to it being taken up,

A robust assessment submitted that establishes the potential for future use of the site within E(g), B2 or B8 use classes, detailing the reasons why there is not a reasonable prospect of future use of the site within those use classes.

Employment Development Outside Designated Sites and Locations

- 3.112 Over the life of the Local Plan, it is possible that policies for employment land development will come forward that for a variety of reasons cannot be readily accommodated within the existing range of available employment land. This policy ensures that whilst priority would continue to be given to designated areas for employment land development, the Local Plan can also be flexible enough to support positive proposals for sustainable economic development beneficial to the overall growth and prosperity of the Borough.

DM3.4 Employment Land Development Outside Available or Existing Employment Land

Proposals for new employment uses outside the allocated areas of employment land will be permitted where it can be demonstrated that the proposal:

- a. Cannot be accommodated within the existing portfolio of available employment land; and,

- b. Would make a contribution to job creation and diversification of the economy in North Tyneside; and,
- c. Can be provided with appropriate vehicular access, and supports access to sustainable transport connections; and,
- d. Would not be detrimental to local amenity.

Digital Connectivity and Modern Economy

- 3.113 To support a modern economy, high quality digital connectivity is important for businesses of all sizes and types. Cobalt Business Park has received National Government backing to expand its capacity of data centres to form part of the North East Artificial Intelligence (AI) Growth Zone⁵. This creates business opportunities and means North Tyneside is well placed to meet the needs of a modern economy.
- 3.114 The River Tyne Economic Corridor is a key strategic industrial area within the North East Investment Zone to support clean energy and green manufacturing businesses⁶. Swans Energy Park and Royal Quays Enterprise Park at Port of Tyne have Enterprise Zone status⁷ and the Port of Tyne is working to secure investment in offshore wind and manufacturing by marketing the Tyne Clean Energy Park that incorporates Royal Quays Enterprise Park. These sites and their potential for development underpin the strategic importance of the River Tyne North Bank as an area for advanced manufacturing, sub-sea and offshore renewable engineering.
- 3.115 The North Tyneside Employment Land Review and emerging Economic Strategy recognise key growth areas for the Borough as:
- **Leading the transition to a green economy:** Focus on the River Tyne and particular opportunities in offshore wind.
 - **Supporting business and enterprise to thrive:** Demand for land and buildings are expected to remain. Support for start-

⁵ [North East England set for billions in investment and thousands of jobs as UK and US ink tech partnership – GOV.UK](#)

⁶ [North East Investment Zone – Invest North East England](#)

⁷ [North East Enterprise Zones](#)

ups and SMEs, with support for key sectors such as health, and the research and manufacture of pharmaceuticals.

- **Developing business parks for the future:** Building on the success of existing financial technology firms and occupiers at Cobalt, Quorum and Balliol business parks and the Cobalt data centre as part of the North East AI Growth Zone.
- **Fostering a vibrant visitor economy:** Build on the Borough's natural, cultural and historic assets to boost tourism.
- **Creating prosperous villages, towns and high streets:** Improve town centres vitality by encouraging investment and enterprise and making them vibrant destinations that support sustainable communities.

3.116 Ensuring key locations for such investment and growth remain available and provide genuine choice for future occupiers is important. This means recognising the strategic importance of key locations and economic corridors for the future prosperity of North Tyneside.

3.117 This includes locations well served by critical infrastructure including the River Tyne and Port of Tyne, the A19 corridor, ultra-high speed digital connections, and proximity to regionally significant infrastructure and centres including Newcastle Airport, the Tyne and Wear Metro, Northumberland Line and Newcastle city centre. Such strategically important locations for economic investment are defined on the Policies Map in accordance with the following strategic policy.

AS3.5 Strategic Economic Areas

Across North Tyneside, three strategically important economic areas are defined where specific to their location, existing businesses and infrastructure capable of supporting growth and generating unique investment opportunities.

The River Tyne North Bank

Across the River Tyne North Bank area that falls broadly between the River Tyne and Metro Line between Wallsend and North Shields proposals on existing employment sites for all forms of employment development will be supported to enable economic growth,

investment and regeneration of the area. Proposals adjacent to the River Tyne should not restrict riverside access that could compromise the capacity of the River Tyne Economic Corridor to support marine, offshore and port related industry and green sector

The Council will support and encourage further development and investment in the advanced engineering, manufacturing and renewables sector providing a range of office and manufacturing space, with access to multi-purpose hard standing and deep-water berths, and additionally to the provision of accommodation for training and education in related sectors, across the River Tyne Economic Corridor.

Within the River Tyne North Bank particular focus upon the following locations highlighted on the Policies Map:

- a. The River Tyne Economic Corridor (North East Investment Zone)
- b. Swans Energy Park Enterprise Zone.
- c. Royal Quays Enterprise Park Enterprise Zone.

A19 Economic Corridor

The A19 corridor is a major commercial and industrial area located mainly east of the A19, that includes major business and industrial estates including Cobalt Business Park and Tyne Tunnel Trading Estate. This major economic corridor provides opportunity for further development and investment in a range of E(g), B2 and B8 employment activities in addition to providing a hub for AI growth zone investment.

A189 Economic Corridor

Gosforth and Balliol Business Parks, Quorum Business Park and Weetslade Business Park are all locations well connected to South East Northumberland and Newcastle city centre through their proximity to the A189 and A1, key bus routes, and cycling connectivity. The business parks include many of North Tyneside most significant land opportunities for strategic inward investment and development.

Supporting growth in the Strategic Economic Areas

The enhancement of infrastructure, such as improvements to transport, utilities and high-speed digital connectivity, will be supported for the area to promote continued economic investment.

The Council will continue to work with its partners at regional and national level to secure the delivery of key infrastructure and incentivise private investment.

Tourism and the Visitor Economy

- 3.118 Tourism contributes greatly to the Borough's economy, with the coastal, riverside and historic environments all contributing. North Tyneside is a year-round day visitor destination that attracts around 6 million visitors annually and the total value of tourism is valued at £401 million, providing 3,169 full time jobs in directly in the tourism sector and a further 4,032 full time jobs indirectly linked to the sector (2023 figures)⁸.

AS3.6 The Visitor Economy and Tourism

The Council will work with its partners to support growth of the visitor economy across the Borough. It will manage and protect the attractiveness of key visitor destinations including Segedunum Roman Fort, St. Mary's Lighthouse, Tynemouth (including the Castle and Priory), Whitley Bay and the Coast-to-Coast cycle route and community and cultural uses that attract visitors and support communities across the Borough.

The Coastal Economy

Continued investment that enables growth of the coastal economy will be supported, with regeneration and development proposals encouraged that:

- a. Improve the quality of experience for both local people and tourists and enable more overnight stays.
- b. Sustains and enhances heritage assets and their settings.
- c. Increase opportunities for training and skills that support tourism and the fishing industry.
- d. Improve the public realm whilst protecting and enhancing the valuable built and natural environment of the coast.

⁸ North Tyneside Council Authority Monitoring Report 2023/24

- e. Improve accessibility to coastal visitor attractions, centres and transport hubs for people of all ages and abilities through enhancement and creation of active travel routes.

Visitor Accommodation

Proposals for new purpose-built visitor accommodation, including hotels, serviced apartments, B&Bs, hostels and holiday parks, will be supported in principle where:

- f. The development is appropriately accessed and well connected to public transport;
- g. The scale, design and layout enhance and positively contributes to the character of the area; and
- h. Harm to the built, historic and natural environment, neighbouring amenity, the local highway network, or local services and infrastructure would be avoided.

Short Term Holiday Lets

To manage the impacts of the growth of short-term holiday rentals, proposals involving the change of use of dwellings to short-term let accommodation (Use Class C3 to Sui Generis) will be permitted where:

- i. The concentration of short-term lets does not result in harm to the character and attractiveness of the community and undermine overall provision and availability of homes for permanent occupation;
- j. The proposal would not harm residential amenity as a result of anti-social behaviour, noise, parking issues or general disturbance;
- k. Appropriate management measures are secured, including 24-hour management, occupation limits and check-in processes;
- l. The property has suitable access, parking and waste storage arrangements.

Regenerating Town Centres and Communities

Introduction

- 3.119 North Tyneside's four town centres, Killingworth, Whitley Bay, North Shields and Wallsend, are important hubs for shopping, leisure, services and community life. Together they recorded around 9.2 million visits in 2024, demonstrating their continuing role as key destinations for residents and visitors.
- 3.120 However, the performance of centres varies. As of August 2026, North Shields has a town centre vacancy rate of 25%, compared to 10% in Wallsend and 11% in Whitley Bay, highlighting the need for continued regeneration and investment. More than £60 million is currently being invested through the Ambition for North Tyneside programme to strengthen the vitality, attractiveness and long-term resilience of the Borough's centres.
- 3.121 The mix of uses within centres also affects their vitality and health. Fast food and takeaway uses account for 12% of units in Wallsend, compared with 5% in both North Shields and Whitley Bay. Maintaining a diverse range of retail, leisure, community and food and drink uses will be important in supporting vibrant and balanced town centres.
- 3.122 North Tyneside's centres also benefit from a strong visitor economy. The Borough attracts around 6 million day visitors, with tourism contributing over £400 million to the local economy and supporting around 3,100 jobs. Continued investment in town centres, cultural attractions and heritage assets will help maximise these economic benefits and strengthen North Tyneside's role as a visitor destination.

The Changing Role of Town Centres

- 3.123 North Tyneside's town centres are the heart of their communities and provide each part of the Borough with a sense of place, whilst providing a wide range of services and facilities. Meanwhile, four district, five local centres and numerous local parades provide a range of shops and facilities across the Borough.

- 3.124 Town centres need to be attractive places that are easily accessible for people to visit and are great places to live and work. They are an important part of the Borough's economy, providing opportunities for local people to run their own successful independent businesses.
- 3.125 Online shopping and the continued role of out-of-town shopping in North Tyneside, particularly the dominant role of Silverlink Retail Park and Silverlink Point, places considerable pressure on town centre shops. Traditionally, planning policies and decisions protect against the loss of retail uses in town centres.
- 3.126 Today, it is possible to change former shop units into a much wider range of uses without planning permission. Generally, enabling changes that can reduce levels of vacancy and support investment can create vibrant diverse places where people live and work. New leisure, creative and cultural activities can be key drivers for change in town centres that can boost visitor numbers and economic growth. But permitted development rights can be removed where they risk undermining important retail centres. More significant changes, for example from shops to homes in town centre locations, can also support growth and can be the only viable option for bringing buildings back in to use.

Retail Growth

- 3.127 Growth of the Borough's population and economy mean the amount of money spent buying things, and the floorspace needed to meet shoppers and businesses needs has continued to grow. Over the last ten years we have seen the delivery of new retail and leisure developments. This includes expansion of Northumberland Park district centre and new discount supermarkets.
- 3.128 Current proposals for major housing development at Murton Gap and Killingworth Moor will help support the health of existing town and district centres whilst both include delivery of small new Local Centres as part of the development. Each will provide a small but important addition to the retail offer of the Borough and play a role for these new communities. Further growth and development will need appropriate new local shopping and community facilities.

- 3.129 Whilst continued growth in retail demand is expected, the latest emerging evidence of retail needs for North Tyneside suggest there are not expected to be any specific quantitative requirements for additional floorspace over the Plan period. However, there remain significant opportunities to continue to expand the overall quality and range of the retail offer in North Tyneside that will be important for the Local Plan to support.

S4.1 Competitive Centres and Future Retail Demand

New and expanded retail, leisure, cultural and community uses within North Tyneside that will support the quality and attractiveness of the Borough's town centres and in accordance with the latest available evidence will be supported.

As appropriate, to support the sustainable growth of the Borough, the delivery of new local facilities and centres that meet the needs of communities easily and accessible by foot, cycle and public transport will be promoted.

Within the Borough's defined centres, the Council will seek ways to support their growth and regeneration, and support proposals for main town centre development, appropriate residential and mixed-use schemes that would:

- a. Contribute to the protection and enhancement of the vitality and viability of the centre.
- b. Capitalise upon the character and distinctiveness of the centre, while sustaining and enhancing its heritage assets.
- c. Support the improvement in the range and quality of shops, offices, services and facilities.
- d. Boost the growth of small and medium sized businesses that can provide unique and niche services.
- e. Encourage the growth of the evening economy with leisure, culture and arts activities.
- f. Enhance accessibility by all modes including public transport, walking, cycling and by car.
- g. Introduce measures that reduce crime and the fear of crime and any other disorder issues.

S4.2 Hierarchy of Centres

Reflecting the sustainable development strategy of this Local Plan the following centres, as defined on the Policies Map, provide the key locations that can be resilient to future economic changes, and which should be considered as part of a sequential test for proposed main town centre uses.

a. Town Centres	b. District Centres	c. Local Centres
Killingworth	v. Forest Hall	x. Battle Hill
ii. North Shields	vi. Monkseaton	xi. Howdon
iii. Wallsend	vii. Northumberland Park	xii. Longbenton
iv. Whitley Bay	ix. Tynemouth	xiii. Preston Grange
		xiv. Whitley Lodge

d. Within the north and west of North Tyneside a range of villages offer small scale centres that provide services and facilities important to the community they serve. These locations are not of sufficient scale to form part of the hierarchy of centres but are recognised for their locally specific contribution to the creation of sustainable communities. Key village centres include:

- xv. Backworth
- xvi. Dudley
- xvii. Wideopen
- xviii. Seaton Burn

Town Centre Development

- 3.130 The Council follows a town centre first approach for new shops, leisure, and other main town centre uses. Developers should look for suitable sites in the town centre first, then edge-of-centre, and only consider out-of-centre locations if no other options are available.

- 3.131 If a developer cannot find any more town centre or edge-of-centre sites to meet their needs, they should next consider existing out-of-centre sites that were previously used for town centre activities and are well connected to Metro stations or other transport links. Good accessibility—especially being well linked to a town centre—is an important factor when choosing out-of-centre sites.
- 3.132 National guidance also requires developers and the Council to be flexible. However, any proposal must avoid harming the Borough’s established centres and must meet the requirements of Local Plan policy. Early engagement with the Council is encouraged.
- 3.133 Because North Tyneside’s four town centres are relatively small, even modest developments can have a big impact. For this reason, the threshold for requiring an impact assessment is lower than national guidance, based on the Retail and Town Centre Study (2026).

DM4.3 Assessment of Town Centre Uses

Proposals for main town centre uses on sites not within the town centres will be permitted where they meet the following criteria:

Sequential test

- a. In order of priority, there are no sequentially preferable sites in-centre, then edge of centre, and then existing out-of-centre development sites previously occupied by appropriate main town centre uses that are readily accessible to Metro stations or other sustainable transport modes that are well connected to the town centres and then finally existing out-of-centre locations;
- b. The suitability, availability and viability of sites should be considered in the sequential assessment, with particular regard to the nature of the need that is to be addressed, edge-of-centre sites should be of a scale that is appropriate to the existing centre;
- c. There is flexibility in the business model and operational requirements in terms of format; and
- d. The potential sites are easily accessible and well connected to town centres.

Impact assessment

Proposals for retail development, including change of use and variations of condition to remove or amend restrictions on how units operate or trade in practice will require an impact assessment where they would provide either:

e. 500m² gross, or more of convenience and/or comparison retail floorspace where the nearest existing centre is a town centre; or

f. 300m² gross, or more of convenience and/or comparison retail floorspace where the nearest existing centre is a district or local centre.

The necessary Impact Assessment will need to demonstrate that:

g. The proposal would have no significant adverse impacts, either individually or cumulatively, on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and

h. The proposal would have no significant adverse impact on the vitality and viability of a town centre, including consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

Where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused.

Area-Based Regeneration

3.134 For North Tyneside to continue to be a place that provides for its residents' needs and is attractive, prosperous, and successful, it is important our towns, district and local centres and key visitor destinations continue to see investment and regeneration. The Council's priorities for regeneration are set out in the ongoing Ambition for North Tyneside.

3.135 This ambition has seen a range of initiatives progressed. This includes preparation of detailed masterplans for North Shields, Fish Quay and Wallsend and area plans for the North West of the

Borough. The Council continues to support projects across the Borough and is working towards identifying opportunities for place-based investment in Whitley Bay.

North Shields Town Centre and the Fish Quay

- 3.136 Located in the south east of the Borough, close to the mouth of the River Tyne, North Shields and the Fish Quay grew from a small riverside settlement to an important fishing centre and prosperous town. Renovation of the town in recent years has included heritage-led investment at Northumberland Square and Howard Street as part of an Historic England High Street Action Zone and a new, accessible bus and Metro interchange, and improved connections with the River Tyne and Fish Quay through the Embankment project.
- 3.137 Parts of North Shields, and the Fish Quay in particular, are growing in popularity as a visitor destination for food and drink-based leisure that are bringing buildings into active use and increasing the vitality of the area. However, areas of the town centre and the Beacon Centre shopping centre require investment and diversification to respond to the challenges of how people use town centres.

AS4.4 North Shields Town Centre & Fish Quay Conservation Area – Connected Centre, Culture & Riverside Integration

Proposals will be supported where they:

- a. Reinforce a compact, high-quality centre, encouraging adaptable ground-floor uses and improved public spaces.
- b. Support cultural and heritage-led regeneration, particularly where they contribute to the distinct identity of the town centre.
- c. Improve access to the riverside, ensuring safe, legible connections for walking and cycling.
- d. Integrate sustainable transport, enhancing movement between key hubs and surrounding neighbourhoods.

Wallsend Town Centre and the River Tyne North Bank

- 3.138 Located in the south west of the Borough, Wallsend is famously the end of Hadrian's Wall at Segedunum Roman Fort. Swan Hunter shipyard was based on the River Tyne here and the site now provides opportunities in offshore and advanced manufacturing. The Forum shopping centre lies at the core of Wallsend town centre, and the town is closely connected to the dense terraced streets just off High Street East and West.
- 3.139 Shop units in the town include a number of different uses and services often open at different times of the day. This can mean the town centre struggles to offer an attractive environment for visitors. Interventions over recent years have included development of a new health centre and measures to improve the attractiveness of the town centre including shop front improvements and a scheme to animate security shutters.

AS4.5 Wallsend & Willington Quay – Town Centre Renewal & Heritage Focus

Development will be supported where it:

- a. Improves the town centre environment through high-quality public realm and safer, more attractive walking and cycling routes.
- b. Sustains and enhances heritage assets and their settings and strengthens their role in the town centre.
- c. Delivers housing renewal, including refurbishment or redevelopment of poor-quality or underused stock and an increased affordable housing offer.
- d. Strengthens vitality, supporting flexible uses, active frontages and opportunities for community and economic activity.

Killingworth Town Centre and the North West

- 3.140 Located in the North West of the Borough, Killingworth town centre is at the core of the 1960s Killingworth township. The centre is entirely in private ownership and provides a single large superstore and indoor shopping mall. The town centre is accessible by bus and car and remains a well maintained and modern centre that serves its community well and is attractive to national chains. Housing

growth in the area, particularly the expected delivery of 2,000 homes at the Killingworth Moor strategic allocation, will support the role and sustainability of the town centre.

- 3.141 The nature of the shopping and parking provision means that, despite well segregated walking options, there is scope to improve the direct connectivity between Killingworth town centre and the surrounding residential areas and Killingworth Lakeside Park. Work towards major improvements to the play areas and facilities at Lakeside Park are currently in development.

AS4.6 North West Villages & Killingworth – Green Network, Community Focus & Sustainable Growth

Proposals will be supported where they:

- a. Enhance village identity and centres, improve public realm and connectivity.
- b. Support green and active-travel networks, including better connections to open spaces and wagonways.
- c. Deliver coordinated growth, aligning with masterplanned infrastructure and sustainable transport principles.

Whitley Bay Town Centre and the Coast

- 3.142 Located in the north east of the Borough, Whitley Bay became a traditional seaside town and resort in the late Victorian period. The grand Spanish City, promenades and other attractions helped drive the town centre's growth. Despite serving a prosperous local community, the town centre faced challenges with the decline in seaside visitors in the 20th century and closure of Spanish City.
- 3.143 The redevelopment and reopening of Spanish City as a leisure destination in 2018 and investment in the promenades has helped drive a general resurgence in the area. Tourism to North Tyneside and the coast in particular now plays a major role in the Borough's economy. Streets like Park View now host a diverse range of independent retailers, restaurants and bars and generate an active vibrant atmosphere. The delivery of Phase 2 of the Seafront

Sustainable Route further enhances the quality and accessibility of the area.

- 3.144 However, the core of Whitley Bay town centre requires further investment and diversification to ensure it can continue to provide an attractive centre for visitors. An improved sense of connection between the town centre and destinations like Spanish City and the area's coastline can also provide a useful opportunity for enhancement of the town.

AS4.7 Coastal Communities – Resilient Seafront & Linked Centres

Development in coastal areas will be supported where it:

- a. Enhances the seafront public realm and contributes to long-term coastal resilience.
- b. Improves sustainable access between the seafront and nearby centres, strengthening local economic benefits.
- c. Reinforces the distinctive character and identity of coastal settlements including conserving and enhancing the historic environment and heritage assets and their settings.
- d. Manages visitor impacts while supporting year-round activity and local businesses.

4. Climate change, Water Management and Waste Resources

Introduction

- 4.1 North Tyneside faces environmental challenges and opportunities over the Plan period. The UK has committed to achieving net zero carbon emissions by 2050 and, in 2019, North Tyneside Council declared a climate emergency and committed to becoming a carbon net zero Borough. The Local Plan therefore has an important role in supporting sustainable development, reducing emissions and increasing resilience to the impacts of climate change.
- 4.2 Climate change is expected to bring warmer, wetter winters, hotter and drier summers, and rising sea levels, even where global emissions are reduced. These changes will increase pressure on infrastructure, water resources, coastal areas and the natural environment. New development must therefore be designed to mitigate climate change while also adapting to future environmental conditions and risks.
- 4.3 Improving the energy efficiency of buildings will be a key part of reducing carbon emissions. Around 78% of existing homes in North Tyneside currently have EPC ratings of C or D, while new homes are most commonly built to a higher B rating. Supporting energy-efficient development and the retrofit of existing housing stock will help reduce energy consumption, lower household costs and contribute towards carbon reduction goals.
- 4.4 Surface water flooding is the most common form of flooding in North Tyneside and is likely to become more frequent as rainfall patterns change. This highlights the importance of sustainable drainage systems, effective water management and ensuring that new development does not increase flood risk.
- 4.5 North Tyneside has a strong record of managing waste sustainably, with 92% of household waste either recycled or used to generate energy. As the Borough continues to grow, maintaining and improving these outcomes will be important in supporting a more resource-efficient and circular economy.

Climate Change Strategic Mitigation, Adaptation and Resilience

- 4.6 Climate change is resulting in rising temperatures, contributing to sea level rise, altering seasonal weather patterns, and increasing the frequency and severity of extreme weather events such as heatwaves and flooding. Greenhouse gas emissions are the primary driver of climate change. Carbon dioxide is a key greenhouse gas, generated from a wide range of sources including transport, construction and energy use.

Managing Climate Change

- 4.7 Managing climate change requires both mitigation to reduce our emissions of greenhouse gases, and adaptation of our environment and infrastructure to increase resilience against the risks and impacts of a changing climate. These measures must be considered together to ensure a coordinated and effective response to climate change.

Climate Change Policy and Actions

- 4.8 The Climate Change Act 2008 establishes a legally binding framework for reducing carbon emissions and preparing the UK for climate impacts. The UK's target is to achieve net zero emissions by 2050.
- 4.9 In July 2019, North Tyneside Council declared a Climate Emergency and adopted its first Carbon Net Zero Action Plan in 2020, which is reviewed annually. In 2026, the Council adopted a Climate Adaptation Strategy and Action Plan to address the increasing impacts of extreme weather on residents, businesses and infrastructure.
- 4.10 Planning plays a vital role in helping the Borough achieve its climate targets by shaping places that respond to the climate emergency and support climate adaptation. National standards, including the Future Homes Standard, will improve the energy performance of new development. Within this context, the Council encourages proposals to exceed minimum standards where feasible, including through the integration of low carbon heating

systems, on-site renewable energy generation, and high-performance building fabric.

- 4.11 The following policies do not duplicate or exceed national technical standards set through Building Regulations. Instead, they focus on design-led and site-specific measures within the scope of the planning system. Requirements will be applied proportionately, having regard to the scale, type and viability of development.

S5.1: Strategic Climate Change Mitigation and Resilience

North Tyneside Council will support the transition to a net zero carbon future and increase resilience to the impacts of climate change.

The Council will work with partners, communities and stakeholders to:

- a. Reduce greenhouse gas emissions and support carbon reduction targets;
- b. Increase resilience to climate change, including flood risk, coastal change and extreme weather;
- c. Protect and enhance green and blue infrastructure, biodiversity and natural resources; and
- d. Promote sustainable, healthy and climate-resilient places for current and future generations.

DM5.2: Climate Change Mitigation

All development proposals must demonstrate, through proportionate evidence, how greenhouse gas emissions have been minimised through the design, construction and use of buildings.

Proposals will be supported where they:

- a. Reduce energy demand through a fabric-first approach, including the efficient design of building form, orientation, layout and building envelope performance, while also responding to the risk of overheating in accordance with policy DM5.3;
- b. Incorporate low and zero carbon energy sources;

- d. Prioritise the retention and reuse of existing buildings. Proposals involving demolition must demonstrate that this approach has been considered and justified, having regard to the carbon impacts of demolition and redevelopment; and
- e. Include measures to support the reuse, retrofit and future adaptability of buildings where feasible.

DM5.3: Climate Change Adaptation and Resilience

All development proposals must demonstrate, through proportionate evidence, how they respond to the current and future impacts of climate change through site layout, building design and the use of appropriate materials.

Proposals will be supported where they:

- a. Manage and reduce flood risk, including accounting for projected increases in rainfall intensity and sea-level rise, and provide safe and suitable access and egress during flood events, having regard to Policy DM6.1;
- b. Minimise the risk of overheating through passive design measures, including orientation, layout, natural ventilation, shading and the provision of green infrastructure, complementing the requirements of Building Regulations;
- c. Support efficient and sustainable water use, including through water-sensitive design and measures that reduce water demand, complementing Building Regulations standards;
- d. Integrate green infrastructure to provide urban cooling, improve air quality, enhance ecological habitats and assist in surface water management; and
- e. Use materials and construction techniques that are durable and resilient to projected climate conditions, including supporting comfortable internal environments with reduced reliance on mechanical cooling.

Low Carbon and Renewable Energy and Infrastructure

- 4.12 The UK energy sector is transitioning from fossil fuels such as oil, coal and gas to low carbon and renewable sources, including wind and solar. The local electricity network is owned and operated by Northern Powergrid, which plays a key role in maintaining a resilient and reliable supply as the Borough grows and the grid decarbonises. The Council will work with Northern Powergrid and other stakeholders to support necessary infrastructure upgrades and local energy generation. This will become increasingly important as demand grows, particularly as more homes rely on electricity for heating and vehicle charging.

Areas for Renewable Energy Generation and Storage

- 4.13 The planning system has an important role in facilitating renewable and low carbon energy infrastructure. Technologies such as wind turbines and solar farms can be delivered at a range of scales, from strategic installations to smaller schemes. A high-level assessment has identified broad areas of potential suitability for these technologies as part of the evidence base. These areas provide a starting point for considering proposals, alongside site-specific environmental and technical constraints. Further detail is set out in the Renewable and Low Carbon Energy Supporting Statement.
- 4.14 Integrating renewable and low carbon technologies into existing and new buildings and making use of previously developed land and hard surfaces such as car parks, rooftops and industrial areas, can maximise land efficiency and support the transition to a low carbon energy system.
- 4.15 North Tyneside plays a strategic role in supporting the decarbonisation of the electricity grid, including through the delivery and manufacture of essential infrastructure. The River Tyne corridor, in particular, offers significant opportunities for advanced manufacturing linked to offshore renewable energy, reinforcing the Borough's contribution to the UK's low carbon transition.
- 4.16 The expansion of battery storage capacity is important to the resilience of the electricity network. Battery storage helps balance

fluctuations in generation associated with renewable energy sources such as wind and solar. Employment areas and locations close to electricity substations are particularly suitable for such facilities.

Heat Networks

- 4.17 Heat networks distribute heat between multiple buildings via insulated pipework from a centralised energy source. They can provide efficient, low carbon heating at scale, particularly in higher-density or mixed-use areas.
- 4.18 Heat network zoning is a national initiative intended to support the scale of deployment required to achieve net zero. Locally designated zones can enable the delivery of low carbon, cost-effective heat to residential, commercial and public sector development. In North Tyneside, feasibility studies have identified areas where heat networks could be retrofitted, with further work ongoing to support delivery.

Community Energy Schemes

- 4.19 Community energy schemes provide a locally led approach to reducing, managing and generating energy. They enable residents, businesses and organisations to take collective action on climate change, reduce energy costs and retain economic benefits within the community. The Council recognises their role in supporting the Borough's net zero ambitions and improving energy resilience.

DM5.4: Low Carbon and Renewable Energy Infrastructure

Proposals for renewable and low carbon energy generation, energy storage and associated infrastructure, including the expansion of heat networks, will be supported and encouraged, including the repowering, upgrading and extension of existing facilities. In assessing proposals, significant weight will be given to the contribution proposals make towards tackling climate change, supporting energy security and delivering the transition to a net zero carbon future.

Proposals should avoid or appropriately mitigate any adverse impacts including on the natural environment, landscape, the significance of heritage assets and their settings, residential amenity, and aviation safety.

In assessing proposals for wind and solar energy development, regard will be had to the Council's evidence identifying broad opportunities for renewable energy development.

Flood Risk, Water Quality and Infrastructure

Flood Risk

- 4.20 The risk of flooding is an important issue to consider and manage through the Local Plan. Across much of North Tyneside, flooding caused by sources such as rivers and streams are limited to relatively small areas, but surface water flooding can occur in locations across the Borough. As storms and more extreme weather events become more frequent, North Tyneside could be subject to an increased risk of flooding.

DM6.1 Development and Flood Risk

All major developments will be required to demonstrate that flood risk would not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk from all sources, taking into account the impact of climate change over its lifetime.

All new development must contribute positively to actively reducing flood risk in line with national policy, through avoidance, reduction, management and mitigation – this could include off-setting impacts on drainage capacity, the incorporation of SuDS, restoring natural water management process and delivering wider flood risk reduction benefits.

Development proposals requiring a site-specific Flood Risk Assessment must be supported by an assessment appropriate to the scale, nature and location of the proposal. The assessment must demonstrate how flood risk will be reduced, including through appropriate mitigation, application of climate-change allowances, and justification of the Sequential and, where applicable, Exception Tests. In addition to the requirements of national policy, development will avoid and manage flood risk by:

- a. Where appropriate, helping to achieve the flood management goals of the North Tyneside Surface Water Management Plan and Northumbria Catchment Flood Management Plans; and

- b. According with the Council's Strategic Flood Risk Assessment, including meeting the requirement for a Flood Risk Assessment for sites over 0.5ha in identified Critical Drainage Areas.

DM6.2 Flood Reduction Works

The Council will work with Northumbrian Water Ltd, the Environment Agency and landowners to ensure the risk of flooding in North Tyneside, to existing property and infrastructure, is reduced through a planned programme of work on the existing and future components of the drainage system.

Blue Infrastructure and the Water Environment

- 4.21 Watercourses and blue infrastructure are important to North Tyneside. They support wildlife, help manage flood risk, improve water quality, and provide spaces for people to enjoy. Many of the Borough's waterbodies have been heavily changed over time and do not currently meet good ecological standards, often due to past development, culverting, pollution, and barriers within rivers.
- 4.22 The Water Framework Directive (WFD) 2000 aims to improve the state of Europe's waters and was transposed into UK legislation by the Water Environment (Water Framework Directive) Regulations. The WFD requires that development does not make water quality worse and helps to improve it over time. The Northumbria River Basin Management Plan sets out how this can be achieved, and new development has an important role to play. North Tyneside falls within the Northumbria River Basin District and includes the following waterbodies:
- Lower Tyne and Estuary Transitional and Coastal (heavily modified)
 - Brierdene Burn (heavily modified)
 - Wallsend Dene (heavily modified)
 - Seaton Burn (heavily modified)

- 4.23 This policy outlines how the management of development within North Tyneside will contribute to achieving the requirements of the WFD and Northumbria River Basin Management Plan.

DM6.3 Blue Infrastructure and the Water Environment

Development proposals must protect and enhance the water environment and contribute to achieving good ecological status or good ecological potential, in accordance with the Water Framework Directive and the National Planning Policy Framework. Development must not cause deterioration in the status of any waterbody.

Proposals will be supported where they:

- a. Demonstrate compliance with the objectives and measures set out in the Northumbria River Basin Management Plan, including contributions towards improving the status of failing waterbodies;
- b. Protect river corridors and associated blue–green infrastructure, avoiding the culverting of watercourses and the loss or artificialisation of natural banks, unless there is no reasonable alternative and ecological enhancement is delivered;
- c. Protect, enhance, and, where appropriate, restore watercourses and riparian habitats, including through deculverting, re-naturalisation of engineered banks, and habitat creation;
- d. Provide undeveloped buffer zones of at least 10 metres from the top of the riverbank on both banks of watercourses unless a reduced width is justified by site-specific ecological or operational requirements. Proposals must demonstrate how buffers will be protected during construction and managed in the long term;
- e. Maintain or enhance fish passage and aquatic connectivity, including the removal or modification of barriers where feasible; and
- f. Where Sustainable Drainage Systems are required, incorporate long-term management and maintenance arrangements that deliver biodiversity and water quality benefits.

Development proposals that would result in the loss, deterioration, or fragmentation of blue infrastructure, or that conflict with Water Framework Directive objectives, will not be permitted unless it can be clearly demonstrated that there are no reasonable alternatives and that appropriate mitigation and compensation are provided.

Surface Water Management and Drainage

- 4.24 The nature and rate that water drains, known as the runoff rate, can change when brownfield and greenfield sites are developed. The speed that water drains or flows off a site can have consequences for flood risk. It is therefore important that the right infrastructure is included to ensure development does not increase the risk of flooding.
- 4.25 Greenfield sites typically have lower runoff rates due to the natural ability of the ground to absorb water. Any new development is expected to ensure runoff rates are no greater, and preferably lower, than rates prior to development.
- 4.26 On brownfield sites existing hardstanding may mean runoff rates are much higher. The Local Lead Flood Authority (LLFA) now expects all new development to restrict surface water discharge rates to the equivalent greenfield runoff rate. This means brownfield development in particular can deliver significant improvements in the risk of surface water and downstream flooding.

Sustainable Drainage

- 4.27 Incorporating forms of Sustainable Drainage Systems (SuDS) are actively encouraged within new developments. There are four pillars of benefits that can be delivered through implementation of SuDS:
- Water quantity,
 - Water quality,
 - Amenity, and
 - Biodiversity.

- 4.28 These pillars guide the design and implementation of SuDS, ensuring they effectively manage flood risk, improve water quality, enhance the environment, and provide benefits for communities.
- 4.29 SuDS retain and divert water helping to manage the capacity of main waterways and wastewater infrastructure. SuDS deliver benefits for the Howdon Waste Water Treatment Works (HWWTW) as they provide an alternative route from main waterways for waste water and alleviate strain on the WWTW capacity. Therefore, this supports the WWTW capacity to accommodate future new development in North Tyneside.

DM6.4 Surface Water Run-off and Sustainable Drainage

Applicants will be required to show, with evidence, they comply with the National Standards for Sustainable Drainage Systems⁹ (unless otherwise updated and/or superseded). Proposals should demonstrate that they have applied the most appropriate solution to achieve greenfield equivalent run-off rates in all circumstances unless alternatives are agreed with the Local Lead Flood Authority in accordance with national standards.

The following destinations must be considered for surface water management in order of reference:

- Priority 1: Collected for non-potable use;
- Priority 2: Infiltration into the ground;
- Priority 3: Discharged into a waterbody;
- Priority 4: Discharge to a surface water sewer; or,
- Priority 5: Discharge to a combined sewer.

Drainage Strategies and Flood Risk Assessments submitted in support of proposed development must clearly demonstrate and evidence that this list of destinations has been considered in preferential order.

Only in exceptional circumstances, where a Flood Risk Assessment, local site conditions, and/or engineering report show that sustainable

[9 National Standards for Drainage Systems | Department of Environment, Food and Rural Affairs](#)

drainage systems will not be feasible will the discharge of rainwater direct to a watercourse, surface water drain or to a combined sewer be considered.

Where SuDS are provided, arrangements must be put in place for their whole lifetime management and maintenance. Where appropriate, SuDS should be designed and located to improve biodiversity, the landscape, water quality and local amenity.

* Deep drainage structures are not suitable in the Borough due to actively managed mine water levels and raising groundwater levels.

Water Quality

- 4.30 The Local Plan seeks to improve water quality in line with the National Water Framework Directive and the Northumbria River Basin Management Plan.
- 4.31 In the Borough's coastal waters, the area between Hartley Cove and the River Tyne has been identified as "good" in terms of ecological status. However, there are localised issues, for example at Cullercoats bay. Work is ongoing to improve water quality in this location.
- 4.32 Key watercourses in the Borough are at Brierdene, Seaton Burn and Wallsend Burn, as well as the Tyne Estuary having strategic importance. Some of these watercourses are yet to achieve the same ecological status as locations along the coast. Watercourses are frequently impacted by pollutants from both agricultural processes and once appropriate interventions have been implemented, they will be of a higher water quality

S6.5 Water Quality

The Council will seek to improve water quality in line with the requirements of the Water Environment Framework Directive and its associated legislation, and the Northumbria River Basin Management Plan.

S6.6 Ground Water

Development proposals should protect, and where possible enhance, groundwater and surface water quality and quantity. Developments should not create a pollution pathway to surface water or the underlying groundwater aquifers and there should be no detrimental impacts to surface water or groundwater volumes or flow (e.g. impact to water dependent features or increased flood risk).

Water Supply and Efficiency

- 4.33 North Tyneside does not have water supply issues and is not located within a classified water stressed area. The Borough receives its water supply from a number of reservoirs in the Northern part of Northumbrian Water's operational area, including Kielder Reservoir.
- 4.34 Conserving water and improving water efficiency is important. This reduces impacts on water resources, waste water drainage and infrastructure, flood risk and running costs. This Local Plan does not impose water efficiency standards above those set out in building regulations. However, it does support the effective management of water in the Borough.
- 4.35 National policy allows local planning authorities to require the optional Building Regulations water efficiency standard of 110 litres per person per day (l/p/d), compared to the mandatory baseline of 125 l/p/d, where justified. Evidence from Northumbrian Water highlights growing pressures from population growth, climate change and environmental constraints, and promotes a more ambitious 100 l/p/d target; however, this is below the current optional standard and cannot presently be required. The Government has consulted on tightening standards to 105 l/p/d (mandatory) and 100 l/p/d (optional), indicating a clear direction of travel. Policy DM6. therefore requires compliance with the most up-to-date optional standard in force, ensuring consistency with

national policy while enabling future improvements in water efficiency over the plan period.

- 4.36 Specific commercial and industrial uses, such as data centres, energy centres and battery production facilities, can be users of significant volumes of water. It is important that early engagement with Northumbrian Water Ltd is undertaken to ensure these sites are planned accordingly for supporting water capacity and infrastructure. Therefore, early engagement can support the deliverability and viability of such water-intensive uses.

Water Infrastructure

- 4.37 The Council works closely with the Environment Agency and other partners, including Northumbrian Water Ltd to ensure effective water management. The Howdon Waste Water Treatment Works (WWTW) located on the River Tyne in North Tyneside is a critical facility providing waste water management for a large swathe of Tyneside and Northumberland.
- 4.38 Where large-scale development is proposed, early engagement with Northumbrian Water Ltd should be sought at the earliest opportunity to ensure that appropriate infrastructure and if appropriate, a phased approach, is effectively planned to support projected growth and increased water usage as a result of proposed development.

S6.7 Water Management

The Council will work with developers, residents and Northumbrian Water Ltd to ensure that North Tyneside's future water resource needs, wastewater treatment and drainage infrastructure are managed effectively in a coordinated manner to ensure that water supply, sewerage and drainage infrastructure is in place in tandem with development, to accommodate the levels of growth anticipated within the Borough.

DM6.8 Water Management and Efficiency in New Development

Applicants will be required to identify the impact that new development may have on existing water infrastructure. Improvements will need to be identified and implemented alongside growth and prior to the occupation of new development to ensure water infrastructure is sustainable. The priority is to avoid, minimise and control surface water entering the sewerage system to reduce the risk of sewer flooding and to avoid the need for unnecessary sewerage treatment.

All new residential development will be required to meet the highest applicable optional water efficiency standard set out in Building Regulations, or any successor national standard, in force at the time of determination, where justified and consistent with national policy and guidance.

Coastal Erosion

- 4.39 North Tyneside's coastline is subject to long-term physical pressures, including natural erosion processes, increased storm intensity and sea-level rise. Shoreline Management Plans for the Northumberland and North Tyneside frontage identify areas where actively managing erosion risk is necessary to protect communities, infrastructure and important coastal habitats. These plans set out the preferred long-term approach—ranging from maintaining defences in key locations to allowing more natural shoreline adjustment where appropriate.
- 4.40 The Local Plan therefore requires development proposals to fully consider coastal-erosion risk, safeguard people, habitats and property, and ensure that new development does not increase exposure to future erosion or undermine existing shoreline-management strategies.

S6.9 Coastal Erosion

A Coastal Change Management Area (CCMA) is defined on the policies map to ensure effective protection of potential development from coastal erosion.

Proposals for temporary development within 30m of the CCMA will only be permitted, where it can be demonstrated that:

- a. It is coastal specific, benefiting the tourism and leisure offer at the coast; and;
- b. the temporary structure would not be at future risk of coastal erosion; and;
- c. It will not increase coastal erosion as a result of changes in surface water run-off.

Proposals for significant development within 30m of a CCMA will be required to conduct an erosion vulnerability assessment.

A long-term aspiration for Tynemouth Longsands beach is to maintain the beach and dunes; developments on the beach or surrounding the dunes will be acceptable if they do not hinder this aspiration, meet the above criteria and accord with all other policies in this Local Plan.

Waste

- 4.41 Despite recent population growth, the amount of waste collected in North Tyneside has broadly continued to decline since 2014/15. Effective management of waste will continue to be necessary as the Borough's population continues to grow.
- 4.42 North Tyneside is a Waste Planning Authority (WPA) and works to ensure a proactive, sustainable approach to waste management and treatment methods in accordance with the waste management hierarchy:



- Prevention
- Preparing for re-use
- Recycling
- Recovery
- Disposal

- 4.43 Recycling rates are generally between 35–38% per annum, and these have plateaued over recent years, although the planned introduction of separate food waste collections is expected to increase recycling to around 44%.
- 4.44 The Teesside Energy from Waste (EFW) Incineration plant plays a key role in the delivery of North Tyneside's Waste Management Strategy. The majority of Local Authority collected non-recyclable waste in the Borough is transferred to the plant to be processed. Landfill continues to play a small role in residual waste treatment.
- 4.45 The Authority's existing residual waste contract will expire in March 2027 and a new contract for the treatment of residual waste is currently being procured. It is anticipated that this treatment will take place outside of the Borough.
- 4.46 Work is underway to understand the amount of waste likely to be produced in future. This will support our understanding of forecasted waste generation for all WPAs in the North East and current and expected future management capacity.

- 4.47 The Council is currently undertaking a review to identify a potential location for a second Household Waste Recycling Centre in the North West of the Borough.
- 4.48 A sequential approach would favour locations within employment sites close to other waste facilities, then other employment sites considered and then other sustainable locations on previously developed land.

S7.1 Waste Management

The Local Planning Authority will encourage and support the minimisation of waste production and support development of a circular economy.

Proposals for waste management facilities to deal with waste arisings within the Borough will be encouraged based upon the following principles:

- a. Seeking to move the management of all waste streams up the waste hierarchy of prevention, re-use (including re-use of buildings), recycling, recovery, disposal;
- b. Promoting the opportunities for on-site management of waste where it arises;
- c. Promoting the use of rubbish as a resource, particularly encouraging co-location of developments that can use each other's waste materials;
- d. Achieving the objectives and targets for recycling/recovery for waste set out in the Council's Waste Strategy;
- e. Utilising appropriate capacity available elsewhere within the North East region;
- f. Supporting opportunities to locate complementary facilities, such as waste disposal points and treatment facilities, in close proximity to each other.

Proposals for waste management facilities will be located in sustainable locations, appropriate to the proposed waste management use and its operational characteristics. Proposals must accord with all other policies of the Local Plan in relation to the environment, heritage assets, public amenity and sustainable

transport, both in their operational life and after use. Such proposals should have regard to the following sequential priorities:

- g. Employment sites where co-location with existing waste management processes is possible without detriment to residential amenity;
- h. Employment sites;
- i. Sustainable locations within vacant previously developed land.

Sites for disposal of waste will only be permitted where it meets a need which cannot be met by treatment higher in the waste hierarchy.

DM7.2 Protection of Waste Facilities

Existing waste management facilities and land surrounding these facilities, identified on the Policies Map, will be protected unless it can be demonstrated that there is no longer a need for the facility or where capacity can be met elsewhere in North Tyneside.

Where an existing facility has had an adverse effect on its neighbourhood by virtue of visual impact or other nuisance, extension or intensification of that use will only be permitted where proposals can be shown to result in a significant reduction in that nuisance, and where the proposal would be in accordance with the other policies in this Local Plan. Development proposals in the vicinity of a waste management site will be permitted where they would not harm the potential operation of that waste management site.

DM7.3 New Development and Waste

All developments are expected to:

- a. Provide sustainable waste management during construction and use.
- b. Ensure a suitable location for the storage and collection of waste.

c. Consider the use of innovative communal waste facilities where practicable.

5. Built and Historic Environment

Introduction

- 5.1 North Tyneside has a rich and distinctive built environment that reflects its coastal, industrial and cultural heritage. The Borough contains a wide range of designated and non-designated heritage assets, including 17 conservation areas, listed buildings, scheduled monuments and part of the Frontiers of the Roman Empire World Heritage Site at Hadrian's Wall in Wallsend. These assets make an important contribution to local character, identity and sense of place, and provide a strong foundation for sustainable growth and regeneration.
- 5.2 The Borough has an excellent track record of heritage-led regeneration, with investment in historic areas helping to revitalise town centres, attract visitors and bring buildings back into active use. The historic and built environment is an important economic asset, supporting tourism, leisure and cultural activities, as well as enhancing the attractiveness of North Tyneside as a place to live, work and invest.
- 5.3 As North Tyneside grows, it will be important to ensure that new development responds positively to the Borough's diverse built, historic and natural environment. High-quality design can help create attractive, safe and inclusive places, support healthier lifestyles and strengthen community identity. The Local Plan therefore seeks to conserve and enhance North Tyneside's heritage, local character and distinctiveness while delivering great places and homes that residents can be proud of.

Historic Environment

- 5.4 North Tyneside has a rich and varied historic environment that reflects its long settlement history, coastal heritage and industrial past. The Borough contains a wide range of designated and non-designated heritage assets, illustrating the area's development from Roman Fort and early village settlements, to its role as a centre of coal mining and maritime activity, through to the growth of its coastal resorts and town centres. The significance of this historic environment lies not only in individual assets but also in their settings and interrelationships.
- 5.5 Heritage assets are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions, because of their heritage interest. They can be non-designated heritage assets that tend to be those identified by the Local Authority, including on their local list or local register, or be designated heritage assets:
- World Heritage Sites,
 - Scheduled monuments,
 - Listed buildings
 - Protected wreck sites,
 - Registered parks and gardens,
 - Registered Battlefields,
 - Conservation areas
- 5.6 North Tyneside has 17 conservation areas, 224 listed buildings (two of which are grade I, ten grade II*, the remainder grade II), 172 locally registered buildings and eight scheduled monuments. Part of Hadrian's Wall, which forms part of the international Frontiers of the Roman Empire World Heritage Site, is within the Borough. Future growth within the Borough must respond positively to the significance of these heritage assets.
- 5.7 Sometimes, the challenges of securing viable economic uses of historic buildings can mean they suffer from a lack of investment or become vacant. Historic England maintain a Heritage at Risk register that currently has three entries within North Tyneside. Inclusion on the register can help identify issues and unlock

opportunities to work with Historic England or other partners to identify solutions and secure investment. Recent work completed by the Council at St. Mary's Island Conservation Area is helping to bring about improvements in its condition.

- 5.8 There are also some grade II properties within the Borough in poor condition, such as Diary Cottage and Wallsend Hall. As important parts of our heritage and unique significance, the Council continue to work with partners and landowners to bring the buildings into viable use consistent with their conservation.
- 5.9 The historic environment is vital to the Borough's economy, playing an important role in tourism, leisure and at the heart of regeneration projects. In addition to making great places to live and work, heritage also provides great backdrops for major events, such as the Mouth of the Tyne Festival at Tynemouth Priory.
- 5.10 North Tyneside Council has an excellent track record of heritage-led regeneration, including the recently completed redevelopment of Northumberland Square and Howard Street in North Shields, which was co-funded by Historic England through their High Street Heritage Action Zone programme. Opportunities will exist to continue this successful, balanced relationship, supported by a robust planning framework.
- 5.11 Planning and other Local Authority strategies and decisions are informed by a comprehensive collection of evidence and guidance, including the Local Register Supplementary Planning Document, Conservation Area Character Appraisals and Management Strategies and the Tyne and Wear Historic Environment Record. All of these resources identify elements that make a positive contribution to significance and help to guide appropriate proposals.

S8.1 Historic Environment and Heritage Assets

North Tyneside Council will through planning decisions and fulfilling its wider functions, pro-actively manage and work with partners to conserve, promote and enhance its unique historic environment, heritage assets and their setting. In accordance with other policies within this Plan, a priority will be in the town centres of Wallsend,

North Shields and Whitley Bay and along the coast, which contain key elements that contribute to the Borough's unique identity. This will be done through:

- a. Maximising opportunities to identify, sustain and enhance the significance of heritage assets and their settings.
- b. Developing a positive strategy to safeguard the future of those heritage assets identified at risk or vulnerable to risk.
- c. Seeking and promoting opportunities for heritage-led regeneration, including public realm schemes.
- d. Supporting the interpretation and promotion of heritage assets and the historic environment.
- e. Adding to and keeping up-to-date the Borough's heritage asset evidence base and guidance.
- f. Ensure conservation areas boundaries, appraisals and management plans, where present, are up-to-date.
- g. Utilising available tools to conserve heritage assets, such as Article 4 Directions and Building Preservation Notices.

DM8.2 Protection, Preservation and Enhancement of Heritage Assets

Proposals, maintenance and changes that affect a designated heritage asset (or an archaeological site of national importance) will be supported where it sustains, and/or enhances the significance of the heritage asset and its setting.

Harm to the significance of a heritage asset (including an archaeological site of national importance) or within its setting should be avoided. Substantial harm or total loss of key elements of the heritage assets significance will not be supported unless substantial public benefits outweigh this harm or loss in line with the requirements of the NPPF.

Proposals within or affecting the setting of a conservation area will be supported where it preserves or enhances the special character and appearance of the area.

Proposals that affect a non-designated heritage asset will be assessed taking into account their significance. Where a

development would result in harm to a non-designated heritage asset, a balanced judgement will be made, based on evidence.

Works to different types of heritage asset and their settings should take account of the following, which includes but is not limited to:

- a. A thorough understanding of significance and how the proposal relates to the heritage asset.;
- b. An archaeological assessment to determine the type of remains and solutions, where determined that there would be the potential to affect archaeological assets.
- c. The use of high-quality materials that make a positive contribution to significance and setting.
- d. Reinstatement and/or repair of features and architectural detailing that contribute to the heritage asset's significance.
- e. Retention and enhancing the spaces of hard and soft landscaping including features such as trees, hedges, walls, gardens, boundaries, driveways and footpaths.
- f. Removal of additions or modifications, where appropriate, that are considered harmful to significance.
- g. Reflecting and reinstating historic plot boundaries and layouts.
- h. Maintaining significant views from or to the building or area.
- i. Being informed by relevant evidence including Character Appraisals and Management Strategies.
- j. Contributing to the enjoyment of the heritage asset and the character and identity of places.

Any development proposal that would harm the significance of a heritage asset will be refused permission, unless it is necessary for it to achieve wider public benefits that outweigh the harm, and cannot be met in any other way.

All applications must be accompanied by a heritage statement that has informed the proposals. This should provide proportionate information.

Where the loss or substantial harm to a heritage asset has been accepted, there will be a requirement for full recording and the information being published and submitted for inclusion in the

Historic Environment Record (HER). Any heritage reports prepared as part of a development will be submitted for inclusion on the Tyne and Wear Historic Environment Record (HER) and published where considered appropriate.

DM8.3 Non-Designated Archaeological Heritage

The Council will seek to protect, enhance and promote the Borough's archaeological heritage and sites of less than national importance, conserving their significance in line with the importance of the remains. Where appropriate, the Council will encourage its interpretation and presentation to the public.

Where developments affecting such sites is acceptable in principle, mitigation of damage will be required. There will be a presumption in favour of their preservation in-situ as the preferred solution. The more significant the remains, the greater the presumption will be in favour of this. Where in-situ preservation is not justified, the developer will be required to make adequate provision for excavation and recording before or during development.

A preliminary evaluation will determine whether the remains warrant preservation in-situ, protection and enhancement through designation, recording or whether they require full archaeological excavation in advance of development. This will require an archaeological desk-based assessment and evaluation report prior to any development to inform the most appropriate action.

In all instances, analysis and publication of the findings will be required to be submitted to the Council and deposited with the Historic Environment Record within an agreed timescale. Should the loss of significance of the archaeological remains be outweighed by substantial public benefits so that preservation in-situ would not be justified, preservation by record will be required to be submitted to and agreed with the Local Planning Authority.

Segedunum Fort and Hadrian's Wall World Heritage Site

- 5.12 The Borough contains part of Hadrian's Wall, which forms part of the transnational Frontiers of the Roman Empire World Heritage Site (WHS). Hadrian's Wall is one of only 19 WHSs in England. Selected because of its strategic position on the river where the Romans landed grain and other supplies for distribution to troops along Hadrian's Wall, Segedunum Fort is part of the WHS. The Fort has an excellent visitor centre and museum that is an important attraction for Wallsend, in addition to the educational, social and economic benefits the WHS represents to local people as well as visitors. The Hadrian's Cycleway and the Hadrian's Wall Path National Trail pass the Fort and Hadrian's Wall in Wallsend and for those following the entire routes it is amongst the first, or last, major Roman archaeological site they would come across.

AS8.4: Frontiers of the Roman Empire (Hadrian's Wall) World Heritage Site

For development proposals with the potential to affect the Outstanding Universal Value (OUV) of the World Heritage Site (WHS) the Council will:

- a. Ensure proposals for development enhance and better reveal its significance and avoid harm, unless there are public benefits that outweighs this, in line with the requirements of the NPPF.
- b. Avoid development on open land on the line of the Wall.
- c. Preserve and enhance archaeological sites that form part of the OUV of the WHS.
- d. Ensure any development both inside and outside the buffer zone will, where appropriate, be assessed for its effect on the OUV of the WHS and the results of this assessment taken into account in decision-making.
- e. Establish greater awareness the presence of a key part of a transnational WHS at the heart of Wallsend.
- f. Work with partners to continue to promote, interpret, conserve and realise the tourism, economic, educational and social benefits of the WHS.

- g. Support and promote the planned braided route for the Hadrian's Wall Path National Trail.
- h. Accord decisions with the approved WHS Management Plan.
- i. Ensure decisions are supported and informed by a proportionate Heritage Impact Assessment in line with UNESCO's toolkit.

Well Designed, Safe and Inclusive Places

- 5.13 North Tyneside has a varied and distinctive environment, comprising a blend of urban, rural, coastal and riverside areas. The Borough includes four town centres, suburban neighbourhoods and significant areas of open space, all with their own character. New development should respond positively to this context to preserve and enhance local distinctiveness.
- 5.14 High-quality design in buildings, streets and public spaces can create vibrant and distinctive environments that foster community, support health and wellbeing, and promote a sense of belonging. Good design also contributes to places that encourage activity, social interaction, play and safety, and helps ensure development is sustainable and resilient over time.
- 5.15 Crime and disorder, along with the fear of crime, can significantly undermine quality of life and community cohesion. The fear of crime does not affect everyone equally and can disproportionately impact women, girls and other vulnerable groups. This fear is influenced by multiple factors, including gender, age, disability, ethnicity, sexuality, time of day, and familiarity with an area. Designing safe and inclusive environments, with clear routes, good lighting, active frontages and natural surveillance, can help reduce both crime and the fear of crime for all users.

Design Code, Masterplans and Design Review

- 5.16 The North Tyneside Design Code SPD provides detailed design guidance to ensure that development responds positively to local character and placemaking. It supports applicants in preparing well-designed proposals and assists the Council in making consistent and transparent decisions. The Design Code comprises a range of codes covering different forms of development, including houses, apartments, residential sites, house extensions and alterations, residential conversions, commercial buildings and shopfronts. Depending on the nature and scale of a proposal, applicants may need to demonstrate how more than one element of the Design Code has informed the evolution of the scheme.

- 5.17 Site-specific masterplans are important tools for guiding the development of larger or more complex sites. They provide a coordinated approach to development and help ensure that proposals are considered comprehensively, including how sites integrate with surrounding areas and infrastructure. Masterplans should be informed by the North Tyneside Design Code and provide a clear basis for the preparation and assessment of planning applications.
- 5.18 Independent design review can provide additional scrutiny and help ensure that development achieves high standards of design and placemaking. The need for independent design review will normally be identified through pre-application discussions. Design review should take place early enough to influence the evolution of the proposal before key design decisions have been finalised.

DM9.1 Design Code, Masterplans and Design Review

The Council will secure high-quality, distinctive and sustainable development through the application of the North Tyneside Design Code, site-specific masterplans and design review.

Development proposals should demonstrate how the relevant provisions of the North Tyneside Design Code have informed the scheme and contributed to the creation of well-designed places.

For larger, phased or complex development sites, proposals will be required to be supported by a comprehensive masterplan to provide a coordinated framework for development, infrastructure delivery, landscape treatment, movement networks and green and blue infrastructure.

Strategic allocations and proposals raising significant design, placemaking, townscape or landscape issues should be informed by independent design review. Applications should demonstrate how the recommendations of the design review have been considered in the proposal.

- 5.19 Good design begins with a thorough understanding of place. National policy and the North Tyneside Design Code SPD provide the overarching framework for achieving well-designed places. The following policy focuses on the locally distinctive characteristics of North Tyneside and ensures that development responds positively to local character, landscape, heritage, biodiversity and site-specific context. The policy applies to all forms of development, including extensions and alterations to existing buildings.

DM9.2 Design of Development

Development proposals will be supported where they are informed by a proportionate analysis of the site's characteristics, constraints and opportunities.

Development proposals should:

- a. Respond positively to the distinctive character of the area, including landscape features, heritage assets, topography, views, wildlife habitats, settlement pattern and existing built form;
- b. Retain, enhance and connect green and blue infrastructure and provide landscaping that contributes positively to local character, biodiversity and climate resilience;
- c. Demonstrate how the design has responded to the site's context, characteristics, constraints and opportunities through the use of appropriate design tools and evidence, including masterplans, visual assessments and heritage assessments where required.
- d. For major development, demonstrate how local character, movement, green infrastructure, public realm and landscape structure have informed the evolution of the scheme from the outset.

Advertisements and Signage

- 5.20 Advertisements and signage play an important role in supporting commercial activity and wayfinding, but they should not detract from the character and quality of the built and natural environment. Poorly designed or inappropriately located signage can harm visual amenity, disrupt local character, and pose risks to

public safety, particularly where illumination or movement may distract road users. Cumulative effects of signage can also be significant and detrimental. This policy seeks to ensure that advertisements and signage are sensitively integrated into their surroundings. Advertisements and signage affecting listed buildings would also be subject to listed building consent.

DM9.3 Advertisements and Signage

Proposals for advertisements and signage will be supported where:

- a. They are appropriate to their local context in terms of location, scale, design, colour, materials and illumination; and
- b. Individually or cumulatively, they do not harm visual amenity, character and appearance, public safety, and the natural and historic environment.

6. The Natural Environment

Introduction

- 6.1 North Tyneside's natural environment is of local, national and international importance. Along the coastline sits part of the Northumbria Coast Special Protection Area and Ramsar site, designated internationally for its importance to wildlife and migratory bird populations. The Borough also contains seven Local Nature Reserves, 28 Local Wildlife Sites and 30 Sites of Local Conservation Importance, which together provide an extensive network of habitats that support biodiversity, nature recovery and residents' access to the natural environment.
- 6.2 The statutory requirement for a minimum 10% Biodiversity Net Gain means that growth and development must contribute positively to nature recovery. Protecting and enhancing ecological networks, wildlife corridors and green infrastructure will be essential to ensuring that development delivers measurable improvements for biodiversity while helping to create attractive, resilient and healthy places.
- 6.3 Trees also make an important contribution to the Borough's character, biodiversity and climate resilience. There are currently 243 Tree Preservation Orders in place across North Tyneside, reflecting the importance of safeguarding valued trees and woodland. As the Borough grows, retaining existing trees and increasing appropriate tree planting will help improve environmental quality, support biodiversity and contribute to carbon reduction objectives.
- 6.4 North Tyneside's natural environment is closely linked to its industrial and geological heritage. The Borough sits above extensive coal resources, while sand, gravel and limestone resources also exist beneath some parts of the area. There are also many locations affected by former mining activity. Future growth must carefully consider ground conditions, environmental risks and opportunities for remediation, particularly on former industrial and

brownfield sites. Bringing such land back into productive use can support regeneration while delivering environmental improvements and reducing pressure on undeveloped areas.

Biodiversity and Nature Conservation

- 6.5 North Tyneside has a rich biodiversity including wading birds, and national, international and regionally important sites that support a diversity of wildlife. This includes the Northumbria Coast Ramsar Site and Special Protection Area (SPA), two Sites of Special Scientific Interest (SSSIs) located at the coast, fifty designated wildlife sites, seven Local Nature Reserves of local importance, and wildlife corridors.

Nature Recovery and Biodiversity Net Gain

- 6.6 The Environment Act 2021 introduced new legislation for biodiversity and nature recovery. This includes mandating a minimum 10% Biodiversity Net Gain (BNG) for non-exempt planning permissions and requiring nationwide coverage of Local Nature Recovery Strategies (LNRS).
- 6.7 BNG requires ecological enhancements that deliver a minimum 10% net gain for biodiversity. Delivery of BNG should be prioritised on-site. Where on-site biodiversity is unable to fully deliver a net gain, off-site delivery through registered off-site gain sites can be considered as well as the purchase of statutory credits as a last resort. It should be noted that BNG does not address protected and priority species impacts, which must be addressed separately in accordance with relevant legislation and policies. In addition, there may be other policies that influence biodiversity requirements on site.
- 6.8 BNG proposals will be secured for 30 years by condition and/or legal agreement with the Council or a conservation covenant with a responsible body. Where legal agreements are with North Tyneside Council, this will include a requirement to cover the Council's costs associated with the long-term monitoring of progress towards achieving the target outcomes for the BNG schemes the Council regulate. Costs will be based on the development site's size and technical difficulty of creating and/or enhancing the habitats. Costs are set out in the North Tyneside's BNG monitoring Fee Calculator.

- 6.9 Planning authorities must also take into account how the Biodiversity Gain Hierarchy has been applied. This requires that adverse effects to on-site habitats should be compensated by prioritising in order, where possible:
- i. the enhancement of existing on-site habitats;
 - ii. creation of new on-site habitats;
 - iii. allocation of registered off-site gains; and
 - iv. finally, the purchase of biodiversity credits.
- 6.10 National planning guidance encourages Local Authorities to consider a higher BNG requirement where considered necessary to achieve nature recovery. This can be, for example, to respond to greater historic loss of natural environment. The scale of historic growth and, therefore, likely impact on the Borough's natural environment, is broadly comparable to England and the North East.

S10.1 Biodiversity and Geodiversity

Biodiversity and geodiversity resources within and adjoining the Borough will be protected, created, enhanced and managed having regard to their relative significance. Priority will be given to:

- a. The protection of both statutory and non-statutory designated sites, as shown on the Policies Map;
- b. Achieving the objectives and targets set out in the Newcastle and North Tyneside Biodiversity Action Plan, and the Local Nature Recovery Strategy;
- c. Conserving, enhancing, creating and managing a connected network of designated local wildlife sites, wildlife corridors and other habitats that support wildlife connectivity, as shown on the Policies Map; and
- d. Protecting, enhancing and creating new wildlife connectivity.

DM10.2 Managing Effects on Biodiversity and Geodiversity

All development proposals should:

- a. Protect biodiversity and geodiversity resources, including protected and priority species, whilst avoiding and/or minimising habitat fragmentation and loss of functionality; and,
- b. Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and,
- c. Incorporate beneficial biodiversity and geodiversity conservation features providing measurable net gains to biodiversity on-site, in accordance with national requirements, unless otherwise shown to be inappropriate, applying the Biodiversity Gain hierarchy.

Proposals which are likely to impact national or local designated sites, protected and/or priority species and habitats, would only be permitted where:

- d. The benefits of the development in that location clearly and demonstrably outweigh any direct or indirect adverse impacts on the features of the site and the wider wildlife corridors and green links;
- e. The applications are accompanied by appropriate ecological surveys that are carried out to industry guidelines by a Suitably Qualified Ecologist and appropriate mitigation or compensation measures are secured. These must be, in accordance with the relevant legislation and planning policy; and
- f. For all adverse impacts of the development appropriate on-site mitigation measures, reinstatement of features, or, as a last resort, off site compensation to enhance or create habitats must form part of the proposals. This must be accompanied by a long-term management and monitoring plan, with appropriate monitoring costs as agreed by the Council.

Proposed development on land within or outside a SSSI likely to have an adverse effect on that site would only be permitted where the benefits of the development clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the SSSI national

network. Where development is within the impact risk zone of an SSSI, an SSSI impact assessment will be required.

DM10.3 Wildlife Corridors

Development proposals within a wildlife corridor, as shown on the Policies Map, must protect and enhance the quality, function and connectivity of the wildlife corridor. All new developments are required to take account of and incorporate existing wildlife connections into their plans at the design stage. Developments should also seek to create and enhance green corridors and connections to reconnect isolated sites, facilitate species movement and ensure resilience.

International Sites

- 6.11 There are two internationally designated sites at the North Tyneside coast: the Northumbria Coast SPA and Ramsar that are designated for wintering and migratory bird species. New development and growth has the potential to increase recreational disturbance through an increase in visitors.
- 6.12 The 2019 Coastal Mitigation Supplementary Planning Document is in place to provide guidance on addressing and managing these impacts and will remain the primary tool to mitigate the impacts of growth. This includes the delivery of a Coastal Mitigation Service to monitor and manage impacts at key sites and bespoke environmental projects where areas of disturbance are identified.
- 6.13 Implementation of the Levelling Up and Regeneration Act means the Council will not be able to adopt a new or replacement Coastal Mitigation SPD in future years. However, the existing framework of the SPD includes provision, once the Coastal Mitigation Service is active, for annual review and revision of the actions necessary to support management and protection of the coast and review of the costs and contributions that developers would provide.

DM10.4 Management of International Sites

In accordance with European Legislation, proposals that are likely to impact features of internationally designated sites, either alone or in combination with other plans or projects, will require an Appropriate Assessment (AA). Proposals that adversely affect a site's integrity can only proceed where there are no alternatives, imperative reasons of overriding interest are proven and the effects are compensated.

Expert advice will be sought on such proposals and, where necessary, an appropriate level of information provided to enable the Local Authority to undertake a Habitat Regulations Assessment (HRA). Where necessary, developer contributions or conditions shall be secured to implement measures to ensure avoidance, mitigation of, or compensation for, adverse effects.

Proposals for new residential or visitor accommodation may, subject to consideration through an Appropriate Assessment, seek to make a proportionate financial contribution to management of a Coastal Mitigation service and co-ordinated project delivery designed to manage and mitigate the potential harmful effects arising from increased visitor numbers, having regard to the North Tyneside Coastal Mitigation SPD.

Nature Recovery

- 6.14 The North East Mayoral Strategic Authority (NEMSA) is responsible for the delivery of the North of Tyne Local Nature Recovery Strategy. This LNRS includes the areas of North Tyneside, Newcastle, and Northumberland in a single strategy. The LNRS notes that unmanaged brownfield land would potentially form some of the most important habitats within North Tyneside, often supporting key priority and protected species. The LNRS has highlighted the importance of the network of waggonways for connecting wildlife in North Tyneside, as well as habitat mosaics, woodlands, wetlands, grassland and coastal habitats as priority habitats.

DM10.5 Local Nature Recovery Strategy

The principles and biodiversity opportunities outlined within the North of Tyne Local Nature Recovery Strategy are considered and have been taken into account in preparation of the Local Plan, designation

of potential wildlife corridors and other key considerations and the allocation of land for development.

Proposals for development that are subject to Biodiversity Net Gain requirements should additionally demonstrate how they have had regard to the Local Nature Recovery Strategy ensuring development contributes positively to nature recovery, supports the priorities of the North of Tyne Local Nature Recovery Strategy, and deliver measurable biodiversity net gain.

Trees and Hedgerows

- 6.15 Trees, woodland and hedgerows have multiple environmental, health and wellbeing benefits and form part of the Council's approach to tackle climate change¹⁰¹. Approximately 9% of North Tyneside's total land area is covered by trees. The nationwide crisis caused by ash dieback has seen the loss of many ash trees in the Borough. Increasing tree and hedgerow planting across the Borough is a priority and the Council are working in partnership with neighbouring authorities to deliver additional tree planting and woodland management through the North East Community Forest Plan¹². This forms part of the Council's response to the climate emergency and is recognised for the positive contribution trees can make to the quality of the natural and built environment.
- 6.16 The Council commitment to trees, woodlands and hedgerows means that development proposals that could impact them will be required to submit robust evidence in accordance with the British Standards¹³. Tree works related to bird fouling, bird nesting, tree debris such as fallen leaves, fruits, blossom, nuts, seeds or sap are not reasons that would justify works to a tree or hedgerow as it would be contrary to the Council commitment of retaining, protecting and enhancing trees, hedgerows and woodland in the Borough.
- 6.17 Identifying suitable locations for new tree planting can prove challenging. As a predominantly urban area, new trees must be appropriate to their location and not compromise the safety of residents or properties. The opportunity for new tree planting must also be balanced against other priorities and habitats such as natural and semi-natural grasslands.

¹⁰ [Carbon Net Zero Action Plan 2025 | North Tyneside Council](#)

¹¹ [Understanding our trees | North Tyneside Council](#)

¹² [Our Forest Plan: 2025 – 2050 | Northeast Community Forest](#)

¹³ British Standard 5837 (trees in relation to design, demolition and construction); British Standard 3998 (tree work – recommendations); BS8640 Structural and supported soils for trees in hard landscapes – Guide

DM10.6 Trees, Woodland and Hedgerows

Development proposals must retain, protect and enhance the benefits of trees, woodland and hedgerows, by:

- a. Protecting, integrating and managing existing woodland, trees, hedgerows and landscape features in accordance with the most recent guidance and British Standards.
- b. Incorporating new tree and hedgerow planting within development, including street trees unless clearly shown to be inappropriate to the character and layout of the development. Species selection must suit local soil, climate and landscape conditions, prioritising native and diverse species to enhance ecological resilience and adaptability.
- c. Designing layouts that must provide adequate spacing between new and existing trees and buildings once they have reached maturity.
- d. Requiring evidence to demonstrate at the earliest stage of site appraisal and design how tree retention and planting are designed with highways, utilities and drainage infrastructure.
- e. Demonstrating that the design of new or replacement tree planting complies with BS8545 and BS8640 and integrates with appropriate SUDS schemes to improve biodiversity, the landscape, water quality and local amenity.

Loss or deterioration of woodland, trees or hedgerows for development would only be permitted when:

- f. Evidence is provided in accordance with the most recent guidance, best practice and British Standards, including when applicable the 'Capital Asset Value for Amenity Trees' (CAVAT)¹⁴ (see criteria below);
- g. A robust justification demonstrates that works are necessary and development proposals cannot be reasonably amended

¹⁴ [Capital Asset Value for Amenity Trees \(CAVAT\)](#)

or located elsewhere within the site to allow retention of the feature(s);

- h. The benefits of the development clearly and demonstrably outweigh any direct or indirect harm to the landscape and ecological features;
- i. Appropriate replacement planting, and the management and maintenance of the replacement(s), is secured on site and reflects the scale and value of the loss or adverse impact;
- j. Where on site compensation is demonstrably not feasible, and there continues to be an overall shortfall in mitigation once any off-site works or provision as part of achieving biodiversity net gain have been taken into account; a financial contribution of an equivalent or greater monetary value as that calculated by CAVAT will be secured within a S106 agreement to the Council tree planting and maintenance programme.

Geology, Soil, and Land Contamination

- 6.18 Planning decisions should consider and protect the best and most versatile agricultural land and be informed by risks associated with land contamination.
- 6.19 Proposals for development that have the potential to be affected by land contamination should refer to the Council's most up-to-date Contaminated Land Strategy and the Environment Agency's Land Contamination Risk Management guidance (most recent version dated 2025) with regards to assessing and managing risks.

Agricultural Land

- 6.20 The quality of agricultural land in England is classified nationally based on five grades. Most of the existing agricultural land within the Borough is estimated to be Grade 3; that is of "good to moderate" quality, with only a low to moderate likelihood of being the Best and Most Versatile agricultural land.
- 6.21 Important geological sites are designated nationally. There is one site within North Tyneside designated for its geological importance, the Tynewood to Seaton Sluice SSSI.

DM11.1 Soil and Agricultural Land Quality

Development of "best and most versatile" agricultural land will normally only be permitted where it can be demonstrated that:

- a. The need for the development clearly outweighs the need to protect such land in the long term; or,
- b. In the case of temporary/potentially reversible development (for example, minerals), that the land would be reinstated to its pre-working quality; and,
- c. There are no suitable alternative sites on previously developed or lower quality land.

The Council will require all applications for development to include realistic proposals to demonstrate that soil resources were protected and used sustainably, in line with accepted best practice and demonstrated through an appropriate Soil Management Plan.

Contaminated and Unstable Land

- 6.22 There is an extensive legacy of former coal mining and industrial development across the Borough. This results in land contamination risks which are primarily linked to mine gasses associated with coal mining, former landfill areas and heavy metals and other contaminants linked to historic industrial practices. The unknown nature of the materials used in landfill sites prior to 1974 (pre-regulations) mean any former site poses potential risks for development if not managed.
- 6.23 Contaminated land poses risks to the conditions of controlled water courses, including both surface and groundwaters, with potential threats to the health of local wildlife, people, ecosystems, site assets and soil. Land contamination and ground water must be managed in accordance with the Environmental Protection Act 1990 and the Environment Act 2021.
- 6.24 Bringing brownfield land back into beneficial use and securing the remediation of potential contaminated land are significant benefits for sustainability. Depending on the level of damage from previous use, former industrial sites can often be incapable of beneficial use without treatment. Although much derelict land has been reclaimed since the 1960s, there are residual areas that would require treatment, for example along the riverside.
- 6.25 An assessment of contamination or suspected land instability should demonstrate an adequate appreciation of ground and groundwater conditions and any other relevant factors, based on desk studies, site survey and subsurface investigation, laboratory testing and monitoring as necessary or appropriate.

DM11.2 Contaminated and Unstable Land

Where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report which:

- a. Shows that investigations have been carried out to assess the nature and extent of contamination or stability issues and the possible effect it may have on the development and its future users, biodiversity, the natural and built environment; and
- b. Sets out detailed measures to allow the development to go ahead safely and without adverse effect, including, as appropriate:
 - i. Removing the contamination;
 - ii. Treating the contamination;
 - iii. Protecting and/or separating the development from the effects of the contamination;
 - iv. Validation of mitigation measures; and
 - v. Addressing land stability issues.

Where measures are needed to allow the development to go ahead safely and without adverse effect, these will be required as a condition of any planning permission.

Minerals

- 6.26 North Tyneside is located upon buried resources of coal, with some areas of sand and gravel, and limestone. Minerals must be protected from unnecessary sterilisation through development. The NPPF sets out that LPAs should define Mineral Safeguarding Areas (MSAs). The whole of the Plan area has been identified as a MSA for coal (shown as “Energy” on the Policies Map), due to the majority of North Tyneside lying upon areas of shallow coal. Further MSAs have been identified for non-energy minerals in the Borough, namely sand, gravel and limestone.
- 6.27 North Tyneside does not have any extraction sites that would contribute to local mineral demand. However, a positive contribution can be made by supporting the ongoing operation of infrastructure at Howdon Wharf and Whitehill Point associated with the movement and processing of minerals on the River Tyne.

DM11.3 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 Borough's social, environmental and economic objectives. This will be achieved by:

a. Proposals for mineral extraction being assessed individually and cumulatively, and permitted where no unacceptable adverse social, environmental and economic impacts would arise, both during extraction and in the after use of the site. Planning and environmental criteria to be taken into account when considering planning applications for minerals development, including the processing of secondary aggregates, are as follows:

- i. Amenity (e.g. dust, noise and vibration);
- ii. Air quality;
- iii. Lighting;
- iv. Visual impact;
- v. Landscape character;
- vi. Traffic, including air and rail, and access;
- vii. Risk of contamination to land;
- viii. Soil resources and the impact on best and most versatile agricultural land;
- ix. Flood risk;
- x. Ground and surface water impacts;
- xi. Land stability;
- xii. Ecology, including habitats, species and designated sites; and,
- xiii. The historic environment, heritage assets and their setting.

b. Recognising that some noisy short-term activities, which may otherwise be regarded as unacceptable, are unavoidable to facilitate minerals extraction.

c. If possible, an appropriate contribution will be made towards the Tyne and Wear sub regional aggregates apportionment of 5.7 million tonnes of sand and gravel to 2032. This will require provision throughout the plan period of a minimum sub regional sand and gravel landbank equivalent to seven years' production at a rate of 0.334 million tonnes per annum.

d. Worked land being subject to high standards of restoration and aftercare to ensure the most appropriate and beneficial use, within an agreed timescale; this could include the delivery of net-gains for biodiversity, improvements for agriculture and enhanced access for recreation.

e. Encouraging temporary material-recycling facilities on the sites of major demolition or construction projects and provision of permanent recycling plants for construction and demolition waste in appropriate locations, as defined in Policy S7.2.

f. Safeguarding the existing transport and processing infrastructure at Howdon Wharf and Whitehill Point, as shown on the Policies Map, to allow for the continued transfer and movement of marine aggregates and safeguarding existing, planned and potential sites for concrete batching, the manufacture of coated materials, and other concrete products. Proposals for non-mineral development that may threaten, lead to the loss of, or damage to, the functioning of safeguarded mineral infrastructure or locations will not be permitted unless it can be demonstrated that:

- i. An alternative site within an acceptable distance can be provided, which is at least as appropriate for the use as the safeguarded site, taking into account the planning and environmental criteria under criterion a. of this policy; and,
- ii. It can be demonstrated that the infrastructure no longer meets the current or anticipated future needs of the minerals, building and construction industry or the waste management industry.

g. Mineral resources will be safeguarded from other forms of development that would prejudice future mineral extraction. Mineral Safeguarding Areas have been defined for shallow coal, marine and estuarine sand and gravel, basal sand, lower magnesian limestone, and glacial sand and gravel resources in the plan area and their

extent is shown on the Policies Map. These resources will be safeguarded from non-mineral development that would needlessly sterilise the resource and prejudice future mineral extraction.

Planning permission will not be granted for any form of development within a Mineral Safeguarding Area that is incompatible with safeguarding the mineral unless an assessment is submitted in which the applicant can demonstrate to the satisfaction of the Local Planning Authority:

- i. that the mineral concerned is no longer of any value or potential value; or
- ii. the mineral can be extracted satisfactorily prior to the incompatible development taking place; or
- iii. the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed; or
- iv. there is an overriding need for the incompatible development; or
- v. it constitutes exempt development, namely householder applications; changes of use; infilling in existing built-up areas.

7. Healthy, Connected and Inclusive Places

Introduction

- 7.1 North Tyneside has many of the qualities needed to support healthy, connected and inclusive communities, but significant health inequalities remain. Life expectancy varies by as much as 11 years across the Borough, with residents in parts of Wallsend and North Shields experiencing substantially lower life expectancy than those living in parts of Whitley Bay. In addition, 15 of the Borough's 20 wards have higher than average levels of child obesity. These inequalities highlight the need for growth and investment to support healthier lifestyles, improve access to services and opportunities, and reduce disparities between communities.
- 7.2 The Borough benefits from an extensive network of high-quality green and blue spaces that make an important contribution to health and wellbeing. This includes six Green Flag parks and three internationally recognised Blue Flag beaches, providing opportunities for recreation, physical activity and improved mental wellbeing.
- 7.3 North Tyneside also benefits from strong sustainable transport connections that support active travel and accessibility. Cycling trips have increased by over 60% since 2018, demonstrating growing demand for active travel. The Borough is served by 17 Metro stations and the rail station at Northumberland Park, providing residents with access to employment, services and facilities across the wider region. Continued investment in walking, wheeling, cycling and public transport infrastructure will help create healthier, better connected and more inclusive communities whilst reducing reliance on the private car.

Strategy for Health and Wellbeing

- 7.4 In the last two decades, many of the indicators of health and wellbeing have improved significantly in North Tyneside. However, they remain, on average, worse than those for England. Health inequalities persist within the Borough with significantly different outcomes for residents in different parts of the Borough for life expectancy and healthy lives.
- 7.5 This difference in health outcomes reflects differences in residents' income and access to facilities, services and environments that support healthy, active lifestyles. Planning can play an important role in helping deliver measures that can overcome these spatial inequalities whilst supporting growth and investment that can support the wellbeing and prosperity of residents.
- 7.6 This section of the Local Plan seeks to address the many ways the planning framework and decision making can influence the environment and health and wellbeing of residents, bringing together the following key issues:
- Overall strategy for health and wellbeing and management of new unhealthy food outlets.
 - Traffic, commuting and public transport responding to the key role of travel in place making and creation of opportunities for active lifestyles.
 - Pollution and in particular managing noise and air quality that can have direct impacts on residents' health and quality of life.
 - Community infrastructure and the role of all forms of services from specific health services to education and local community-based activities that generate and foster a sense of community and place and provide access to the facilities residents need day to day.
 - Green infrastructure, natural areas and open space, reflecting the crucial role that connected, high quality and accessible green and open spaces play for overall enjoyment and wellbeing, recreation and exercise.

Active Lifestyles

- 7.7 Having places to exercise, go for a walk or a run and having opportunities to access places of work and other activities within a reasonable distance via safe and attractive routes are vital for the overall sustainability of development. Such environments are also crucial to enabling residents to live active and healthy lifestyles. Developers and employers can play an important role in enabling residents and employees to move more, walk and cycle.
- 7.8 In North Tyneside, 99.3% of total households are located within 300 metres of an accessible open space of at least 0.1ha in size (as per the standards set out in North Tyneside Council's Green Space Study 2025). As the population is projected to grow, the provision of open space and recreational facilities must be effectively managed to ensure that spaces are accessible and of a high quality. As the proportion of older people in North Tyneside continues to grow, the benefits of active lifestyles in supporting healthy weights and mobility of residents can become even more significant.
- 7.9 Access to sporting facilities, including swimming pools and leisure centres, playing fields and wider sports facilities including athletics and tennis, is important in creating a place that supports health and community wellbeing. Protecting such facilities and securing investment in their expansion and enhancement form priorities for the Council as it considers growth and development in the Borough.
- 7.10 National planning policy recognises the important role that the planning system plays in supporting healthy, safe and inclusive communities. Government policy regarding health also identifies the built and natural environment, housing, transport, access to services and environmental quality as important wider determinants of health and wellbeing.
- 7.11 Guidance on Health Impact Assessments (HIA) in spatial planning¹⁵, originally published by Public Health England, recognises HIA as a useful tool for considering how development proposals may influence these factors. HIAs can therefore help ensure that

¹⁵ Health Impact Assessment in spatial planning (2020) Public Health England, whose health improvement functions subsequently transferred to the Office for Health Improvement and Disparities (OHID)

opportunities to improve health outcomes and reduce health inequalities are appropriately considered through the planning process.

- 7.12 The Council has identified its ambition for the Borough to achieve Marmot Place recognition¹⁶ as a priority within the current Our North Tyneside Plan¹⁷. To support the Council's commitment in reducing health inequalities and improving health outcomes, HIAs should demonstrate compliance with the most up-to-date government guidance and reflect the Marmot Place principles.

S12.1 Spatial Strategy for Health and Wellbeing

The wellbeing and health of communities will be maintained and improved by:

- a. Working in partnership with the health authorities to improve the health and well-being of North Tyneside's residents.
- b. 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, in particular walking and cycling.
 - 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.
 - v. Promoting access for all to green spaces, natural areas, sports facilities, play and recreation opportunities.
- c. Promoting allotments and gardens for exercise, recreation and for healthy locally produced food.
- d. Controlling the location of, and access to, unhealthy eating outlets.

¹⁶ [Marmot Places | The Institute of Health Equity](#)

¹⁷ [Our North Tyneside Plan 2025 – 2029 | North Tyneside Council](#)

DM12.2 Health Impact Assessments

For residential developments consisting of 100 dwellings or more and all other non-residential major developments, Health Impact Assessments should be undertaken in accordance with the most up-to-date government guidance and reflect the Marmot Places principles.

Healthy Food Environments

- 7.13 Excess weight is a major factor in poor health in North Tyneside. Regular consumption of unhealthy foods such as processed foods and those available from hot food takeaways can lead to higher levels of excess weight.
- 7.14 Concentrations of hot food takeaways and their proximity to schools and other places where children and young people congregate, creates unhealthy food environments. Controlling the development of new hot food takeaways is one way in which planning policy can help to manage and support the wider health initiatives of the Council.
- 7.15 The Council's Hot Food Takeaway Health Impact Assessment and analysis of health outcomes across the Borough helps demonstrate the relationship between the Borough's food environment and health outcomes and provide an important tool for monitoring health outcomes to inform decision making regarding unhealthy food outlets.
- 7.16 The availability of affordable fresh produce from local shops is also important. Ensuring residents are able to access a range of food stores is important for sustainability and providing opportunities to make healthy food choices. The type of shops that may open isn't managed directly through the Plan, but measures included appropriate accessibility to shopping centres and the provision of new local centres as part of the largest allocations at Murton Gap, Killingworth Moor and the Northern Growth Area help ensure places for provision of such shopping opportunities.

DM12.3 Hot Food Takeaways

Proposals for hot food takeaways will be permitted unless:

- a. It would result in a clustering of hot food takeaways to the detriment of the character, function, vitality and viability of the defined centres, or it would have an adverse impact on the standard of amenity for existing and future occupants of adjacent land and buildings.
- b. There would be two or more consecutive hot food takeaways in any one length of frontage. Where hot food takeaways or fast food outlets already exist in any length of frontage, a gap of at least two non-hot food takeaways shall be required before an additional use will be permitted in the same length of frontage.

To promote healthier communities, the Council will:

- c. Prevent the development of hot food takeaways within a reasonable walking distance, defined as 400m radius of entry points to all middle and secondary schools, as well as places where children and young people congregate, unless the location is within a designated town centre.
- d. Prevent the development of hot food takeaways in wards where there is more than 15% of the year 6 pupils or 10% of reception pupils classified as very overweight, or where other evidence of poor health outcomes exist as defined within the Council's latest Healthy Food Environment evidence.

Traffic, Commuting and Public Transport

- 7.17 National planning policy promotes a vision led approach to transport planning based on achieving well-designed, sustainable and popular places. Transport solutions should be focused on delivering the vision as opposed to predicting future demand to provide capacity. This places greater emphasis on the benefits for place making, health and sustainability that can be achieved through prioritising accessibility, public transport, walking, cycling and wheeling.
- 7.18 The North East Local Transport Plan¹⁸, the North Tyneside Transport Strategy¹⁹ and the North Tyneside Transport and Highways Supplementary Planning Document (2022) help inform the transport vision for North Tyneside, underpinned by five principles:
- Reduce carbon emissions from transport.
 - Improve health outcomes.
 - Support inclusive economic growth.
 - Improve connectivity.
 - Manage demand and enable smart choices for all.
- 7.19 The Vision Led Strategy for Transport in North Tyneside outlines the characteristics and priorities that policy approaches and forms of mitigation and infrastructure provision can be shaped around. This includes recognising that North Tyneside comprises a series of distinct place types with varying levels of connectivity, density, accessibility and socio-economic conditions. A vision-led strategy therefore requires targeted responses that reflect the specific role and function of each sub-area, rather than a single uniform approach.

Riverside Area

¹⁸ North East Local Transport Plan, 'A green, integrated regional transport network that works for all', North East Combined Authority, 2025

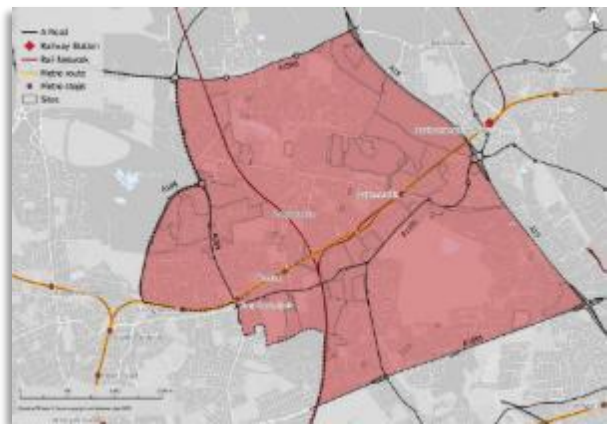
¹⁹ Transport Strategy 'Moving to a green, healthy, dynamic and thriving North Tyneside', North Tyneside Council

- Highest population density with strong Metro and bus connectivity
- Lowest car ownership, demonstrating the potential for low-car lifestyles
- Significant concentration of employment uses supporting mixed-use patterns
- Opportunity to prioritise public transport, active travel and efficient use of existing infrastructure
- Ongoing need to address deprivation alongside connectivity strengths



Western Area

- Good overall connectivity including access to Metro and bus networks
- High levels of car use and car ownership persist
- Imbalance between residential areas and employment opportunities influencing travel patterns
- Requires improved integration of public transport and active travel to support more sustainable movement choices



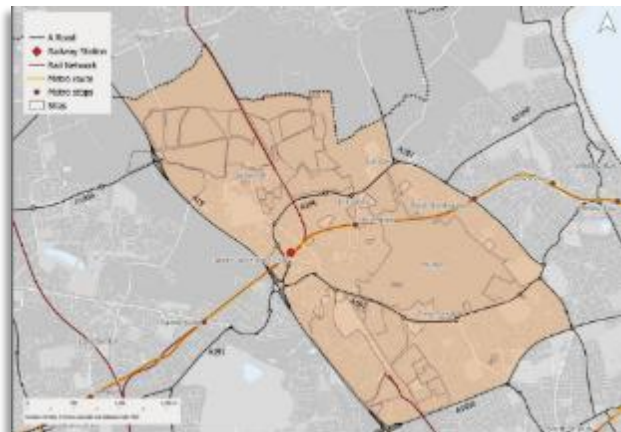
Coastal Area

- Strong public transport provision, including multiple Metro stations and bus services
- Relatively affluent area with an ageing population profile
- High car ownership despite good accessibility to sustainable modes
- Focus on improving accessibility, supporting local trips and encouraging greater use of existing sustainable transport networks



Central Area

- Moderate density area with improving rail and public transport connections
- Mixed provision of public transport and active travel infrastructure
- Relatively high levels of car use linked to gaps in accessibility
- Opportunity to strengthen links between communities, services and key destinations through improved connectivity



Northern Area

- Lowest density with limited access to public transport, including absence of Metro services
- Higher levels of deprivation and strong reliance on private vehicles
- Limited connectivity to key services and employment areas
- Priority to improve public transport coverage and local accessibility to reduce reliance on the car



Public Transport Connections in North Tyneside

7.20 North Tyneside benefits from a network of regular bus routes and 17 stations on the Tyne and Wear Metro. The Metro connects North Tyneside to Newcastle city centre, the wider Tyne and Wear conurbation and national rail services at Newcastle Central Station. Northumberland Park station is served by the Northumberland Line that connects to Central Station and stations in South East Northumberland. The Port of Tyne ferry and cruise ship terminal at North Shields and Newcastle International Airport provide international connections.

Road Network

7.21 The A1 and A19 are key routes that provide direct access for residents and businesses to the national road network. The A1058 Coast Road between Newcastle City Centre and the coast and A189 Spine Road connecting Newcastle through the North West of the Borough with South East Northumberland are important regional routes.

Walking, Cycling and Wheeling

7.22 The Borough is crossed by a network of strategic and local cycle routes that are being progressively expanded and improved by the

Council. The historic waggonways network provides attractive traffic-free paths that help create a large network of off-road walking, cycling and wheeling routes. Three routes on the National Cycle Network (NCN routes 1, 10 and 72) pass through the Borough, using part of the waggonways network.

Managing Growth and Investment in Infrastructure

- 7.23 Elements of the Borough's road network experiences congestion with some key pinch points for the Borough including Sandy Lane and its junction with the A189, and the A191 and the A186. The Moor Farm and Seaton Burn roundabouts to the north of the Borough are key junctions for the A19, A189 and A1. Investment in these junctions is recognised as a priority for the North East to help unlock growth.
- 7.24 To inform decision making around the most sustainable locations for growth and the needs for new infrastructure to support new development, the Local Plan is supported by a range of transport assessment and evidence developed in discussion with the North East Mayoral Strategic Authority, public transport providers and National Highways.

S13.1a Transport

The Council will pursue a vision-led sustainable transport network that supports high quality integrated transport systems, prioritising active travel, enhanced public transport provision and reducing reliance on private motor vehicles.

Working with its partners and neighbouring authorities, the Council will support the development of a comprehensive, integrated, safe, accessible and efficient network of public transport and active travel, capable of supporting development proposals and future levels of growth.

S13.1b Transport – Active Travel

The Council, working with its partners, will protect and enhance its existing network of active travel routes and in development prioritise delivery of a network of safe, convenient, direct and accessible routes,

including active travel routes within the street network and other routes suitable for walking, wheeling, cycling, horse riding and/or using other non-motorised modes of transport.

The commitment to deliver a connected network will be achieved through a variety of measures including, where appropriate, by:

- a. Developing and implementing improvements to strategic and local routes in the Borough for the benefit of active travel users; and
- b. Specifically with regard to cycling, supporting proposals for new and improved infrastructure and associated facilities that would increase the opportunities for, and attractiveness of, cycling as an active mode of travel: this includes establishing cycling routes within the street network as well as off-road routes.
- c. Improving the quality and safety of the public realm, implementing streetscape improvements, giving greater priority to active travel and fostering road safety
- d. Wherever possible, incorporating improvements for active travel as part of other transport schemes.

S13.1c Transport – Public Transport

The Council, working with partners, will seek improvements to sustainable transport infrastructure and secure appropriate contributions from development, which contribute to providing a continuous network for sustainable travel, with active travel and public transport routes able to run through a development wherever possible so as to form part of a connected network. This will include:

- a. Supporting proposals for improvements to the Metro and local rail system, including through investment in new rolling stock and upgrading of existing stations and infrastructure.
- b. Improving access to, and safety of, public transport stations to make them more attractive and welcoming.
- c. Improving public transport interchanges to facilitate better integration between transport modes, such as between bus and Metro, and including provision for taxis, active travel including

cycle parking and storage, car parking, electric vehicle charging and innovative forms of transport provision where appropriate.

- d. Working with Nexus, the North East Combined Authority, service operators and major employers to maintain and enhance bus provision wherever possible. This could include improvements to services, information and ticketing and supporting proposals to address issues of accessibility and safety.
- e. Working with partners such as Nexus, the North East Combined Authority, transport operators and the voluntary sector where appropriate to promote the provision of flexible accessible transport options for persons with reduced mobility or other factors that limit travel options.

Essential transport infrastructure will be retained that will facilitate sustainable passenger and freight movements, including safeguarding of strategic transport routes for the future. These routes include:

- i. Northumberland Park – to Percy Main/Howdon (Cobalt Corridor Link) including protection of key site at Earsdon Road, Shiremoor, land in the Percy Main area and sites for potential stations and access points along the route such as Cobalt Business Park, Silverlink Retail Park and West Chirton; and,
- ii. Benton Curve (South-West) – to allow access from the East Coast Main Line to Newcastle International Airport using existing Metro infrastructure via Benton, South Gosforth and Regent Centre; and,
- iii. Potential sites for new stations, whether on the existing rail network, on routes re-opened for passenger traffic or on extensions to the network, will also be supported where appropriate. This includes proposals relating to both the Metro and heavy rail and will be linked to new development where appropriate.

S13.1d Transport – The Road Network

The Council, working with partners, will seek to deliver targeted improvements to the road network in order to contribute to economic

development and regeneration in the Borough, support businesses, improve safety for active travel and other transport modes, contribute positively to environmental quality and ensure progress with regard to both the timing and reliability of journeys.

In conjunction with National Highways, the priorities for improvement to the national strategic road network will be focused on junctions and links on the A19. The Council will also prioritise targeted improvements at key junctions and links on the local road network where these support the delivery of the Council's objectives, strategies or policies.

DM13.2 New Development and Transport

The transport requirements of development proposals must prioritise sustainable transport modes in accordance with the Council's Vision Transport Strategy. Development proposals will be supported where:

- a. Priority is given to improvements to walking, wheeling and cycling routes, as identified in the Council transport plans and supporting guidance, with active travel routes able to run through a development, where applicable, so as to form part of a connected network.
- b. Existing public rights of way, permissive paths and other paths and cycleways are retained, or a suitable alternative route can be agreed that is an enhancement of the existing infrastructure;
- c. Evidence is provided of how use of public transport will be incentivised, with public transport routes able to run through a development, where applicable, so as to form part of a connected network;
- d. Improvements to accessibility and sustainable transport choice are identified and implemented so that development proposals provide safe and convenient access to nearby commercial, retail, educational and leisure facilities;
- e. New or improved transport provision relates to its context through good design and conserves and enhances the historic and natural environment. Highway design includes safe internal movement and appropriate facilities for servicing, refuse collection, and emergency vehicles;

- f. Cycle and car parking provision is managed to provide the minimum number of spaces required to safeguard highway safety whilst achieving high quality design, increased housing density and sustainable travel;
- g. Development proposals that are in close proximity to public transport hubs, provide a significant uplift in average density of residential development, where practical, to reflect increased opportunities for sustainable travel;
- h. Development proposals would not obstruct or constrain the use of existing or former railway lines for a variety of transport uses – this includes routes currently used for heavy rail, light rail, and/or active travel routes;
- i. Major development proposals likely to generate significant additional journeys are designed in accordance with the latest relevant guidance and submit a Transport Assessment and a Travel Plan in accordance with the Council's Transport Vision Strategy and the standards set out in the Transport and Highways SPD. In such cases:
 - i. Where significant impacts are identified within a Transport Assessment, the developer will be required to provide measures to mitigate the impact of development traffic.
 - ii. A robust Travel Plan with targets for modal share will be required and an arrangement will be put in place that, if these targets are not met following regular monitoring, the developer will be required to provide additional measures to promote sustainable transport.

Transport Infrastructure Delivery

- 7.25 The delivery of targeted transport infrastructure is essential to support sustainable growth and improve connectivity across the borough. The Council will prioritise strategic schemes that encourage a shift to sustainable travel, enhance regional and local links, and unlock development opportunities.
- 7.26 Investment in rail, Metro, bus, and active travel infrastructure will improve access to employment, education, and centres, with a

focus on the North West villages, connectivity to and between our town centres and major centres of employment. Together, these measures will promote inclusive growth, reduce reliance on the private car, and support the creation of well-connected, attractive places.

DM13.3 Transport Infrastructure Delivery

The Council, working with partners, will seek to deliver targeted improvements to the transport network. The following projects are priorities the Council will support through the Local Plan in order to deliver a Vision Led Strategy to growth.

- a. Northumberland Park Mobility Hub
- b. Cobalt Connectivity Corridor
- c. Backworth Northern Growth Area Northumberland Line" Station
- d. Murton Metro Station
- e. Wallsend Bus station enhancement
- f. Improvements to sustainable transport connectivity and enhancement of:
 - i. routes to town and district centres,
 - ii. places of education, training and employment.
 - iii. North West villages
- g. Active travel and public realm enhancements for communities at Wideopen, Seaton Burn, Dudley, Backworth and Earsdon.

Noise and Air Quality

- 7.27 Protecting residents from the harmful effects of noise and poor air quality is essential to creating a healthy and attractive environment. North Tyneside currently has air quality levels well below UK objectives, meaning measures such as Air Quality Management Areas or Clean Air Zones are not required. However, there remain sources of air and noise pollution that require careful management, including transport, construction activity, certain industrial processes, and domestic heating such as wood-burning stoves.

Transport Noise Pollution

- 7.28 Road traffic is a major contributor to both noise and air pollution. Key routes, such as the A1058 Coast Road, can lead to localised air quality impacts. Most rail services on the East Coast Mainline and Tyne and Wear Metro are electric, contributing to lower emissions, although services on the Northumberland Line are currently diesel-powered. Air quality monitoring is undertaken along key routes. Advances in vehicle technology, including hybrid and electric vehicles, are expected to further improve air quality over time.
- 7.29 Parts of the North West of the Borough are affected by aircraft noise from Newcastle International Airport. As the airport plans for future growth, newer aircraft are generally quieter and more efficient, which may help reduce noise impacts. The aircraft noise contours shown on the Policies Map reflect the position at the time of Plan preparation. These are updated periodically (typically every 3–5 years). The most recent published noise contour information should be taken into account in the determination of planning applications.

Construction, Industry and Housing

- 7.30 New development and construction activity can generate noise and dust. Within residential areas, the use of wood-burning stoves is an increasing source of fine particulate matter (PM2.5). There is no known safe level of exposure to PM2.5, which can have significant adverse health effects, particularly for older people and those with respiratory conditions.

- 7.31 In some locations, industrial activity can generate noise and air pollution affecting nearby residents. Larger industrial processes are regulated by the Local Authority and the Environment Agency to minimise these impacts.
- 7.32 To inform decision-making, development proposals should be supported by proportionate technical assessments where there is potential for pollution impacts or where sensitive uses are proposed.

Pollution Impact

- 7.33 Pollution can affect human health, quality of life, biodiversity and environmental quality. It can arise from a variety of sources, including transport, industrial and commercial activities, construction activity and airport operations. The planning system has an important role in ensuring that new development contributes to healthy, attractive and sustainable places.
- 7.34 The level of information required to accompany a planning application should be proportionate to the nature, scale and location of the proposed development. Where justified, applications may need to be supported by technical assessments to establish the nature and extent of potential impacts and identify any necessary mitigation measures. Early engagement with the Council is encouraged to agree the scope of any required assessments and their methodology.

DM14.1 Pollution

Development proposals must demonstrate how pollution and associated impacts will be prevented, minimised or mitigated. Proposals that could give rise to pollution will only be supported where appropriate measures are in place to prevent unacceptable harm to human health, biodiversity and the environment.

Development must be appropriately located in relation to existing and proposed uses. Sensitive uses, such as housing, schools and healthcare facilities, should not be located in areas subject to significant pollution unless effective mitigation can be demonstrated. Similarly, development that may generate pollution should not be

located near sensitive uses unless impacts can be adequately mitigated.

Development proposals should ensure that existing lawful businesses, services, community facilities and other established activities are able to continue operating effectively and without unreasonable restriction arising from the development.

Proposals within identified aircraft noise contour areas (as shown on the Policies Map and as updated) must demonstrate that acceptable indoor and outdoor living conditions can be achieved.

Community infrastructure

- 7.35 Community facilities provide for the health and wellbeing, social and educational needs of all members of the community. This can include schools, community centres, places of worship, health facilities, libraries, playing pitches and indoor sports. All these facilities have an important role for residents and help support the economy, providing locations for the local businesses delivering activities, services and events. Some buildings and facilities may be identified by the community as of particular importance and become designated as Assets of Community Value (ACV).

Libraries, Customer First Centres and Other Community Buildings

- 7.36 There are community facilities, including Customer First Centres, providing a range of services for communities including libraries within North Tyneside's four main town centres. A range of other services and facilities also exist within town centres crucial to their local communities. As the role of town centres continues to change it is important their role for local communities is sustained.
- 7.37 Other community buildings exist across the Borough, including in local and district centres, that are important for residents. As part of growth, ensuring new development provides residents with the ability to access the community facilities they need is an integral part of the creation of sustainable communities.

Schools

- 7.38 North Tyneside's school system includes a three-tier planning area in the North East of the Borough comprised of first, middle and high schools, whilst the rest of the Borough is a two-tier primary and secondary school system. The Borough has a reputation for good schools with overall high levels of attainment of pupils. The Council continuously monitors and reviews pupil growth and forecasts to ensure school provision in the Borough enables all children and young people, including those with additional needs, to achieve their potential.
- 7.39 In addition, school buildings can play a vital role for the communities they serve, helping bring residents together and

forming important locations for a range of community-based activities.

- 7.40 The capacity and location of schools across the Borough must be understood to support growth and new development. The Borough's total population is expected to grow but current birth rates and forecast population change suggest the number of school age children in North Tyneside will continue to fall. However, the Authority continually monitors pupil forecasts to manage and respond to change.
- 7.41 The 2026 Local Plan Education Impact Assessment outlines the possible changes in pupil capacity at North Tyneside schools. This does not identify any overall shortfalls in capacity but sets out a framework for the Council to manage and implement appropriate investment in school provision to address local capacity issues where they may occur.

Health Facilities

- 7.42 In addition to supporting a healthy and active environment, planning can support the NHS and GP practices where they look to deliver new or relocated services responding to growth. The Council works closely with colleagues in the NHS to ensure any plans for service provision can be supported and aligned with potential areas of growth. The development of the Hadrian Health Centre in Wallsend, funded in part through contributions secured from development in the area, reflects such a partnership.
- 7.43 Where a healthcare facility is declared surplus to the operational healthcare requirements of the NHS or identified as surplus as part of a published estates strategy or service transformation plan, there will be no requirement to retain any part of the site in an alternative community use.

Playing Pitches and Parks

- 7.44 The 2025 North Tyneside Playing Pitch Strategy has assessed the scale and provision of pitches in the Borough to meet current and forecast demand. Whilst growth increases demand, higher participation rates are also driving demand for pitches. For

example, the study has found increased football participation with the number of organised teams growing by 127 between 2021 and 2024. Recent investment to create a new sports hub in Wallsend, that includes floodlit artificial grass pitches, demonstrates some of the improvements that can be made to increase capacity of existing spaces.

- 7.45 The 2025 North Tyneside Green Space Study has assessed the provision of parks and other accessible green spaces in the Borough. The study sets out local standards for quality and accessibility to green spaces. Having good accessibility to green spaces contributes to improving the quality of life for communities and encourages an active lifestyle.

DM15.1 Community Infrastructure

The Council and its partners will ensure that local provision and resources for cultural and community activities are accessible to the neighbourhoods that they serve.

In order to achieve this:

- a. Priority will be given to the provision of facilities that contribute towards sustainable communities, in particular, catering for the needs of the growing population around key housing sites;
- b. Access to education and healthcare provision will be maintained and, where necessary, improved throughout the Borough;
- c. Existing provision will be enhanced, and multi-purpose use encouraged, providing a range of services and resources for the community, at one accessible location;
- d. Opportunities to widen the cultural, sport and recreation offer will be supported; and,
- e. The quantity and quality of open space, sport and recreation provision throughout the Borough will be maintained and enhanced in accordance with the latest available local evidence.

Proposals involving the loss of open space, sports and recreational land used for community infrastructure must be consistent with national guidance and supported by robust and up-to-date

evidence, including relevant strategies such as the Playing Pitch Strategy.

Planning permission for the re-use or redevelopment of any land or buildings used for community infrastructure will be permitted where the community's ability to meet its day-to-day needs for services are not unacceptably reduced. Where a healthcare facility is declared surplus to the operational healthcare requirements of the NHS or identified as surplus as part of a published estates strategy or service transformation plan there will be no requirement to retain any part of the site in an alternative community use.

- 7.46 Providing support to help residents meet their full potential and to help local residents have the skills that businesses need to enable more and better jobs are priorities for North Tyneside. Education and training provide the pathways to employment that help make the Borough attractive for investors and support the overall prosperity of the Borough. Residents of North Tyneside are well qualified with levels of attainment at all levels higher than the average for the North East.
- 7.47 However, advanced education and training at Higher National Diploma and degree level trails the national average. Ensuring local residents can benefit from improved access to training and education can be supported directly as growth and investment takes place in the Borough. This policy sets out to directly secure such opportunities that can further enhance the investment environment of the Borough and improve employment prospects for all.

DM15.2 Employment and Skills

The Council will seek applicants of major development proposals to contribute towards the creation of local employment opportunities and support growth in skills through an increase in the overall proportion of local residents in education or training. Applicants are encouraged to agree measures with the Council to achieve this, which could include:

- a. The development or expansion of education facilities to meet any identified shortfall in capacity arising as a result of the development; and/or,
- b. Provision of specific training and/or apprenticeships that:
 - i. Are related to the proposed development; or,
 - ii. Support priorities for improving skills in the advanced engineering, manufacturing and the offshore, marine and renewables sector where relevant to the development.

Green Infrastructure and Open Space

- 7.48 Green Infrastructure is a strategically planned and delivered network comprising the broadest range of green spaces and other environmental features. Green infrastructure includes wildlife sites, parks and formal gardens, woodland and trees, allotments, outdoor sports provision, cemeteries, green roofs, footpaths, cycle and bridleways, wetlands, ponds, lakes, rivers and streams. Much of the green infrastructure in the Borough is multifunctional providing more than one of the above benefits. It is important to protect this multi functionality.
- 7.49 North Tyneside has a diverse mix of green spaces that help to define the character and quality of the environment in the area and are important areas that provide opportunities for nature recovery. This includes large areas such as the Rising Sun Country Park, beaches, and green corridors as well as the Borough's parks and local nature reserves. Many other amenity green spaces, allotments, play areas and multi-use games areas are important to communities and have specific measures to ensure adequate levels of provision.
- 7.50 The latest assessment of green space in North Tyneside indicates there are over 1,000 hectares of accessible green space in the Borough, equivalent to more than 6ha for every 1,000 residents. This is more than double Natural England's minimum 3ha per 1,000 residents. Over 99% of existing homes in North Tyneside have access to an area of accessible green space within 300m, 92% are accessible to an equipped play area and 81% are accessible to parks.
- 7.51 It is important that this level of access is retained whilst identifying opportunities to improve the quality and accessibility of residents to parks and other spaces are explored.
- 7.52 Key issues for managing and enhancing open spaces as the Borough grows include ensuring the investment necessary to maintain existing facilities whilst also managing a growing area of privately managed open space within new development. The Council continuously works to ensure high quality management of its spaces and works with partners involved across a range of sites

in the Borough. Looking forward, proposals to participate in accreditation schemes such as the Nature Towns and Cities Accreditation scheme will be explored.

S16.1 Strategic Green Infrastructure

The Council will seek the protection, enhancement, extension and creation of green infrastructure in appropriate locations within the Borough that supports the delivery of North Tyneside's Green Infrastructure Strategy and connectivity to adjoining areas. Where deficiencies in the quality or types of green infrastructure are identified in relevant up-to-date evidence, improvements will be targeted to those areas accordingly.

DM16.2 Protection of Green Infrastructure

The Council will continue to prioritise the enhancement and improved accessibility for all green infrastructure. Loss of any part of the green infrastructure network will only be considered in the following exceptional circumstances:

- a. Where it has been demonstrated that the site no longer has any value to the community in terms of access and function; or,
- b. If it is not a designated wildlife site or providing important biodiversity value or function; or,
- c. If it is not required to meet a shortfall in the provision of that green space type or another green space type; or,
- d. The proposed development would be ancillary to use of the green infrastructure and the benefits to green infrastructure would outweigh any loss of open space.

Where development proposals are considered to meet the exceptional circumstances above, permission will only be granted where alternative provision, equivalent to or better than in terms of its quantity and quality, can be provided in equally accessible locations that maintain or create new green infrastructure connections, maintaining or improving the Boroughwide provision as set out in the most up-to-date Green Space Study.

Proposals for new green infrastructure, or improvements to existing, must provide demonstrable enhancements, and should seek to improve accessibility and multi-functionality of the green infrastructure network and not cause adverse impacts to biodiversity.

DM16.3 Green Space Provision and Standards

Within North Tyneside, accessible green space will be protected and enhanced to be of the highest quality and value. New development should sustain the current standards of provision, quality and value as recorded in the most up-to-date Green Space Study.

Opportunities should be sought to improve provision for new and existing residents.

8. Infrastructure Delivery and Funding

8.1 Whilst new development will often incorporate the delivery of infrastructure, there may also be a need for improvements to existing facilities or services, or creation of something new. To help address this need the planning system allows for financial contributions from new development via two key mechanisms:

- Planning obligations, often also referred to as section 106 agreements – these are specific contributions from planning applicants designed to respond to the direct infrastructure requirements or other impacts arising from an approved development.
- Community Infrastructure Levy (CIL)– this is a mandatory charge applied per square metre of development. Funds secured through the Levy can contribute to a wider range of infrastructure needs that would be needed to support growth of the area.

8.2 North Tyneside adopted its Community Infrastructure Levy in 2019. Both section 106 and CIL funding are used to ensure investment in local infrastructure can be secured as part of the development process. The current range of infrastructure that the Council considers appropriate to support through CIL funding includes infrastructure items such as:

- Health facilities.
- Community Facilities.
- Primary and secondary schools.
- Strategic highway improvements.
- Sustainable public transport connections.
- Walking, wheeling and cycling connections.

- 8.3 An Infrastructure Delivery Plan that discusses the potential requirements and sets out a schedule for the delivery and funding of infrastructure has been prepared.

S17.1 General Infrastructure and Funding

The Council will ensure appropriate infrastructure is delivered so it can support new development and continue to meet existing needs.

The Council will also work together with other public sector organisations, within and beyond the Borough, to achieve funding for other necessary items of infrastructure. This will include the use of combined and innovative funding schemes to maximise the amount and impact of funding.

New development may be required to contribute to infrastructure provision to meet the impact of that growth, through the use of planning obligations and other means including the Community Infrastructure Levy (CIL).

Planning obligations will be sought where:

- a. It is not possible to address unacceptable impacts through the use of a condition; and,
- b. The contributions are fair, reasonable, directly related to the development and necessary to make the application acceptable.

In determining the level of contributions required from a development, regard will be given to the impact on the economic viability of the scheme.

Economic Viability

This Local Plan aims to enable delivery of economically viable development whilst fulfilling the infrastructure and policy requirements necessary to ensure sustainable growth of the Borough.

If the economic viability of a new development is such that it is not reasonably possible for development to fund all or part of the infrastructure required to support it, applicants must provide robust

evidence of the viability of the proposal to demonstrate this. In these circumstances the Council may:

- c. Enter negotiations with the applicant over a suitable contribution towards the infrastructure costs of the proposed development, whilst continuing to enable viable and sustainable development;
- d. Consider alternative phasing, through the development period, of any contributions where to do so would sufficiently improve the economic viability of the scheme to enable payment.
- e. Where neither c. or d. can be achieved to ensure an appropriate solution to ensure development addresses its impacts, applications for development would not be permitted.

9. Site Specific Policy Framework

- 9.1 Delivering sustainable, well-planned growth across North Tyneside requires identifying sufficient land to meet the Borough's needs for new homes, jobs, infrastructure and community facilities throughout the Plan period to 2042/43. As set out with the Spatial Strategy for Sustainable Growth, this is expected to be achieved through a continued focus on existing allocations defined through the previous 2017 North Tyneside Local Plan, and a range of additional proposed allocations.
- 9.2 This chapter sets out the Council's approach to allocating sites for development, supported by comprehensive evidence base and aligned with the Spatial Strategy for Sustainable Growth.
- 9.3 The strategic allocations at Murton Gap and Killingworth Moor are expected to play a crucial role in supporting increased housing delivery through the first five years of this Local Plan. These sites have already begun to deliver new homes, infrastructure and high-quality neighbourhoods. Policies for these strategic locations are therefore carried forward and have been updated where necessary to reflect current circumstances, delivery progress and emerging infrastructure requirements.
- 9.4 However, North Tyneside's updated Local Housing Need—calculated using the Government's standard method—requires planning for approximately 982 dwellings per year between 2025 and 2042/43. Even with the contribution of existing planning permissions, windfall sites and retained strategic allocations, there remains a significant shortfall of land for new homes. To ensure the Plan meets its statutory requirement to demonstrate a deliverable and developable supply of housing land, the Council has undertaken an extensive assessment of potential sites.
- 9.5 As set out in Chapter 2 a range of new housing allocations and Green Belt release sites are required to ensure the Borough's housing needs both with the first five years of this Local Plan and through to 2042/43 can be achieved.

- 9.6 For each proposed strategic allocation and sustainable urban extension proposed as Green Belt release sites, this chapter sets out site-specific policies that define the key development principles, necessary infrastructure, design expectations, and requirements for biodiversity, access, drainage, heritage protection and green infrastructure. These policies ensure that growth occurs in a coordinated, sustainable way and that new communities are integrated with, and contribute positively to, the character and function of existing settlements.
- 9.7 The site allocations and policies within this chapter should therefore be read alongside the Borough-wide policies of the Plan, the Spatial Strategy, and the Infrastructure Delivery Plan. They collectively form the Council's preferred approach for shaping sustainable neighbourhoods, delivering new homes, and supporting inclusive growth across North Tyneside to 2042/43

Existing Allocations

- 9.8 The Council remains committed to ensuring that major developments at the existing strategic allocations of Murton Gap and Killingworth Moor make a positive contribution to the character and quality of the environment in North Tyneside, for now and into the future.
- 9.9 Initial phases of development have planning permission at both strategic allocations, having been considered in accordance with the adopted Concept Plan and 2017 Masterplans developed to guide development and infrastructure provision at the sites.

Murton Gap

- 9.10 At Murton Gap, the Local Plan does not introduce any changes to the overall scale of development expected or key infrastructure considerations. To ensure consistency and appropriate consideration of the impacts of those developments, the policy of the previous 2017 Local Plan is brought forward without amendment.

S18.1 (a) Murton Strategic Allocation Concept Plan

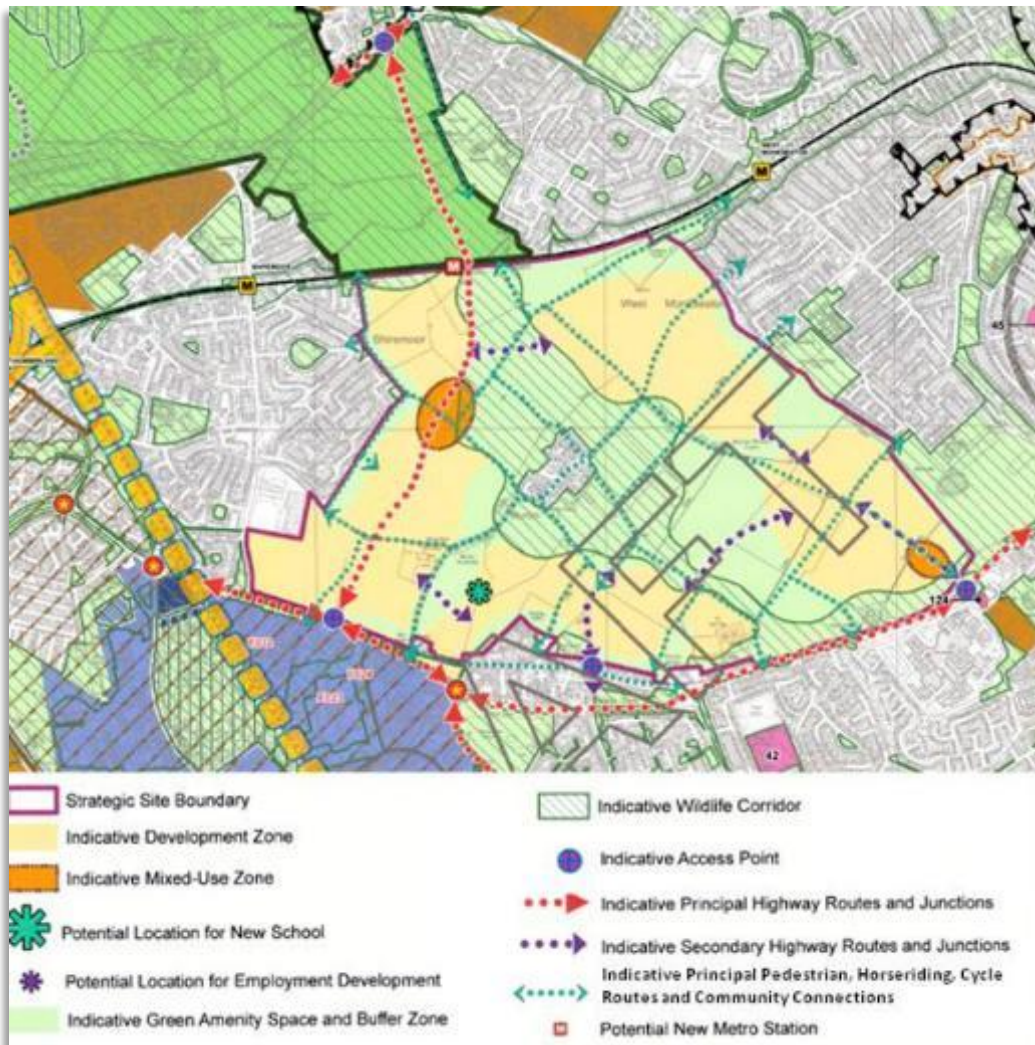
A strategic allocation is identified at Murton to secure the delivery of approximately 3,000 homes during the plan period in a mix of housing tenures, types and sizes informed by available evidence of the housing needs of the Borough, and convenience retail provision of approximately 1,000m² net.

The key principles for development of the Murton strategic allocation are illustrated on the Policies Map and an indicative Concept Plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:

- a. New housing, retail and community facilities in the general development locations identified; and,
- b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,

- c. Strategic transport route connecting Earsdon by-pass with New York Road and Norham Road; and
- d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map, providing a primary school located broadly in the south west of the site; and
- e. A network of green and blue infrastructure that:
 - i. Enables provision of strategic open space breaks to avoid the joining together of Shiremoor with Monkseaton, whilst integrating with existing communities; and,
 - ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,
 - iii. Retains, connects and enhances local, national and international biodiversity; and,
 - iv. Retains and enhances any important hedgerows or trees; and,
 - v. Provides well-integrated and strategic green spaces for recreation, which includes where required as part of an overall mitigation strategy for ecological impacts and Biodiversity Net Gain 'Suitable Accessible Natural Green Space' (SANGS); and,
 - vi. Incorporates sustainable drainage systems

Figure 9.1) *Murton Gap Indicative Concept Plan as adopted 2017*
“retained”



Killingworth Moor

- 9.11 At Killingworth Moor, the proposed reclassification of land previously defined as an area for employment land does necessitate a change to the previous policy to reflect the revised capacity of the site as a whole and removal of the employment land policy designation.
- 9.12 These changes have implications for presentation of the indicative Concept Plan for the site that has also been updated. Overall, the emerging layout of development and infrastructure requirements associated with the strategic allocation at Killingworth Moor remain the same.

S18.1 (b) Killingworth Moor Strategic Allocation Concept Plan

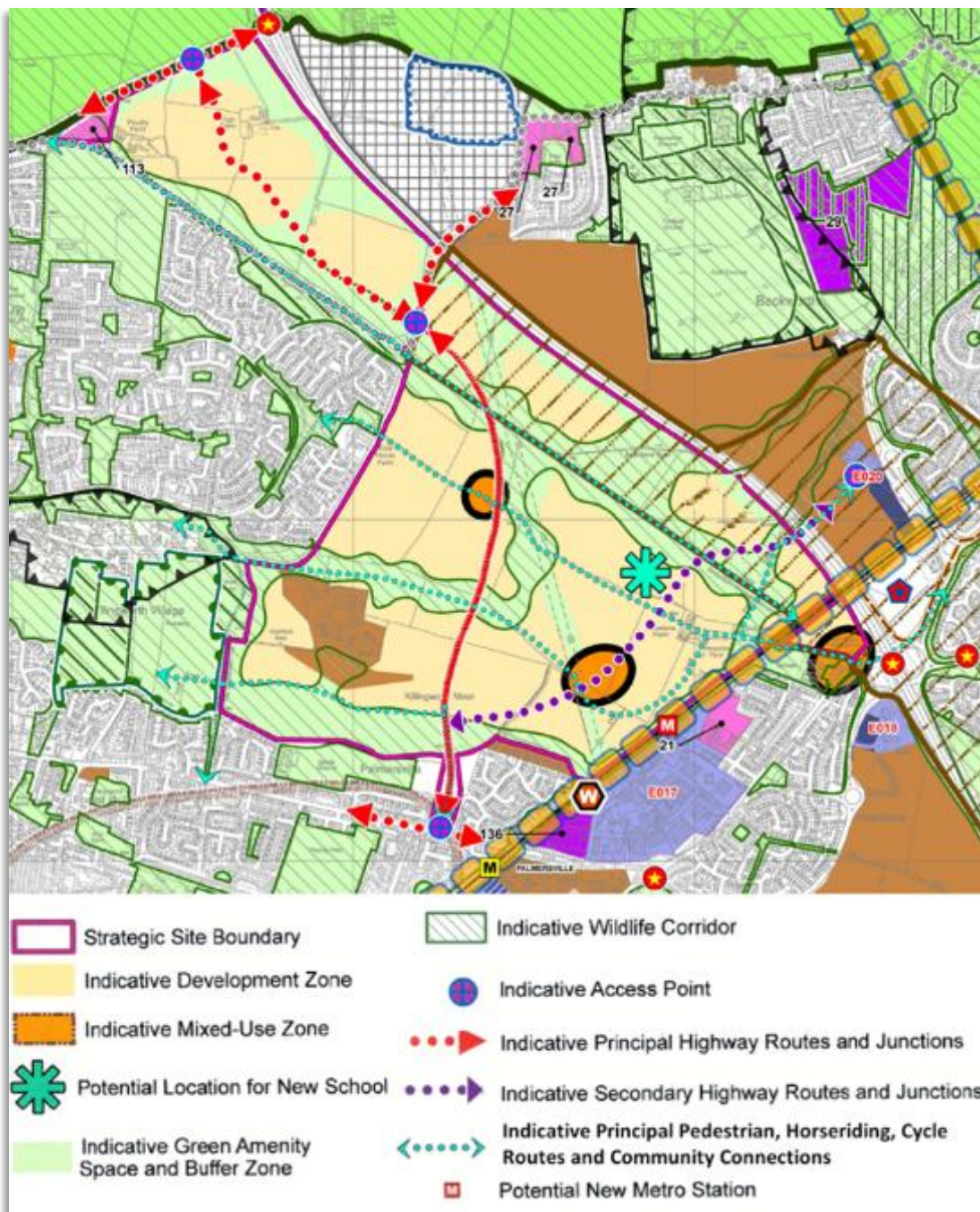
A strategic allocation is identified at Killingworth Moor to secure the delivery of approximately 2,500 homes during the Plan period in a mix of housing tenures, types and sizes, informed by available evidence of the housing needs of the Borough, convenience retail provision of approximately 500m² net.

The key principles for development of the Killingworth Moor strategic allocation are illustrated on the Policies Map and an indicative Concept Plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:

- a. New housing, retail and community facilities in the general development locations identified; and,
- b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,
- c. Strategic transport route connecting Killingworth Way with Great Lime Road; and,
- d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map providing a primary and secondary school located broadly in the south east of the site; and
- e. A network of green and blue infrastructure that:
 - i. Enables provision of strategic open space breaks to avoid the joining together of Killingworth with Forest Hall and Palmersville, whilst integrating with existing communities; and,
 - ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,
 - iii. Retains, connects and enhances the biodiversity of each site; and,
 - iv. Retains and enhances any important hedgerows or trees; and,

- v. Provides well-integrated and strategic green spaces for recreation; and,
- vi. Incorporates sustainable drainage systems.

Figure 9.2) Killingworth Moor Indicative Concept Plan as adopted 2017 “retained”



- 9.13 At the identified strategic allocations of Killingworth Moor and Murton Gap, comprehensive masterplans have been prepared and adopted by North Tyneside Council. Changes to the potential range of uses at Killingworth Moor mean there will be variation between the Masterplan and future development of the site. However, the role and status of the masterplans continue to provide an approved framework for the coordinated delivery of development across each allocation.

DM18.1 (c) Applications for Delivery of Murton Gap and Killingworth Moor Strategic Allocations

Applications for planning permission will be granted where:

- a. They are consistent with the comprehensive masterplan, which itself must demonstrate its general conformity with the key principles of the Concept Plans for Killingworth Moor and for Murton;
- b. The application relates to the whole allocated site or if less does not in any way prejudice the implementation of the whole allocation;
- c. Provision of any development that would exceed the approximate capacity for housing, retail and employment indicated by this Local Plan, within and beyond the plan period, must demonstrate its continued conformity with the principles of the Concept Plan and the infrastructure capacity of the site and Borough;
- d. The application is in accordance with a phasing and delivery strategy, prepared as part of the detailed masterplan, that identifies the timing, funding and provision of green, social and physical infrastructure.
- e. An access and transport strategy is developed that maximises the potential for walking, cycling and use of public transport (including the potential provision, subject to overall feasibility and economic viability, of new Metro stations), as demonstrated through the detailed masterplans, and the application provides a connected, legible network of streets with the proposed primary routes and public transport corridors.

f. A Heritage Assessment is provided that is informed by the mitigation measures proposed in the Local Plan Heritage Assessment and Sustainability Appraisal.

g. A landscape and visual amenity impact assessment is provided identifying key features of note on each site, demonstrating an appropriate design response (e.g. the location, orientation, density of development and landscape/planting treatment). Design quality will be secured through the application and use of appropriate design standards agreed as part of the masterplans.

h. Appropriate remediation and mitigation measures are agreed to address any potentially harmful impacts of development upon the environmental or social conditions of North Tyneside, delivering solutions on site wherever possible unless demonstrated through suitable evidence to be more appropriately delivered off-site. Such remediation and mitigation are expected to include but not necessarily limited to consideration of:

i. The net biodiversity value of the site

ii. Ground conditions, (e.g. areas of previous open cast mining and any identified contamination of land),

iii. Flood risk and water quality,

iv. Air quality and noise pollution.

i. Where proposals deviate materially from the approved masterplan such that they proposals do not align with the key expectations for the provision of infrastructure and quantum of development in a part of the site, applicants must demonstrate that the proposed changes do not undermine the comprehensive development of the allocation.

j. Where such deviations are significant, a revised or updated masterplan may be required that establishes how the proposal would:

- Maintain a comprehensive approach to the delivery of the allocation;

- Demonstrate continued alignment with the Concept Plan principles and Local Plan objectives; and
- Clearly show how infrastructure provision, phasing and design quality will be secured.

Proposed Housing Allocations

- 9.14 This Publication Draft Local Plan has identified proposed housing allocations at locations across the urban area, the North West, and other Strategic Urban Extensions.
- 9.15 New development and areas of change will be guided by masterplans and site-specific design codes that embody the principles of high-quality design for North Tyneside. These tools will ensure the coordinated delivery of open green spaces, community infrastructure, and sustainable transport, creating attractive, accessible, safe, and inclusive places for residents. This policy will secure well-designed, sustainable communities that reflect local character and support long-term placemaking objectives.
- 9.16 Selection of the range of possible new housing allocations within this Publication Draft Local Plan reflects high level evidence of the suitability and relative impacts of available areas of land.
- 9.17 Further analysis of each site has informed potential, indicative arrangements for landscaping and green infrastructure, on site development, public transport and active travel infrastructure that have been integrated into indicative Concept Plans incorporated into the Local Plan Policies Map and extracts included here. The role of each Indicative Concept Plan is to inform understanding of development capacity and site opportunities and demonstrate that each site can fulfil the Borough's objectives for creating places that benefit everyone; that proposals for development are deliverable; and will meet the Borough's needs for homes and other development.
- 9.18 This section identifies broad policy requirements that development proposals will be expected to align with.

S19.1 Planning for Sustainable Urban Extensions and Strategic Housing Allocations

For each Strategic Urban Extension and Strategic Housing Allocation allocated through the 2025/26 to 2042/43 Local Plan, planning applications should be prepared and will be considered with regard to the Indicative Concept Plan included on the Policies Map. Each

Indicative Concept Plan provides an indicative framework for development of each site and establishes the overall vision, development principles, land use distribution, movement network, biodiversity and green infrastructure, and phasing for the site.

Each Strategic Allocation and Sustainable Urban Extension must contribute towards meeting North Tyneside's needs for development including affordable housing, homes for older people and other specialist and supported housing.

A site-specific masterplan and design code must be prepared in accordance with the Indicative Concept Plan and Local Plan policy and Design Code for North Tyneside to support any planning applications. This will provide clear, measurable standards for layout, building form, materials, public realm and landscaping and ecology to secure high-quality, distinctive, and sustainable design that responds positively to the historic, built and natural environment.

Having appropriate regard to site specific circumstances and local context, development proposals must achieve the most effective use of available land within the net developable area:

- a. within 800m of existing or potential train or metro stations development should achieve a density of at least 45 dwellings per hectare.
- b. a density of between 35 and at least 50 dwellings per hectare – reflective of the characteristics and accessibility of the site.

Planning permission will only be granted where proposals demonstrate alignment with the Indicative Concept Plan. The masterplan and design code for each site must demonstrate that:

- c. It has been informed by early and meaningful engagement with local communities, stakeholders, and statutory consultees.

North Tyneside Northern Growth Area

- 9.19 This possible strategic allocation relates to a large site north of Backworth and east of the A19. Beyond the northern boundary of the site, features including the former soil heaps related to the

area's brick works and mining history, and former Seghill landfill site form a notable landscape barrier limiting views to Seghill and Seaton Delaval. Much of the southern boundary is adjacent to Backworth Village with the eastern part of the site located adjacent to the Earsdon by-pass, the A186.

- 9.20 The site is currently predominantly in use for a range of agricultural and equine purposes for land to the west of Fisher Road and east of the Northumberland Line. Immediately north of Backworth Village, much of the site is closely associated with the mining history of Backworth. Fisher Road, which runs through the heart of the site, forms a key junction with former waggonway routes and other connections close to the former Havelock Place, the hub of a small mining community associated with the Backworth Colliery C Pit.
- 9.21 Whilst the site is greenfield, its historic residential, mining and industrial heritage leaves it well connected by historic transport routes that provide opportunities to create a high-quality active travel network. Today, the waggonway network in this area and across North Tyneside is recognised as locations of potential importance for biodiversity through the North of Tyne Local Nature Recovery Strategy 2026 (LNRS).
- 9.22 Whilst accessible via the waggonways, the site is relatively disconnected from existing town or district centres and locations of employment. Release of the site for development therefore is dependent upon securing a mix of uses, new community infrastructure, open space and significant public transport investment. This must minimise the number of private car journeys created by the site and make travel either by walking, cycling, bus or train the most attractive modes of transport for residents.
- 9.23 The possible creation of a new rail station on the Northumberland Line is an opportunity to provide high quality public transport provision to this site. However, further evidence is required to understand the technical constraints of the line and optimum approach to additional use of the line and creation of new stations across the line as a whole. To explore this potential the Council will work with partners at the North East Combined Authority and Northumberland County Council.

- 9.24 Towards the east part of the site, the Northumberland Line railway now passes on an embankment, with freight and passenger trains crossing the site regularly. This limits accessibility for potential development parcels to the east of the rail line that may be less connected from any new facilities and services. Development potential here is therefore dependent upon access to a possible new rail station and/or new connections across the Northumberland Line.
- 9.25 Sections of the wider site are also close to areas of potential flood risk, wildlife designations and notable banks of trees and hedgerows. However, the residential development area is not expected to exceed 60% of the total site area, providing opportunities for enhancement and creation of new green infrastructure.

AS19.2 North Tyneside Northern Growth Area

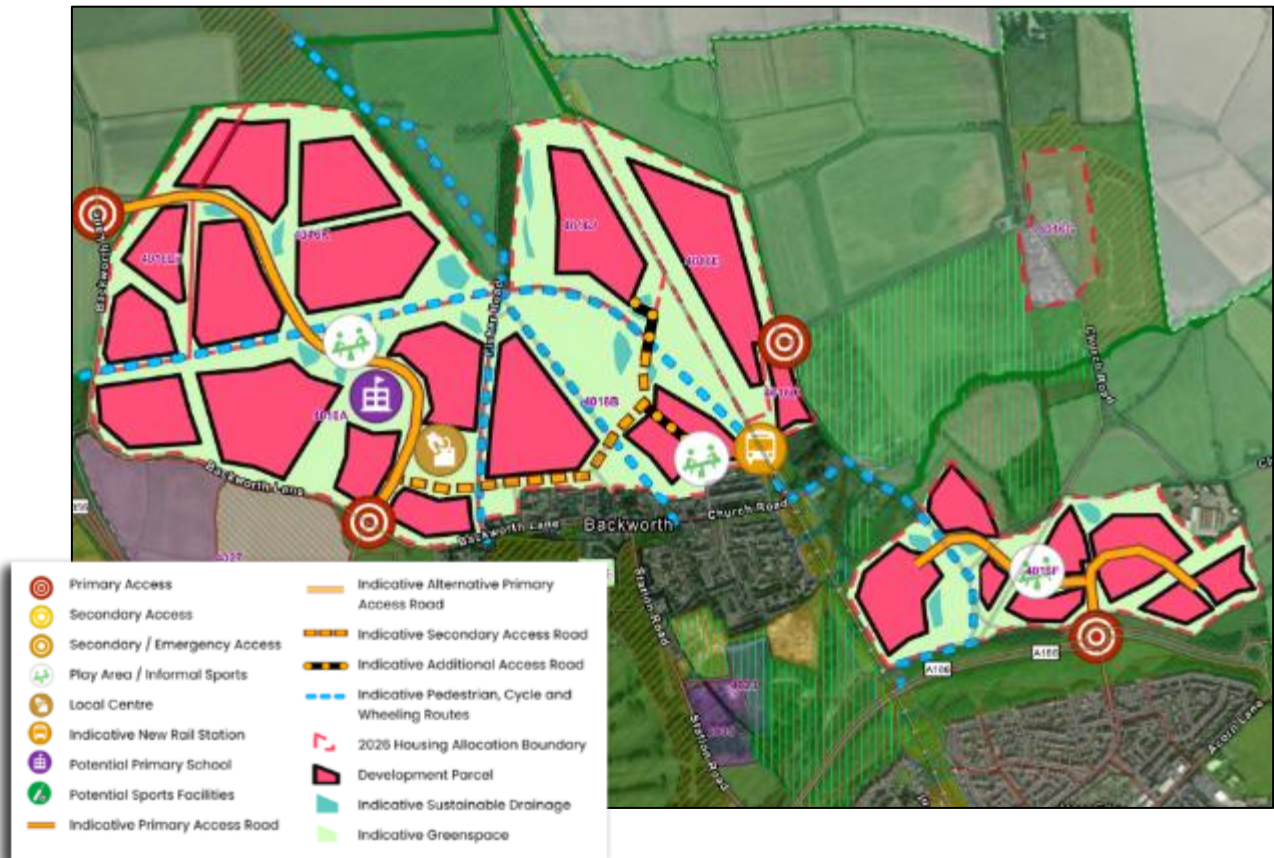
The North Tyneside Northern Growth Area (site 4016A-D, F, J, K and L identified on the Policies Map) is identified as a Strategic mixed-use Sustainable Urban Extension to be delivered through strategic release of land from the Green Belt for approximately 2,500 homes by 2042/43 and an additional 660 homes beyond the Plan period (around 3,100 homes in total).

The development must include a mix of housing types and tenures reflecting Borough-wide housing needs for affordable homes to rent and buy, older persons housing and other potential supported and specialist housing types. Proposals for development are required to:

- a. Be supported by a landscape-led masterplan and design code that integrates the site sensitively with the surrounding countryside, amended Green Belt boundary, and the setting of Backworth Village Conservation Area.
- b. Make appropriate inclusion of landscaping, ecological habitats and structural planting through the site and at development boundaries to reinforce settlement edges. Development parcels must retain key landscape and ecological features and deliver a connected green infrastructure network that provides a range of open spaces for amenity and biodiversity.

- c. Protect and enhance biodiversity, including supporting the goals of the LNRS waggonways biodiversity opportunity and minimise and avoid harm to farmland bird habitat, or where harm or loss is justified and unavoidable, deliver appropriate mitigation.
- d. Integrate existing wildlife corridors and opportunities for habitat creation with approaches to securing BNG with priority to maximising BNG on site in accordance with the established BNG hierarchy.
- e. Integrate a network of accessible parks, biodiversity and natural greenspace and play areas throughout the site.
- f. Avoid dependency on the A19 and be phased to align with any required A19 improvements.
- g. Ensure walking, wheeling and cycling must form the primary movement network, with direct links to surrounding communities and strategic routes.
- h. Include a public transport interchange, with potential for a Northumberland Line station subject to feasibility. If a station cannot be delivered, alternatives that achieve equivalent modal shift to public transport must be provided.
- i. Ensure more vulnerable uses, including housing, must be sequentially located within areas of lowest flood risk (Flood Zone 1), considering climate-change extents of Flood Zones 2 and 3 associated with the Brierdene Burn and tributaries and any site wide masterplan must be informed by a Flood Risk Assessment.
- j. Provide coordinated drainage, utilities and Sustainable Drainage Systems (SuDS) integrated with biodiversity green infrastructure.
- k. Deliver off-site improvements to public transport and active-travel connections to support links to Newcastle, Killingworth, Seghill and Cramlington.
- l. Deliver, in accordance with an agreed phasing plan for the site, key infrastructure including active travel routes, public transport, access and off-site highway improvements, and a local centre.
- m. Safeguard an appropriate area of land suitable for potential delivery of a new primary school to be delivered in agreement with the Local Education Authority in response to future needs for school place.

*Figure 9.3) North Growth Area Sustainable Urban Extension
Indicative Concept Plan*



3089 Seaton Burn North

9.26 At Seaton Burn this site is an area of predominantly agricultural land. However, the site lies close to the heart of Seaton Burn village centre and within 400m of the North Gosforth Academy. Like many parts of the North West of North Tyneside, aircraft noise is a potential issue but current air craft noise contours set out by Newcastle Airport suggest the part of the site closest to the flight path to the south remains free of the most harmful noise levels.

9.27 At Seaton Burn, there is potential for development to play a role in supporting the delivery of enhanced sport and leisure provision associated with the existing cricket and football clubs at Seaton Burn Recreation Ground. This work is being explored alongside stakeholders to identify whether a coordinated approach can address current facility limitations and provide improved, more sustainable provision for both clubs and the wider community.

- 9.28 Any such opportunity would be dependent on establishing a viable scheme that demonstrably delivers these improvements, with development to the west of Front Street only considered where it enables this outcome. Ongoing discussions with the relevant clubs have indicated general support in principle, and the approach will continue to be shaped collaboratively to ensure that the needs of existing users are integral to the proposals as they evolve.

AS19.3 Seaton Burn North

Land at Seaton Burn North, identified on the Policies Map as site 3089 A, B and C, is identified as a North West village extension to be delivered through a strategic release of land from the Green Belt to enable provision of approximately 400 to 500 homes.

This site provides an opportunity to secure major investment in sports facilities for Seaton Burn. Delivery of approximately 400 homes must support opportunities for investment and enhancement of the existing Seaton Burn Recreation Ground unless appropriate alternative facilities are delivered in the immediate vicinity of site, with initial options to be considered at Site 3086a to support delivery at the higher indicative capacity of 500 dwellings.

Any proposals for housing development must ensure continuous provision of sport facilities in the Seaton Burn area.

Proposals will be supported where they accord with the Concept Plan for the site and illustrate through a masterplan and design code that development would meet the following requirements:

- a. Development must respond positively to the site's landscape character and its prominent position at the northern edge of Seaton Burn.
- b. Existing hedgerows, trees and landscape must be retained and incorporated into the layout to reinforce a clear and defensible settlement edge.
- c. Building heights, massing and layout must ensure a sensitive transition between the built-up area of Seaton Burn and the open countryside to the north and west.

- d. Development must not increase reliance on private car use and should incorporate measures to encourage walking, wheeling and public transport use in accordance with Policies S13.1a and DM13.2.
- e. Safe vehicular access must be provided to connect the site with Seaton Burn, with measures to ensure traffic impacts on the village are minimised.
- f. Walking and cycling routes must connect directly into Seaton Burn's footpath network, nearby bus stops, and green corridor routes to Wideopen, Weetslade and Northumberland.
- q. Off-site improvements to walking, cycling and bus accessibility must enable sustainable travel choices for new residents whilst also delivering benefits for the existing residents of Seaton Burn.
- g. Proposals must protect and enhance ecological assets. Habitat creation, enhancement, buffering and green corridors must be provided to support biodiversity, including farmland birds and wetland/grassland mosaic features visible in the local area.
- i. Development must include high-quality publicly accessible open space, biodiversity and natural greenspace and equipped play in accordance with the standards in the North Tyneside Green Space Study.
- j. On-site green infrastructure must form part of an integrated network linking to surrounding green spaces and waggonways and respond to the future role and value of Seaton Burn Recreation Ground.
- k. A site-wide SuDS strategy must be incorporated, designed to work with existing landscape character and provide biodiversity benefits whilst avoiding increased flood risk downstream.
- l. Proposals must include appropriate assessment of historic mine workings and ground stability, with remediation where required.
- n. Development must respect the historic character of Seaton Burn and maintain key views from the village towards the open countryside.
- o. The layout must avoid harmful impacts on the rural setting of Seaton Burn and nearby heritage features (where applicable).

I. Key infrastructure, including active travel routes, public transport, access and off-site highway improvements must be delivered in accordance with an agreed phasing plan for the site.

Figure 9.4) Seaton Burn Strategic Green Belt Allocation Indicative Concept Plan



Wideopen

- 9.29 Site 3092 is located on the eastern edge of Wideopen. The area sits within the narrow Green Belt gap between Wideopen and Dudley, requiring development to maintain a clear sense of separation between the two communities. However, development here provides an opportunity to improve links between the existing Wideopen community and nearby open spaces, including the wider Green Belt and Weetslade Country Park.
- 9.30 Road access to the land is limited with the only direct road access to the site located at the open break between Seaton Burn and Wideopen. Securing a road access that can avoid significant harm

to the separate identity of Seaton Burn and Wideopen, is safe and provides adequate access for emergency services to the whole site, and that is effective in supporting sustainable travel is important to enabling development here.

- 9.31 The northern parts of the site fall beneath the flight path of Newcastle International Airport, creating notable aircraft-noise constraints that must shape site layout and design.

AS19.4 Land at East Wideopen

Land to the east of Wideopen at sites 3092A and B, as identified on the Policies Map, is identified as a North West village extension to be delivered through a strategic release of Green Belt land for provision of around 600 homes.

The site must be developed in accordance with a Concept Plan for the proposed allocation that should define strategic relationships and dependency and consider approaches that enable flexible approaches to delivery.

Proposals will be supported where they meet all of the following requirements:

- a. Development must reinforce the Green Belt gap between Wideopen and Dudley, ensuring a clear and enduring physical and visual separation.
- b. Layouts must respect and integrate the strong landscape and tree belts that define site boundaries and use these as structuring elements for neighbourhood design.
- c. Proposals must reinforce a clear, well-designed settlement edge and enhance access to the surrounding Green Belt.
- d. The northern part of 3092A and much of 3092B lie beneath the Newcastle International Airport flight path; development must incorporate layout, design and building specification measures to manage aircraft noise and deliver acceptable internal and external residential amenity.
- e. Road access via existing communities of Wideopen to the north west of the site are subject to significant constraints and are unlikely to be appropriate. Development must respond to the limited availability of vehicular access, ensuring that road impacts on the

existing network and existing residents are minimised and safe junction arrangements are provided.

f. Walking and cycling routes must be strengthened, including improved access to the waggonway forming the northern boundary, and links to Weetslade Country Park and wider active-travel networks.

g. Proposals must support public transport provision serving Wideopen and surrounding communities.

h. The design and layout must support positive integration with the existing Wideopen settlement, avoiding over-reliance on heavy buffers and instead using high-quality design, street structure and open-space connections to create a cohesive neighbourhood.

i. Development must enhance access to new and existing open spaces for residents of Wideopen and Seaton Burn.

j. Development must protect and enhance ecological features associated with the tree belts, hedgerows and the waggonway corridor, delivering on-site BNG.

k. Development must protect adjacent wildlife sites and important ecological assets through appropriate landscape buffers.

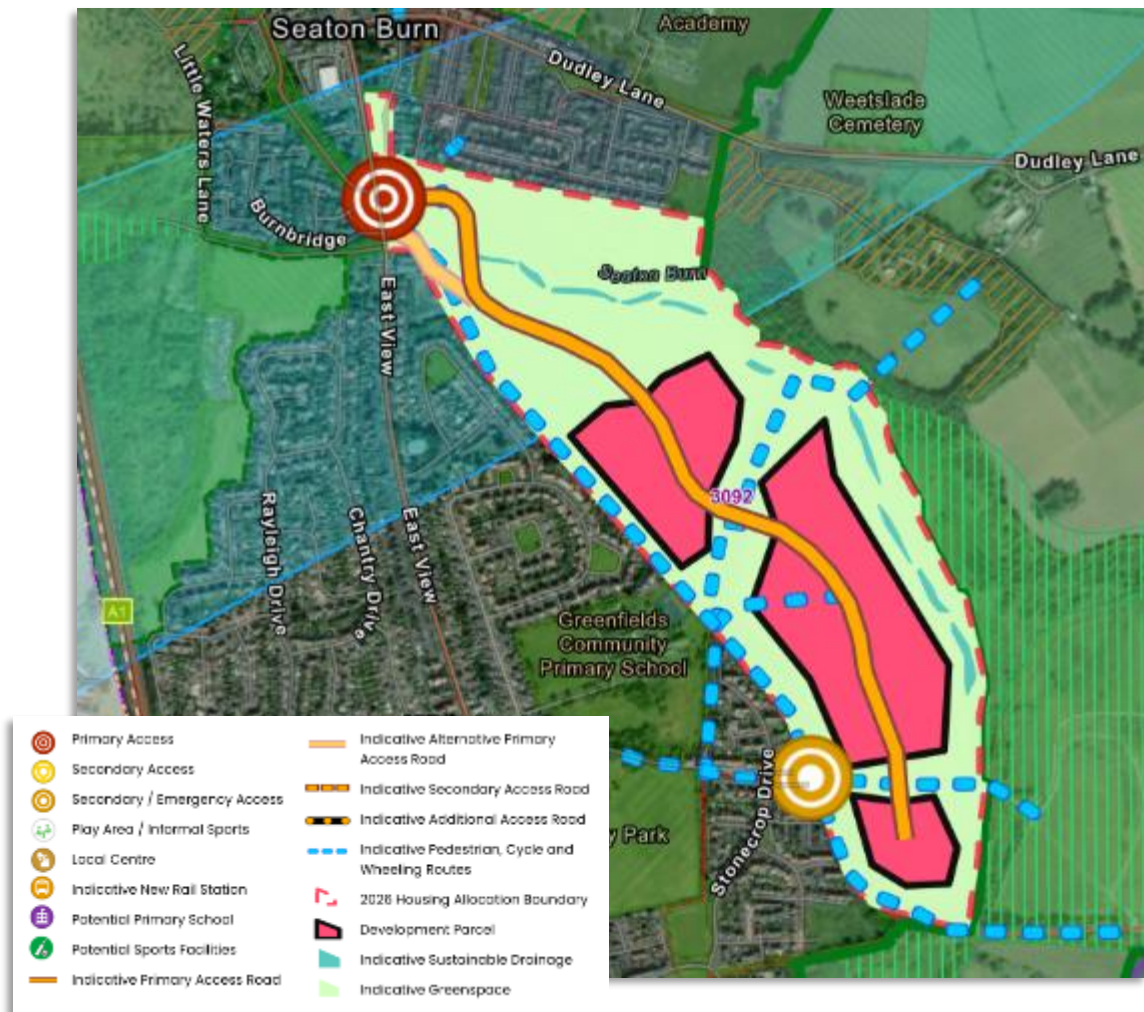
l. Green infrastructure must connect to local routes leading to Weetslade Country Park and the wider countryside.

m. More vulnerable uses, including housing, must be sequentially located within areas of lowest flood risk (Flood Zone 1), taking into account the climate-change-expanded extents of Flood Zones 2 and 3 associated with the Seaton Burn and its tributaries and any site wide masterplan must be informed by Flood Risk Assessment.

n. A site-wide sustainable drainage strategy must be provided, integrating SuDS into the green infrastructure network and providing biodiversity benefits whilst avoiding increased downstream flood risk.

o. Key infrastructure, including active travel routes, public transport, access and off-site highway improvements must be delivered in accordance with an agreed phasing plan for the site.

Figure 9.5) Land at East Wideopen Strategic Green Belt Allocation Indicative Concept Plan



Dudley and Fordley

- 9.32 There are a number of proposed sites located to the west and south of Dudley and Fordley where growth could secure a range of benefits for the overall vitality of Dudley as a village and support investment in key services including improved bus services to key destinations including Cramlington, Killingworth and Newcastle city centre.

AS19.5: Land west of Dudley

Land west of Dudley at sites 3090A, 3088A and 4020A are identified on the Policies Map as a North West village extension to be delivered through a strategic release of land from the Green Belt for provision of around 250 homes.

Each site must be delivered in accordance with the Concept Plan for the location that should define strategic relationships and dependency and consider approaches that enable a flexible approach to delivery.

Proposals for development should support and enable delivery of the site as a whole. Proposals that would prevent later delivery of the proposed allocations as a whole would not be permitted.

Proposals will be supported where they accord with all the following requirements:

- a. Development across all three sites must reinforce the distinct settlement edge of Dudley, respecting the open landscape between Seaton Burn and Dudley that performs an important function in the overall role of the Green Belt.
- b. Layouts must respond to the Seaton Burn corridor, incorporating views, watercourses and associated greenspace as a structuring landscape feature.
- c. Built form, height and massing must ensure a gentle transition to open countryside and protect the character of nearby communities.
- d. Development must protect and enhance the wildlife corridors surrounding and crossing the sites, with habitat creation and buffering to maintain ecological connectivity between Weetslade, Seaton Burn and woodland/grassland areas.
- e. The Seaton Burn corridor must be treated as a key ecological asset, with Sustainable Drainage Systems and green links enhancing habitat value.

- f. Each site must prioritise delivery of on-site mitigation for notable habitats and species and BNG, and enhance key hedgerows and landscape features.
- g. Proposals must support modal shift by improving pedestrian, cycle and bus accessibility. Walking and cycling routes must link to Dudley centre, Seaton Burn, local schools and infrastructure whilst enhancing accessibility to the Green Belt.
- h. Development must address potential aircraft noise through appropriate layout, building design and mitigation measures that protect residential amenity.
- i. Each site must provide high-quality open space appropriate to its scale, complementing local provision and linking to the broader network of green infrastructure.
- k. More vulnerable uses, including housing, must be sequentially located within areas of lowest flood risk (Flood Zone 1), considering climate-change extents of Flood Zones 2 and 3 associated with the Seaton Burn and its tributaries and any site wide masterplan must be informed by Flood Risk Assessment.
- l. A SuDS strategy must manage surface water sustainably and provide biodiversity benefits whilst avoiding downstream flood risk along the Seaton Burn corridor.
- m. Proposals must address any historic ground stability issues, including potential former mining activity.
- n. Key infrastructure, including active travel routes, public transport, access and off-site highway improvements must be delivered in accordance with an agreed phasing plan for the site.

*Figure 9.6) Land west of Dudley Strategic Green Belt Allocation
Indicative Concept Plan*



Sites 3094A and 3095A: Land at Weetslade Road, South of Dudley

AS19.6: Land South of Dudley

Land south of Dudley at 3094A and 3095A, as shown on the Policies Map, is identified as a North West village extension to be delivered through the strategic release of Green Belt land for delivery of around 500 homes

Each site must be delivered in accordance with the Concept Plan for the location that should define strategic relationships and dependency and consider approaches that enable a flexible approach to delivery.

Any proposals for development at this site should support and enable delivery of adjacent development parcels. Proposals that would prevent later delivery of the proposed allocations as a whole would not be permitted.

Proposals will be supported where they meet all of the following criteria:

- a. Maintain and reinforce the Green Belt break between Dudley and Burradon and ensure development forms a clear, defensible and well-designed settlement edge.
- b. Protect enhance and incorporate key hedgerows, trees and landscape features into site layout.
- c. Contribute to enhancement of the A189 corridor and green linkages between Weetslade Country Park, Dudley, Burradon and the former Burradon Colliery Local Wildlife Site.
- d. Prioritise delivery of on-site mitigation for notable habitats and species and Biodiversity Net Gain and integrate naturalised SuDS.
- e. Provide safe vehicular access appropriate to each site without adverse effects on Dudley centre.
- f. Deliver high-quality walking and cycling links to Dudley centre, local schools and bus routes.
- g. Support modal shift through enhanced pedestrian, cycle and public transport accessibility.
- h. Incorporate layout and design measures to manage aircraft noise, ensuring acceptable internal and external amenity.
- i. Provide high-quality habitats and open space proportionate to each site, linking to the Seaton Burn corridor and local green infrastructure network.
- j. Ensure more vulnerable uses, including housing, must be sequentially located within areas of lowest flood risk (Flood Zone 1), considering climate-change extents of Flood Zones 2 and 3 associated with the Brierdene Burn and tributaries and any site wide masterplan must be informed by a Flood Risk Assessment.
- k. Ensure layouts integrate well with existing homes, maintaining privacy, outlook and safe pedestrian connections.
- l. Implement a sustainable drainage strategy that provides biodiversity benefits whilst avoiding increased flood risk within the Seaton Burn catchment.

m. Assess and address any historic ground stability issues, including former mining activity.

n. Key infrastructure, including active travel routes, public transport, access and off-site highway improvements must be delivered in accordance with an agreed phasing plan for the site.

Figure 9.7) Land South of Dudley Strategic Green Belt Allocation Indicative Concept Plan



Burradon, Camperdown and Killingworth North

9.33 Sites 4000A and 4016N occupy a well-located area on the northern edge of Killingworth Way, close to the services and facilities of Killingworth town centre but separated from it by significant transport infrastructure. The land sits alongside an established network of green spaces and the Burradon Colliery Local Wildlife Site, which gives the area a sensitive ecological context and requires careful, high-quality design. A historic waggonway defines the northern boundary of the sites, offering an important east-west active-travel route and the potential for improved pedestrian and

cycle connections, including a future link beneath the A19 to the wider growth area.

- 9.34 Development here provides an opportunity to create new homes in a highly accessible location while enhancing local green infrastructure and strengthening active-travel connections. Each site must be capable of independent delivery, but together they should form a coordinated approach that supports sustainable movement, protects ecological assets, and integrates effectively with nearby communities.
- 9.35 At the west of Burradon, Sites 3097 and 1874 closely relate to existing communities at Means Drive and Burradon Road. They provide an opportunity to deliver high quality development but must respond positively and create an attractive boundary to the existing homes.

AS19.7: Burradon and Camperdown

Sites 3097 and 1874, as shown on the Policies Map, are identified as a North West village extension to be delivered through the strategic release of Green Belt land for delivery of around 500 homes.

Each site must be designed and delivered independently but contribute to a coordinated approach across the Burradon cluster. Proposals will be supported where they meet the following criteria:

- a. Development must reinforce the Green Belt gap between Burradon and Dudley, maintaining a clear physical and visual break between settlements.
- b. The design and layout must respond positively to Burradon's historic settlement form and integrate sensitively with existing residential areas.
- c. The site edges adjacent to existing homes must achieve sensitive, fine-grained integration, prioritising high-quality design, scale and layout that successfully integrates new development with the community.
- d. Streets, frontages and open spaces must support positive connections with the existing village.

- e. Proposals must take account of the A189 dual carriageway setting, ensuring safe access arrangements and minimising noise and air-quality impacts.
- f. The proximity to the East Coast Main Line must inform layout and noise mitigation.
- g. Development must avoid creating pressure on surrounding junctions and deliver walking, cycling and public transport improvements linking Burradon with Camperdown, Dudley and wider routes.
- h. Proposals must address the influence of nearby industrial activity south of Site 3097, incorporating design and layout measures to safeguard residential amenity.
- i. Sustainable drainage must reduce downstream flood risk, provide biodiversity benefits and integrate into the local green infrastructure network.
- j. Public open space must be provided proportionate to each site's scale, enhancing local recreational access, biodiversity and linking to green infrastructure connecting Burradon, Camperdown and the countryside edges.
- k. Key infrastructure, including active travel routes, public transport, access and off-site highway improvements must be delivered in accordance with an agreed phasing plan for the site.

Figure 9.8) Burradon and Camperdown Strategic Green Belt Allocation Indicative Concept Plan



Land North of Killingworth

AS19.8: North of Killingworth

Sites 4000A and 4016N, as shown on the Policies Map, is identified as a housing allocation to be delivered through the strategic release of Green Belt land for delivery of around 500 homes

Each site must be delivered in a coordinated approach to place-making and infrastructure across the wider growth area. Delivery of any one site must not compromise the ability to bring forward the proposed allocations in full.

Proposals will be supported where they meet the following criteria:

- Development must make the most of proximity to Killingworth town centre, providing strong and direct pedestrian, cycle and public-transport connections.

- b. Proposals must address the barrier effect of the A1056 Killingworth Way, incorporating measures to improve safe crossings and connectivity.
- c. Development must demonstrate particular sensitivity to the adjacent Burradon Colliery Local Wildlife Site, including appropriate ecological assessment, buffering and enhancement of key habitats.
- d. Retention and strengthening of existing wildlife links along site edges must contribute to on-site BNG.
- e. The waggonway on the northern boundary must be safeguarded and enhanced as a key east-west active-travel route.
- f. Proposals must support improved continuity of walking and cycling connections, including the potential pedestrian/cycle link beneath the A19 to the wider 4016 North Tyneside Growth Corridor.
- g. Internal movement networks must prioritise walking, wheeling and cycling in accordance with Local Plan transport policies.
- h. Development must deliver high-quality design that integrates positively with existing residential areas.
- i. Streets and open spaces must be arranged to create a strong, coherent neighbourhood focused on active travel and access to local services.
- j. A sustainable drainage strategy must reduce run-off rates and avoid downstream impacts, integrating SuDS into the wider green infrastructure network and provide biodiversity benefits.
- k. Necessary utilities and transport infrastructure must be delivered in step with development, and off-site improvements may be required to enhance access to Killingworth town centre and wider active-travel networks.
- l. Each site must ensure timely delivery of active-travel infrastructure, ecological mitigation, drainage and open space.
- m. Development should consider and be sensitive to former and historic mining and landfill activity and be fully informed by appropriate site investigations to ensure appropriate avoidance

and remediation where required in accordance with national standards.

Figure 9.9) North of Killingworth Way Strategic Green Belt Allocation Indicative Concept Plan



South of Earsdon

- 9.36 Sites 4004 and 1824 occupy a strategically important location between the emerging Murton Gap neighbourhood to the south and the historic village of Earsdon to the north east. Their release from the Green Belt provides an opportunity to deliver well-connected new homes in a sustainable location, while maintaining the essential green break between Shiremoor and Monkseaton. The area is defined by its sensitive landscape setting, proximity to the Earsdon Village Conservation Area, and the presence of ecological corridors and watercourses that contribute to the wider environmental character of the Shiremoor and Earsdon landscape.
- 9.37 Development of these sites must integrate seamlessly with the wider growth taking place at Murton Gap, including new transport

infrastructure such as the proposed Metro station and the planned strategic road link to the A186. At the same time, new neighbourhoods must be carefully designed to respect the heritage setting of Earsdon, the surrounding open character, and the need for strong active-travel connections that support sustainable movement across the wider area. The following policy sets out the requirements to ensure that development can be delivered independently on each site, while contributing positively to the coordinated shaping of this key part of North Tyneside.

AS19.9: South of Earsdon, East of Shiremoor

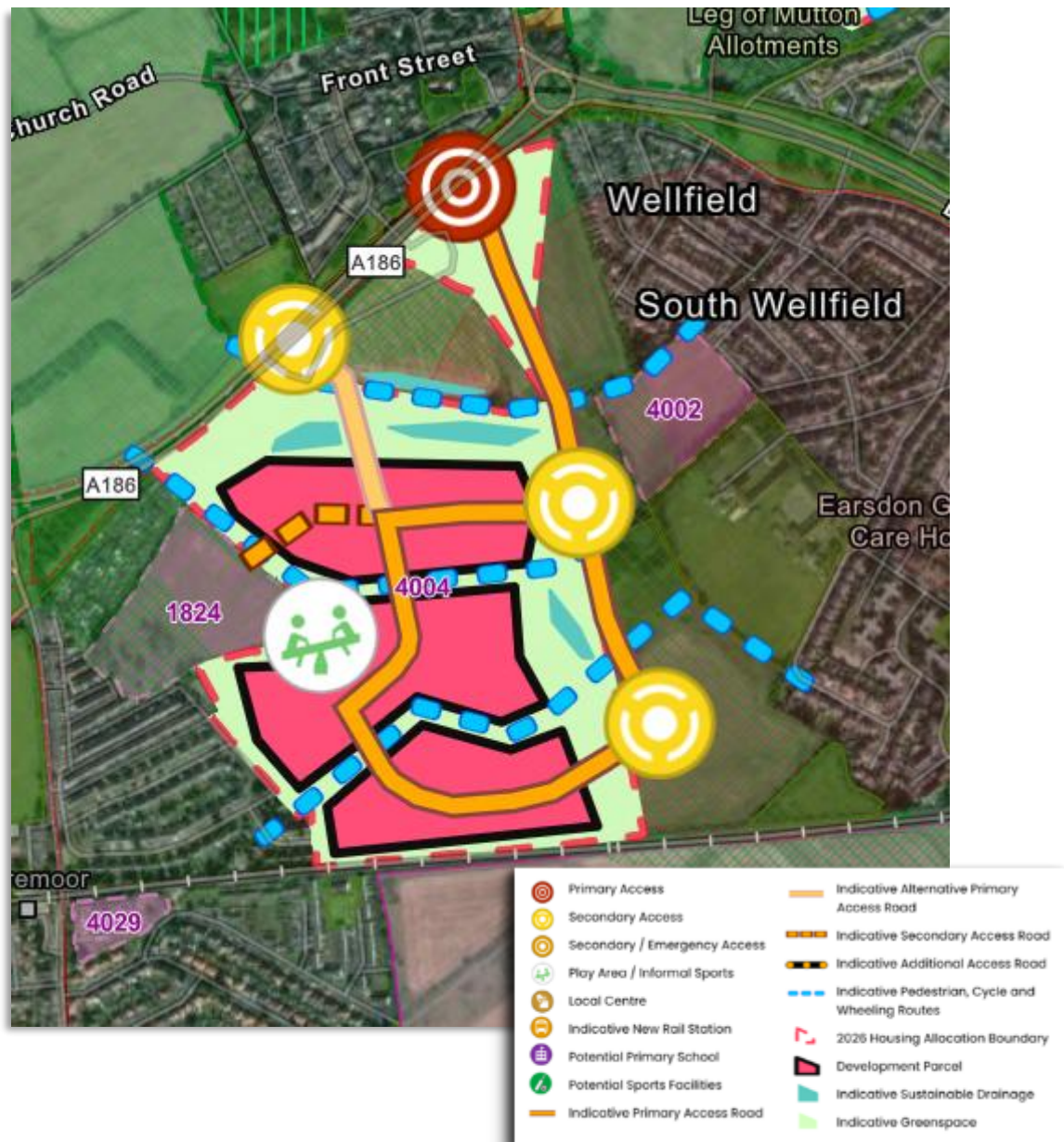
Site 4004, as shown on the Policies Map, is identified as a housing allocation to be delivered through the strategic release of Green Belt land for delivery of around 550 homes.

Proposals will be supported where they meet the following criteria:

- a. Development must maintain a meaningful green break between Shiremoor and Earsdon, Wellfield and Monkseaton, ensuring the area continues to function as a separation between settlements following Green Belt release.
- b. The layout and massing must respect the open setting of Earsdon and ensure a sensitive transition to countryside edges and existing landscape and ecological features.
- c. Development must safeguard the heritage significance and setting of Earsdon Village Conservation Area to the north east of the site, including:
 - i. protecting key views toward and from the village;
 - ii. avoiding development that dominates or erodes the historic village setting.
- d. Proposals must integrate with the proposed Tyne & Wear Metro station on the southern boundary of the site as part of the Murton Gap strategic allocation, ensuring safe, direct pedestrian and cycling links.
- e. Development must connect to and complement the proposed strategic link road and junction between Murton Gap and the A186 at Earsdon.

- f. Walking and cycling must be prioritised internally and externally, providing strong links to Shiremoor, Earsdon, Metro services, schools and the surrounding green route network.
- g. Development must sensitively address the ecological corridors and watercourses running northwards toward Earsdon, incorporating natural buffers, habitat creation and BNG.
- h. A connected green infrastructure network must be delivered across both sites, linking open spaces, drainage corridors and local footpaths.
- i. Development must integrate positively with existing residential areas at Shiremoor, avoiding over-reliance on heavy screening and instead using high-quality design, layout and street structure to ensure a cohesive neighbourhood.
- j. New open spaces must be located to support access to recreation and provide visual breathing space toward Earsdon.
- k. More vulnerable uses, including housing, must be sequentially located within areas of lowest flood risk (Flood Zone 1), considering climate-change extents of Flood Zones 2 and 3 and the watercourse on site and any site wide masterplan must be informed by Flood Risk Assessment.
- l. A comprehensive SuDS approach must be provided, protecting downstream catchments and integrating with the site's green infrastructure framework.
- m. The phasing of development must align with the delivery of required infrastructure from Murton Gap, while remaining independently deliverable.
- n. Development should consider and be sensitive to former and historic mining and landfill activity and be fully informed by appropriate site investigations to ensure appropriate avoidance and remediation where required in accordance with national standards.

Figure 9.10) South of Earsdon / East of Shiremoor Strategic Green Belt Allocation Indicative Concept Plan



North of Whitley Bay

- 9.38 Sites 4019A and 4001 lie to the north of Whitley Bay and east of Earsdon, forming a prominent area of Green Belt release between established neighbourhoods at Beaumont Drive and Red House Drive and the rural setting of Earsdon Village.
- 9.39 The land is defined by a strong natural landscape structure, including the Brierdene Burn, associated watercourses and areas of

flood risk, which require careful integration within the layout of future development. The sites also sit within the wider heritage setting of Earsdon Village Conservation Area, necessitating a sensitive design response that respects key views and the village's historic character.

- 9.40 This location presents opportunities to improve access to open space for nearby communities, strengthen walking and cycling routes, and deliver better public transport connections into Whitley Bay, Earsdon and surrounding areas. However, development must also consider local transport constraints, including the rural nature of Hartley Lane and the capacity of the A192/A186 Red Lion roundabout, which forms part of the planned infrastructure upgrades required to support the Murton Gap strategic allocation to the south.
- 9.41 The following policy sets out how new development can be delivered in a way that supports landscape and heritage protection, manages flood risk, creates a clearly defined and robust new Green Belt boundary, and integrates effectively with both existing communities and broader strategic infrastructure.

AS19.10 Land North of Whitley Bay

Sites 4019A and 4001, as identified on the Policies Map, is identified as a housing allocation to be delivered through the strategic release of Green Belt land for delivery of around 1,100.

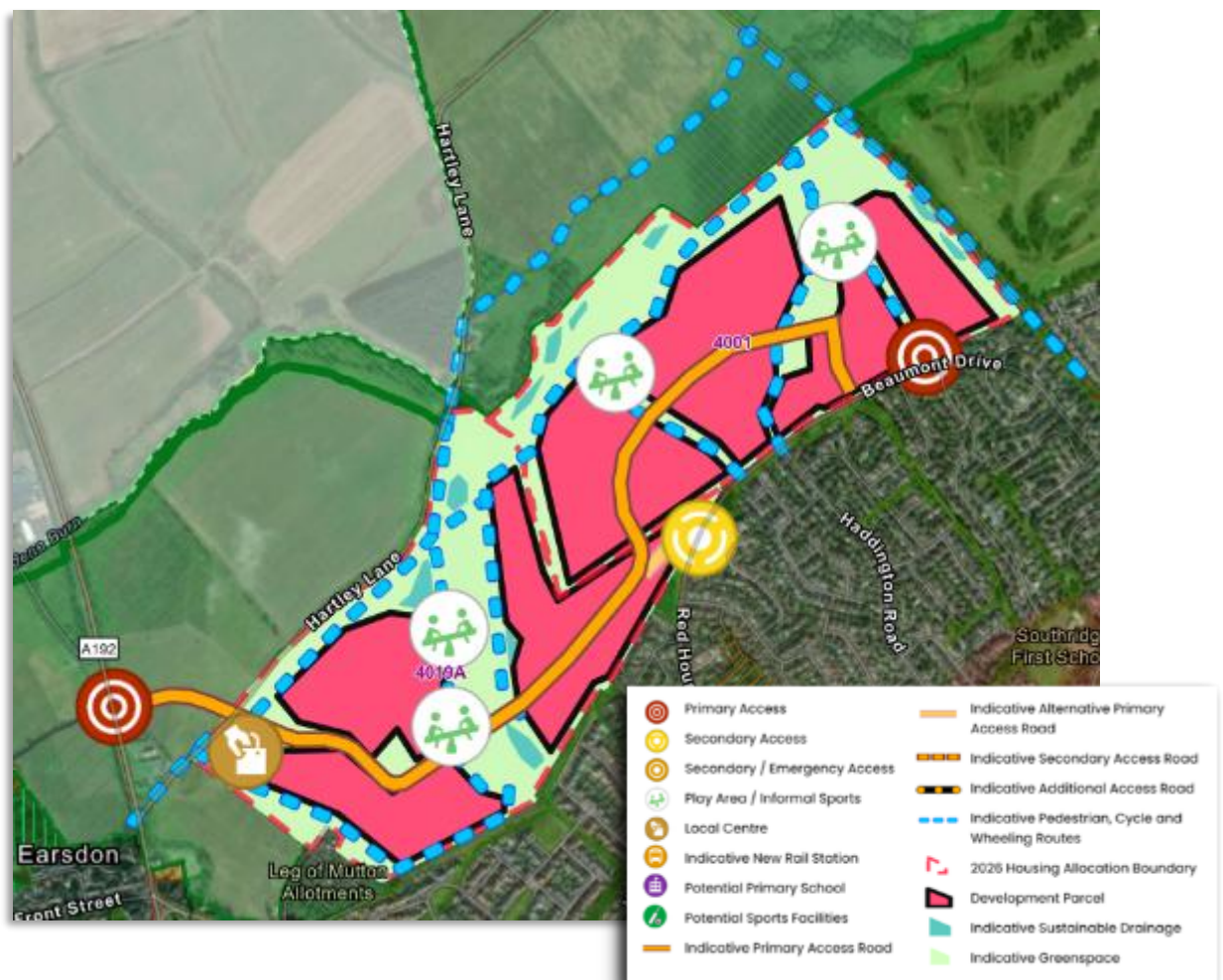
Each site must be designed and delivered independently while contributing to a coordinated approach across the Whitley Bay–Earsdon corridor. Proposals will be supported where they meet all of the following criteria:

- a. Development must deliver a strong and enduring new Green Belt boundary along the Brierdene Burn corridor to the north of Site 4001.
- b. Layout, scale and landscape treatment must reinforce the separation between Whitley Bay and Earsdon, ensuring a sensitive transition to the countryside.
- c. Proposals must safeguard the setting and significance of Earsdon Village Conservation Area, including protection of key views toward and from the village.

- d. Building form and materials must be appropriate to the historic character of Earsdon and its wider landscape setting.
- e. More vulnerable uses, including housing, must be sequentially located within areas of lowest flood risk (Flood Zone 1), considering climate-change extents of Flood Zones 2 and 3 associated with the ordinary watercourse on site and any site wide masterplan must be informed by Flood Risk Assessment.
- f. The Brierdene Burn and associated watercourses must be protected and enhanced, with naturalised SuDS integrated into green infrastructure.
- g. Proposals must achieve BNG and protect ecological corridors flowing north from the sites.
- h. Development must provide safe, attractive pedestrian and cycle connections to Beaumont Drive, Red House Drive and surrounding neighbourhoods.
- i. Layouts must improve access to open spaces for existing residents and avoid creating isolated or inward-facing development.
- j. Proposals must include measures to manage traffic impacts and improve public transport access to Whitley Bay, Earsdon and wider destinations.
- k. The capacity and function of Hartley Lane must be carefully considered, recognising its current rural character and constraints.
- l. Development must align with or contribute to necessary improvements at the A192/A186 Red Lion Roundabout, which forms part of the wider highway works required to support Murton Gap.
- m. Internal networks must prioritise walking, wheeling and cycling consistent with Local Plan transport policies.
- n. Infrastructure, particularly flood mitigation, green infrastructure, walking and cycling connections and transport improvements must be delivered in phased manner alongside housing delivery.
- o. Each site must be capable of coming forward independently but demonstrate how it complements the wider cluster.
- p. Development should consider and be sensitive to former and historic mining and landfill activity and be fully informed by

appropriate site investigations to ensure appropriate avoidance and remediation where required in accordance with national standards.

Figure 9.11) North of Whitley Bay Strategic Green Belt Allocation Indicative Concept Plan



Weetslade Park (Indigo)

9.42 Site 4040 Weetslade Park is a long-established strategic employment site in North Tyneside, allocated since the 2002 Unitary Development Plan. It comprises a mix of reclaimed colliery land and agricultural fields and remains a key opportunity to deliver new investment and jobs. Interest in bringing forward speculative industrial development is supported in order to strengthen the Borough's employment land portfolio.

9.43 The site sits within a sensitive environmental context. It adjoins Weetslade Country Park, an important ecological asset managed

by Northumberland Wildlife Trust, and contains areas of biodiversity value including open mosaic habitat that may support protected species. Retention of habitat networks and wildlife corridors is fundamental to the site's future development.

- 9.44 A comprehensive mixed-use approach is supported to unlock delivery. This will retain a strong employment role (approximately 20–25 hectares) whilst enabling residential development of around 350 homes. Working with Homes England and other landowners, the Council seeks high-quality, well-integrated development that manages land use relationships, protects biodiversity, and provides sustainable access to jobs, services and facilities.
- 9.45 Given the relative complexity and early stage in potential delivery of any housing provision at Weetslade, an indicative Concept Plan to guide its development is not included within this Local Plan Publication Draft. Meanwhile, the Local Plan housing trajectory does not rely on housing supply at Weetslade Park coming forward within the first five years of the Plan Period. This would not prevent delivery of a comprehensive scheme at the site earlier if this becomes achievable in future years.

AS19.11 Weetslade Park

Land at site 4040 Weetslade Park is allocated for mixed-use development including provision of approximately 18 hectares of land for employment uses within Use Classes B2, B8 and suitable Class E(g) and residential development of around 350 dwellings.

Proposals for development will be permitted where:

- a. The site is brought forward in a manner that demonstrates effective coordination between landowners and integration with adjoining development, including existing retail provision;
- b. Existing biodiversity assets, including areas of open mosaic habitat, are retained, protected and enhanced;
- c. Continuous wildlife corridors are provided through the site and along the northern boundary adjoining Weetslade Country Park and

impacts on protected species are avoided or appropriately mitigated, and BNG is delivered;

d. The site's relationship to Weetslade Country Park is appropriately managed to safeguard its ecological value and setting;

e. Development responds positively to site characteristics and constraints, and potential conflicts between employment and residential uses are addressed through layout, design and appropriate mitigation measures;

f. Safe and suitable access arrangements are provided including convenient and attractive walking, cycling and public transport connections within the site and to surrounding employment areas, schools, shops and services;

e. Required infrastructure, including utilities and digital connectivity, is provided in accordance with a site wide phasing plan;

b. Sustainable drainage systems appropriate to ground conditions are incorporated and support the ecological value and opportunities presented by the site.

10. Monitoring and Implementation

10.1 The Local Plan provides a deliverable framework for growth over the Plan period, supported by a proportionate evidence base and aligned with infrastructure provision and viability considerations. In accordance with national policy, the Council will maintain a proactive and flexible approach to implementation to respond to changing circumstances, including fluctuations in housing delivery, economic conditions and infrastructure capacity.

10.2 A key component of this approach will be ensuring the ongoing delivery of housing and employment development. The Council will maintain:

- a deliverable 5-year supply of housing land; and
- ongoing monitoring of housing delivery performance, including through the Housing Delivery Test,

to ensure that planned growth is being achieved and to support timely intervention where necessary.

10.3 Delivery of the Local Plan will be supported through effective partnership working with developers, infrastructure providers, neighbouring authorities and other stakeholders. This will ensure coordinated delivery of development and infrastructure and support the resolution of cross-boundary and site-specific constraints.

10.4 The Local Plan will be implemented through partnership working and monitored through the Authority Monitoring Report (AMR). The AMR will assess progress in implementing Local Plan policies in accordance with the Local Plan Implementation and Monitoring Framework. This will include monitoring of housing delivery, including performance against the housing requirement and 5-year land supply, outcomes of the Housing Delivery Test and delivery of employment, infrastructure and other key aspects of the Plan.

- 10.5 Where monitoring indicates that delivery or the objectives of the Local Plan are not being achieved, the Council will take appropriate and proportionate action. This may include:
- a. Reviewing the effectiveness of relevant policies and their consistency with national policy and up-to-date evidence;
 - b. Assessing the deliverability of site allocations, including constraints, infrastructure requirements and viability;
 - c. Reviewing planning obligations and infrastructure funding mechanisms to support deliverability;
 - d. Working proactively with developers, landowners, infrastructure providers and other partners to address barriers to delivery;
 - e. Strengthening joint working with neighbouring authorities and prescribed bodies on cross-boundary matters; and
 - f. Preparing supplementary plans or other guidance where additional clarity is required.
- 10.6 Where these measures are insufficient to address delivery issues, including where there is a sustained failure to maintain a 5-year housing land supply or to meet housing delivery expectations, the Council will consider the need for a partial or full review of the Local Plan.

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