



International Advanced Manufacturing Park (IAMP)

Desktop Engineering Assessment

July 2014

South Tyneside Council



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Town Hall and Civic Offices, Westoe Road, South Shields, Tyne & Wear, NE33 2RL

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Executive Summary

The following report describes the findings of an engineering assessment carried out on the potential International Advanced Manufacturing Park, located adjacent to the intersection of the A19 and A184. The purpose of the assessment was to identify issues and constraints that will require consideration during the masterplanning of the site.

The most critical issues are as follows:

- Developing the site would require mitigation measures to improve the capacity of the surrounding highways. In particular, the study has identified various improvements to the highway network either under construction or in the planning process
- Without further significant investment, potential access points into the site are restricted to the A1290/A19 junction, and the A1290 itself.
- An area of the north east corner of the site has been safeguarded for the Testo's roundabout grade separation.
- As the site is located in the Green Belt, exceptional circumstances must be demonstrated to allow development. Various other planning designations will also need to be considered.
- Surface water is likely to be discharged to the River Don. Sustainable Drainage Systems will be required to control the discharge quality and quantity, and could require landtake for attenuation and treatment.
- Development of Wardley Disposal Point in the north west corner of the site would involve significant earthworks costs due to spoil heaps. This site has an active planning application to be developed as a renewable energy facility.
- Pylons and overhead electricity cables run across the site, as they are difficult and expensive to move, it may be more cost effective for development to be incorporated around them.
- Development of farms, residences and businesses may require Compulsory Purchase Orders or may require avoidance.
- The River Don and its tributaries which bisect the site provide a physical barrier to development together with the presence of Local Wildlife Sites and the corresponding flood zones.

There are several other constraints which will affect future development, including Local Wildlife Sites, Wildlife Corridors, Public Rights of Way and the Great North Forest Heritage Trail, existing utilities, a "Gypsy and Traveller Site", Tree Preservation Orders, listed buildings, the North East Aircraft Museum, Agricultural Land, protected species and areas of flood risk; these are discussed throughout the report.

A Constraints Map has been produced to highlight the key constraints across the site, and can be found in Appendix A.

These issues should be continually considered during the site masterplanning and recommendations are made on future activities that should be undertaken to ensure the above issues are considered throughout site masterplanning.

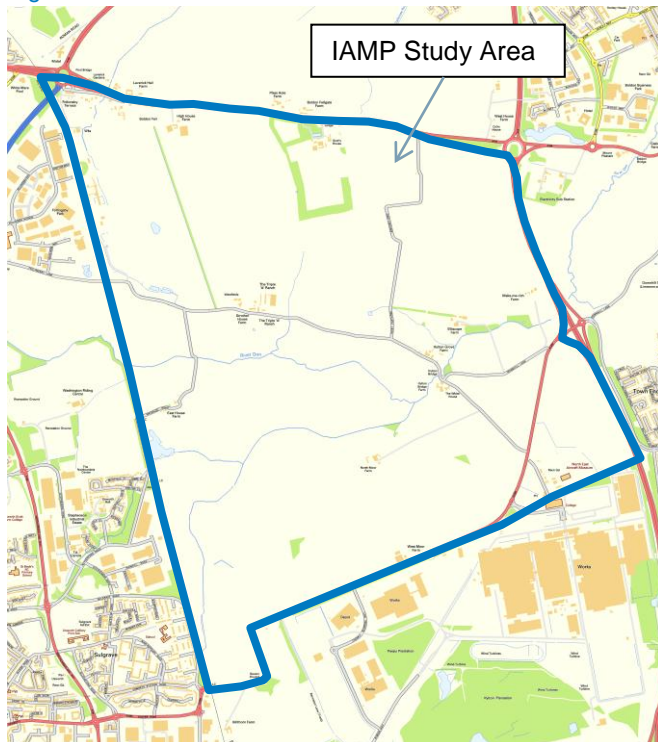
1 Introduction

1.1 Background

The study area for the International Advanced Manufacturing Park (IAMP) comprises a greenfield site located across the boundary between the boroughs of South Tyneside and Sunderland City Councils. This assessment covers an area of approximately 710 hectares immediately west of the A19 and south of the A184. Of the 710 hectare study area it is proposed that between 100 and 140 hectares will be developed as the IAMP.

The location of the site is shown in Figure 1.1.

Figure 1.1: Site Location



Source: Ordnance Survey data © Crown copyright and database right 2014

In May 2014, South Tyneside Council (who are working with Sunderland City Council) commissioned Mott MacDonald to carry out a Desk Top Engineering Assessment for the IAMP to cover the following aspects:

- Site overview (including Planning Designations, Agricultural Land Classifications, Road Network, Access points, Rights of Way, Existing and New Utilities, and Archaeology).
- Landscape
- Mining and Geotechnical

It has been advised by South Tyneside Council that a separate ecology report has been commissioned by South Tyneside Council and should be referred to regarding ecological issues affecting the IAMP site.

Transport issues discussed in this report are a brief overview of information gathered from external sources. A more detailed separate transport study is to be carried out by others.

It should be noted that the level of detail included in this report is appropriate to the masterplanning stage of the IAMP development. As the development of the IAMP progresses, further more specific engineering assessments and considerations will be required.

At a meeting with the client on 27 May 2014 it was indicated that the preferred, albeit not definitive, location for the IAMP site is in the south east of the site adjacent to the Nissan factory crossing the Local Authority boundaries.

1.2 Objectives of this report

The objective of this report is as follows:

- To identify key issues or constraints that will require consideration during the masterplanning of the site in relation to the above aspects.

1.3 Information sources

The following information sources have been obtained and used to inform this study.

Table 1.1: Information Sources

Date	Title	Source	Contents
1978	Sheet 21 'Sunderland' – Solid and Drift Addition	Geological Survey of Great Britain	Site Geology
1988	Revised guidelines and criteria for grading the quality of agricultural land	DEFRA / Ministry of Agriculture, Fisheries and Food	Agricultural Land Classification gradings
1997	Northumbria Coal Measures	Natural England	Profile of Northumbria Coal Measures Natural Area
1997	Durham Magnesian Limestone Natural Area Profile	Natural England	Profile of Durham Magnesian Limestone Natural Area
1997	Design Manual for Roads and Bridges, TA 46/97	The Highways Agency	Highway Capacities
1998	Unitary Development Plan	Sunderland City Council	Planning Designations
2007	Local Development Framework – Core Strategy	South Tyneside Council	Planning Designations
2008	Local Development Framework – Planning Obligations and Agreements	South Tyneside Council	Planning Designations
2010	Local Development Framework – Local Wildlife and Geodiversity Sites	South Tyneside Council	Local Wildlife Site locations
2010	Agricultural Land Classification map - North East Region	Natural England	Agricultural Land Classifications
2010	England's statutory landscape designations: a practical guide to your duty of regard	Natural England	National Landscape Designations
2011	Local Development Framework – Development Management Policies	South Tyneside Council	Planning Designations
2012	Local Development Framework – Site Specific Allocations	South Tyneside Council	Planning Designations (including proposed)

Date	Title	Source	Contents
			footpaths/cycleways)
2012	South Tyneside Landscape Character Study	South Tyneside Council	Planning Designations
2012	National Planning Policy Framework	Department for Communities and Local Government	Planning Designations
2012	Revised Definitive Map & Statement of Public Rights of Way Prepared by the Borough of South Tyneside under the Wildlife and Countryside Act 1981 relating to (former) Urban District of Boldon DEFINITIVE STATEMENT	South Tyneside Council	Public Rights of Way
2012	Natural England Designations Strategy	Natural England	National Landscape Designations
2013	Local Development Framework – Green Infrastructure Strategy	South Tyneside Council	Planning Designations
2013	Natural Areas Map	Natural England	Natural Area boundaries
2013	Envirocheck Ref: 44335726_1_1	Landmark Information Group	Ground data
2013	Non-Residential Coal Authority Mining Report SOUTH TYNESIDE, TYNE & WEAR, Ref: 51000227060001	The Coal Authority	Coal Mining Report
2013	Sunderland Local Plan: Core Strategy and Development Management Policies Draft Revised Preferred Options	Sunderland City Council	Planning Designations
2014	Follingsby Lane, South Tyneside and Sunderland Service Search. Ref:31430.	Atkins	Existing Utility Records
2014	Northumbrian Water – Pre-Development Enquiry Response Ref: 14NO308CEB (Water) / 14NO308CEA (Sewerage)	Northumbrian Water	New connection information
2014	Northern Gas– Land Enquiry (dated 10/06/2014)	Northern Gas Networks	New connection information
2014	Budget estimate for electricity connection at Proposed Development, West Boldon, South Tyneside. Enquiry No: ENQ5267053, QUO5251169	Northern Powergrid	New connection information
2014	IAMP Report – Protected Species Records	Environmental Records Information Centre for the North East (ERIC NE)	Records of protected species
2014	Envirocheck Ref: 56696506_1_1	Landmark Information Group	Ground data
2014	Non-Residential Coal Authority Mining Report SOUTH TYNESIDE, TYNE & WEAR, Ref: 51000538877001	The Coal Authority	Coal Mining Report
2014	Ordnance Survey OS Data	Ordnance Survey	Site Mapping
2014	Agricultural Land Classifications	magic.gov.uk	Agricultural Land Classifications
2014	DfT Traffic Count Data	Department for Transport	Traffic counts
2014	IAMP Public Rights of Way	South Tyneside Council	Public Rights of Way

Date	Title	Source	Contents
2014	Highway Status IAMP info Required – Drawing Ref: 08/ED/4615	Sunderland City Council	Adopted Highways, Public Rights of Way
2014	Historic Environment Desk Based Assessment – Site South of Newcastle Road (A184) and West of A19. Project number: 1202 Report Number:14/59	Northern Archaeological Associates	Archaeological Desk Based Assessment
2014	Sunderland City Council Emails (dated May-June 2014)	Sunderland City Council	TPO, Local Landscape Designation, National Landscape Designation information
2014	CD Data (provided 18/06/14)	Performance and Information Officer - South Tyneside Council	South Tyneside information (including TPOs, Adopted Highways, Planning Designations)
2014	Regional Unexploded Bomb Risk – Tyne and Wear	Zetica	Unexploded Bomb Risk level
2014	UXO Pre-Desk Study Assessment	Zetica	Unexploded Ordnance information

2 Site Overview

2.1 Site Description

The site lies across the boundary between South Tyneside and Sunderland, bordered by the A19 to the east, the A184 to the north, a disused railway line to the west and, the A1290 and Washington Road to the south. The site is surrounded by a mixture of fields, industrial and residential properties. The River Don and its associated tributaries run across the centre of the site.

On Thursday 5 June 2014 a site walkover was undertaken to identify key features of the site and land use. Photographs can be found in Appendix B. The walkover was restricted to public accessible areas.

Generally the site consists of flat, undeveloped land broken up by minor roads, hedgerows and drainage ditches. There is a small wooded area along the River Don corridor. In the north west corner of the site there is the disused Wardley Colliery No.1 which later became Wardley Colliery Disposal Point (licence surrendered 2010), in this area the topography is more varied with mounds surrounding the old colliery site.

There are several small farms and garden centres located around the site, accessible by private roads. Adjacent to West Pastures road there is a caravan site providing pitches for “Gypsies and Travellers”, planning permission to retain the use of land on a permanent basis as a caravan site was granted in December 2013. In the south east corner of the site there is a small area of development consisting of the North East Aircraft Museum, a derelict pub, two storey residential buildings (Usworth Cottages) and a single storey residential building (The Chalet). In the north west corner of the site, adjacent to the A184, there are a small number of residential properties. There are a cluster of buildings around Scott’s House to the north of the site which appear to be used for a mixture of residential and commercial use. On Follingsby Lane there are various properties, including a “Pet Boarding and Care Centre” (mypetstop) and residential buildings. Various properties are also present around Hylton Bridge. A new development not indicated on OS mapping is present on the A1290 at the south west of the site, this is known as Elm Tree Farm and is a garden centre and tea room.

Access across the site is fairly limited, Follingsby Lane / Downhill Lane runs west to south east across the site; West Pastures and the A1290 generally run north to south and both meet Downhill Lane. A footbridge crosses the A19 and enters the site at the south east corner; there are several disconnected footpaths, including Public Rights of Way, within the site but no continuous footpath route.

There are several overhead electricity lines crossing the area, as a result there are a number of pylons located within the site. Evidence of a gas distribution network was found on site in the form of a Gas Valve Compound next to Hylton Grove Farm, and a gas pipe marker along West Pastures Road.

2.2 Planning Designations

The site lies across the boundary between the boroughs of South Tyneside and Sunderland, development is therefore guided by a combination of the South Tyneside Local Development Framework (LDF) and Sunderland City Council’s Local Plan. The relevant documents from both local and national planning policy

are described below, with a summary of their most relevant points. Appendix C contains relevant extracts from these planning documents.

The following sections provide a summary of key planning designations, applicable to the site. The source documents should be consulted for further details and background information.

2.2.1 National Planning Policy

2.2.1.1 National Planning Policy Framework (NPPF) 2012

The NPPF sets out the Government's national-level planning framework. The focus of the document is upon sustainable development, which is described as a "golden thread" through the document.

Key Points

- The site lies within the Green belt. The NPPF outlines that permission for development on the Green Belt should be allowed only in exceptional circumstances by Local Authorities.
- The NPPF supports developments which support the principles of sustainable development, which includes economic sustainability.

2.2.2 South Tyneside Council Planning Policy

The South Tyneside LDF is laid out in a range of Development Plan Documents, and Supplementary Planning Documents which describe strategies, policies and proposals by which planning applications will be assessed.

2.2.2.1 South Tyneside Council Core Strategy, 2007

The Core Strategy is the basis, and central reference point of the LDF. All other LDF documents refer back to the Core Strategy and must adhere to its principles.

Key Points

- Access will be improved along the A19 Economic Growth Corridor, including upgrades to the Testo's roundabout.
- South Tyneside faces a challenge in broadening its economic base – there is a need to safeguard land for this purpose.
- The Council must aim to protect and enhance the openness of the Green Belt.
- The River Don should be designated as a Priority Habitat as part of the Durham Biodiversity Action Plan.

2.2.2.2 South Tyneside Council Development Management Policies, 2011

The Development Management Policies set out locally important issues not covered elsewhere. They provide criteria against which development in South Tyneside will be assessed to ensure development is properly managed and negative impacts are minimised.

Key Points

- New developments should blend with their surroundings, and where possible enhance them.
- The impacts on local highway capacity must be considered.
- There is a need to ensure enough employment land is allocated in the borough to allow economic growth.
- Land must be allocated for “Gypsy and Traveller” caravan sites.
- For previously undeveloped sites an archaeological study will be required.
- The biodiversity and geodiversity of the borough must be protected. Any damage caused by development must be compensated for.

2.2.2.3 South Tyneside Council Local Wildlife and Geodiversity Sites, 2010

In the Local Wildlife Sites (LWS) and Geodiversity Sites document (an Appendix to the Development Management Policies) all LWS and Geodiversity sites found in South Tyneside are listed with corresponding maps.

Key Points

There are four LWS located within the South Tyneside IAMP study area:

- Elliscope Farm East/ Hylton Bridge – the area around Elliscope Farm along the River Don is listed as a LWS, largely due to the habitats provided by the river, areas of scrub vegetation and areas of broadleaf woodland.
- River Don, East House – the stretch of the River Don immediately west of the Elliscope Farm/ Hylton Bridge site is also a LWS. Again, the river habitat and scrub vegetation are the main factors leading to its designation.
- Wardely Colliery – the former colliery has been proposed as a LWS predominantly because of the habitats associated with retained bare ground and pioneering communities, the presence of species listed in the Durham Biodiversity Action Plan, ponds and scrub land.
- Strother House Farm – this area is situated to the north east of Strother House Farm buildings and has been designated as a LWS due to the presence of lowland fen habitats.

South Tyneside Council aims to protect and enhance Local Wildlife Sites. The Development Management Policy states that proposals will only be permitted where there would be no adverse effect on a LWS. Development of a LWS will not be permitted unless the benefits clearly outweigh any adverse impacts, no reasonable alternatives are available and any harmful events are mitigated or compensated for.

2.2.2.4 South Tyneside Council Site Specific Allocations, 2012

Site Specific Allocations addresses land use related issues of the LDF. The document describes the proposed uses for a range of specific sites across South Tyneside, in accordance with the Core Strategy. A Site Specific Allocations Proposals map (provided here in Appendix F) accompanies the document.

Key Points

- Pedestrian and cycle access is to be improved across the borough. A proposed route runs through the site along West Pastures.
- Land has been safeguarded for the grade separation of Testo's roundabout. This land encroaches on the north east corner of the site.
- Sunderland City Council has proposed a strategic employment site along the A19 up to the southern boundary of the site (the boundary between the boroughs) – as such, this could extend into South Tyneside. As the site is part of the Green Belt, exceptional circumstances would have to be demonstrated before development could take place.
- Wildlife corridors and the River Don valley should be protected wherever possible. Any major development should include high quality landscaping.
- There is a need to provide 13 permanent pitches for Gypsies and Travellers in South Tyneside. Currently there is a temporary allocation at West Pastures (within the proposed IAMP Site); following a detailed study South Tyneside Council has determined that formal allocation of the site would be the most appropriate solution. As this allocation is found within the Green Belt, one of the conditions is that the caravan site must be landscaped and screened to reduce its visual impact.

2.2.2.5 South Tyneside Council Green Infrastructure Strategy

The Green Infrastructure Strategy outlines the environmental features of South Tyneside, and provides the strategy for their protection and enhancement.

Key Points

- The River Don provides a strategic green infrastructure corridor and must be protected.
- The Green Belt corridor must be protected.
- The public rights of way and cycle network should be developed.
- Local Wildlife Sites and Wildlife Corridors are present within the site and should be protected and where possible improved.
- Trees protected by Tree Preservation Orders should be retained. If they are removed a replacement must be planted in accordance with the Town and Country Planning Act 1990.
- First introduced as part of the Tyne & Wear Nature Conservation Strategy (1988), Wildlife Corridors are open, natural areas intended to connect wildlife habitats and facilitate species migration, improving the ecological value of the area.

A grid of Wildlife Corridors runs across the northern half of the site. The South Tyneside Council "Green Infrastructure Strategy" states:

“Proposals should ensure that existing networks of open spaces and wildlife corridors are protected and enhanced wherever possible, particularly to minimise the potential fragmentation of wildlife habitats. Movement corridors and spaces for wildlife should be protected and new spaces integrated into the existing network of wildlife corridors, linked open space and green infrastructure.”

2.2.2.6 South Tyneside Council Planning Obligations and Agreements, 2008

General planning principles are described in the Planning Obligations and Agreements document, along with (generally financial) contributions expected from developers along with site specific planning requirements based on proposed land use.

Key Points

- The main contribution required will be towards Strategic Transport Improvements, and is based on development type, size and location. The estimated contribution rate for a “general industrial” development in the urban fringe is £10/m².

2.2.2.7 South Tyneside Landscape Character Study, 2012

Each area of South Tyneside has been allocated a Landscape Character, the IAMP site falls within the Boldon Fell Landscape Character Area.

The key sensitivities are noted as follows:

- Most of this area is agricultural, with large fields. Hedges are often gappy and tree cover is sparse. Mature woodland around farms and at Scot’s House is of particular value, and some new planting is apparent
- Infrastructure affects the character of this area, particularly the busy main roads and overhead power lines.
- There is limited access into this area, restricted to a few footpaths, though the area is close to residential areas.
- Wardley Colliery wildlife site is an extensive biodiversity asset, and there are several linear local wildlife sites, forming the skeleton of a habitat network across this area, which is a major wildlife corridor in the wider region.
- Views across the area are of interest, taking in Penshaw Monument and other features to the south.

Guidelines are given in Table 2.1 below:

Table 2.1 Boldon Fell Guidelines

Strengths/opportunities/ challenges	Do	Don't
Landscape structure	Support the reinstatement and restoration of hedges for landscape and habitat value Support the planting of new woodland areas to reinforce landscape structure	Permit removal of remaining mature woodland
Overhead power lines	Resist further proliferation of “wirescape” across	-

Strengths/opportunities/ challenges	Do this area	Don't
Access	Enhance access networks across the area, utilising existing paths and promoting new links	-
Habitat Network	Promote the creation of linear links between sites of habitat value, using new hedge and woodland planting as appropriate Focus habitat network on the burns in the area	-
Views	Retain open aspect and views, particularly from the north	Permit woodland planting which would obstruct key views

Source: South Tyneside Landscape Character Study

2.2.3 Sunderland City Council Planning Policy

At present, planning policy for Sunderland is set out in the Unitary Development Plan (UDP). However, the Council is currently producing a new Local Development Framework revolving around a Core Strategy Document along with a separate Allocations Plan. The Core Strategy (currently available as a draft “For Consultation”) is scheduled for adoption in late 2015.

2.2.3.1 Sunderland City Council Unitary Development Plan, 1998

The UDP is a Development Plan which guides new development and decisions on planning applications. It sets out the future of how land is to be used across Sunderland. The UDP includes information applicable to the entire borough along with site specific information. The IAMP site is covered by the Washington section of the UDP.

Key Points

- The Council’s strategy should provide sufficient employment opportunities for residents while ensuring planning decisions do not deny future generations the best of today’s environment.
- Development of the city should be related to access opportunities provided by the A19 corridor.
- Economic objectives and policies seek to promote the city as an “advanced manufacturing centre”. The Council will encourage proposals which develop this reputation.
- The council seeks to improve and extend opportunities for public enjoyment of countryside and wildlife – including improving and extending footpaths, cycleways and bridleways, implementing proposals for the Great North Forest and increasing access to wildlife sites.
- The distinctive physical nature of Sunderland’s constituent communities and open breaks between them should be maintained and enhanced.
- The Green Belt will be maintained in order to check unrestrained sprawl of the built up area of Sunderland, safeguard the City’s countryside and prevent merging of Sunderland with Tyneside.
- The Council will undertake measures to enhance and protect landscape and agricultural land on the urban fringe.
- Development which results in the irreversible loss of the best and most versatile (Grades 1, 2 and 3A) agricultural land will not be permitted unless no other suitable site exists for the development.

- The Council will protect and enhance important public views of landscapes, in particular as perceived from Transport Corridors. This is particularly relevant for large buildings or storage.
- The integrity of Wildlife Corridors will be maintained. Development which would affect the continuity of Wildlife Corridors would normally be refused. Where on balance development is acceptable because of wider objectives, habitat creation measures will be required.
- The Council seeks to support new and existing economic activity by providing land and premises for industrial and business use.
- An extension into land north of the A1290 by Nissan itself or an associated business which needs to be located close to the Nissan complex may be considered. Because of the area's Green Belt status any proposal will have to demonstrate exceptional need and include appropriate nature conservation measures.
- There will be a presumption in favour of retaining listed buildings.
- Where major developments include large scale ground disturbance in currently undeveloped areas the Council will determine the requirement for and extent of archaeological work.
- Washington's excellent communication links make it a prime site for business development. Washington's advantages for attraction of jobs and industry should be promoted.
- If development associated with Nissan requires development of a Site of Nature Conservation Importance (SNCI) an environmental assessment and mitigation measures would be required.
- The Council will encourage works to enhance the attraction of the North East Aircraft Museum. Proposals which adversely affect the Museum will normally be resisted.
- The Council will seek to maintain the environmental identity of Washington by protecting landscaped areas and open space from development.
- The area north of Washington has been identified as an important break which prevents Washington merging with South Tyneside, this approach is supported by Sunderland and South Tyneside Councils.
- The Council will encourage intensive tree planting in the land North of Washington Road, adjacent to the Nissan Site, and on the land adjacent to Severn Houses (Severn Houses is located on the south side of the A1290 to the south west corner of the site).
- The Washington road network is not likely to need further development in the plan period except for the following improvements.
 - A1290 Washington Road (Severn Houses) Improvement - This proposal is to remove the two existing right-angled bends. The scheme will be assessed in the light of possible further development of the Nissan site. It must also respect the revised boundaries of the Severn Houses Site of Nature Conservation Importance (now Severn Houses Local Wildlife Site, shown in Appendix A). Proximity to the level crossing on the Leamside Line could constrain the junction with the existing road, if the line is re-opened, as proposed.
 - A1290 Nissan Access Improvement - Although the main access for Nissan from the A19 is presently from the A19/A1231 junction, the continuing development of the site can be expected to generate higher traffic levels. Whilst access from the A1290/A19 junction can meet present demand, improvements to the stretch of road between the Nissan access and the A19 may become necessary.

The majority of the south west quarter of the site is a Wildlife Corridor as show on the Sunderland Council UDP, this corridor extends to the east along Downhill Lane. The Sunderland City Council UDP states that within Wildlife Corridors:

“Development which would adversely affect the continuity of corridors will normally be refused; where, on balance, development is acceptable because of wider plan objectives, appropriate habitat creation measures will be required to minimise its detrimental impact.

Certain strategic corridors are broad areas of countryside where it would be inappropriate to refuse all new development. The specific impact on each of any proposed development will be assessed by consultation with the appropriate agencies e.g. the Durham Wildlife Trust and English Nature. When developments are allowed, appropriate mitigatory measures or conditions will be applied by the local planning authority.”

There are two Sites of Nature Conservation Importance (since renamed Local Wildlife Sites) within the Sunderland area of the IAMP site:

- Severn Houses – located in the south west corner of the site.
- Usworth Pond – adjacent to the western site boundary just south of East House Farm.

In the UDP Sunderland City Council states that development of a SNCI/LWS will not be permitted unless no alternative site is reasonably available or any loss of nature conservation can be fully compensated within (or in the immediate vicinity of) the site.

2.2.3.2 Sunderland City Council Core Strategy, 2013

The Core Strategy will provide the overarching policy framework to guide the development of the city up to 2032, and will replace the UDP. It is currently at *draft* status, and is scheduled for adoption in late 2015.

Key Points

- Ongoing cooperation will be required with South Tyneside Council to extend the proposed strategic employment site north of Nissan, to provide strategic cross boundary green infrastructure corridors and to evaluate the role and function of the Green Belt between Sunderland and South Tyneside.
- In the area around Washington separation of conflicting land uses and open space should be protected.
- Washington’s location on the strategic road network makes it highly marketable for industry and business. The North of Nissan site will add significantly to the portfolio of sites capable of attracting inward investment
- Employment Land Reviews (2009 and 2012) highlighted the need for a release of land in the Washington area – a large site to the north of the existing Nissan plant was deemed most suitable, though there are concerns over the capacity of the existing road network.
- There is support for a strategic site to the North of Nissan. It should be a business park for a range of employment uses. Development would have good access to the national road network but there would need to be improved public transport access to the area.
- The site is located within the Green Belt. It is considered that the scale of the economic benefits gained through the development will constitute the “exceptional circumstances” required to amend the boundary of the Green Belt.
- The openness of the countryside around existing built-up areas of the city will be secured by maintaining the broad extent of the Green Belt. Land to the north of Nissan will be de-allocated from the Green Belt to accommodate the proposed Strategic Site.

- The Council will protect, conserve, enhance and review designated ecological and geological sites of international, national and local importance. New proposals should retain all trees, woodlands and hedgerows of amenity and wildlife value including wildlife corridors.
- Development affecting a listed building or its setting will be required to conserve its integrity and special interest.
- The effects of the development of agricultural land must be carefully considered.

2.3 Agricultural Land Classification

In order to protect the best and most versatile agricultural land from development, the Agricultural Land Classification was introduced in 1966. Across England and Wales land is graded based on climate, site factors (gradient, topography and flood risk), and soil quality. Grades range from 1 to 5, with Grades 1, 2 and 3a being referred to as the “best and most versatile land” and therefore the most important to protect.

A map of the general classification across the North East was obtained from Natural England, and more localised information was obtained from local planning documents and the Government’s MAGIC mapping website – shown in Appendix D. Planning Officers at South Tyneside County Council confirmed areas of Agricultural Land within South Tyneside; Sunderland City Council were unable to provide information on Agricultural Land.

The site lies in an area generally classed as Grade 3 “Good to Moderate” land. The majority of the north east and south west quadrants of the site are classed as Grade 3b “moderate quality agricultural land”; the majority of the south east and north west quadrants are unclassified. There is a small area of Grade 2 “Very Good” land located along the banks of the River Don, and a larger area of Grade 2 and Grade 3a “Good” quality land to the south of the River. Areas of Grades 2 and 3a Agricultural Land are shown on the constraints plan in Appendix A.

Grade 2 is very good quality agricultural land, the “Revised guidelines and criteria for grading the quality of agricultural land” issued originally by the Ministry of Agriculture, Fisheries and Food describe Grade 2 as:

“Land with minor limitations which affect crop yield, cultivations or harvesting. A wide range of agricultural and horticultural crops can usually be grown but on some land in the grade there may be reduced flexibility due to difficulties with the production of the more demanding crops such as winter harvested vegetables and arable root crops. The level of yield is generally high but may be lower or more variable than Grade 1.”

Grade 3a is good quality agricultural land, the “Revised guidelines and criteria for grading the quality of agricultural land” issued originally by the Ministry of Agriculture, Fisheries and Food describe Grade 3a as:

“Land capable of consistently producing moderate to high yields of a narrow range of arable crops, especially cereals, or moderate yields of a wide range of crops including cereals, grass, oilseed rape, potatoes, sugar beet and the less demanding horticultural crops.”

Grade 3b is moderate quality agricultural land, the “Revised guidelines and criteria for grading the quality of agricultural land” issued originally by the Ministry of Agriculture, Fisheries and Food describe Grade 3b as:

“Land capable of producing moderate yields of a narrow range of crops, principally cereals and grass or lower yields of a wider range of crops or high yields of grass which can be grazed or harvested over most of the year.”

The Government’s National Planning Policy Framework states:

“Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.”

2.4 Road Network

2.4.1 Location

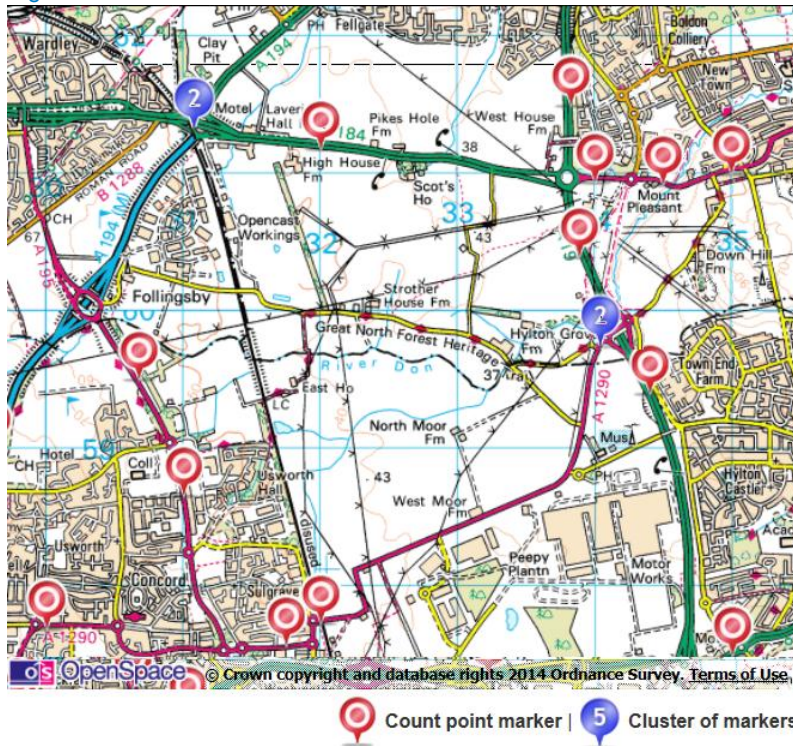
The site is located to the immediate west of the A19 and south of the A184; both of these roads being part of the Strategic Road Network (SRN) and under the control of the Highways Agency. The Highways Agency has noted¹ that they are supportive of the scheme.

2.4.2 Highway Capacity

Department for Transport (DfT) recent traffic count data for the A19 and A184, locations shown on Figure 2.1, below, has been reviewed as summarised in Table 2.2, below.

¹ Meeting with Highways Agency 16 June 2014

Figure 2.1: HA Traffic counter locations near site



Source: www.dft.gov.uk/traffic-counts/ , accessed June 2014

Table 2.1: Summary of Annual Traffic Flows on A19 and A184 from DfT

Site Location	2009 AADF	2010 AADF	2011 AADF	2012 AADF	2013 AADF
Counter 26094 – A184 between A194 and A19	34089	31165	31095	32483	32437
Counter 75300 – A19 between A184 and A1290	54519	53897	54366	59368	56448
Counter 73956 – A1290 between A19 and A1231	6064	5981	6052	5948	5925
Counters 73957/46243 – A19 between A1290 and A1231	51259	51899	52801	52380	55592

Source: www.dft.gov.uk/traffic-counts/ , accessed June 2014

AADF = Annual Average Daily Flows

Both the A19 and A184 adjacent to the site are dual 2 lane all-purpose roads (D2AP), with a lane gain / lane drop on the A19 northbound; in the vicinity of the site, the A1290 is a single carriageway (S2). The theoretical capacity of a D2AP is 11,000 to 39,000 vehicles, and up to 13,000 vehicles for an S2². By

2 Design Manual for Roads and Bridges, TA 46/97

inspection the A184 and A1290 are operating within capacity but the A19 is considerably over capacity, and for four of the last five years the flows on this part of the A19 (at Counter 75300) exceed the capacity of either a dual 3 lane all-purpose road or a dual 2 lane motorway.

Junctions cannot be easily assessed for capacity without analysis. However, the Highways Agency noted that improvements have been proposed to alleviate known capacity issues at the following junctions:

- The Highways Agency has advised that Testo's roundabout is already operating above its theoretical capacity. With expected growth in traffic, congestion and delays are expected to worsen. The preferred option for the Testo's roundabout improvements was announced by the Secretary of State on 3 June 2014 and is provided in Appendix E. The improvements involve raising the A19 carriageway above the existing ground level on an embankment and carrying it over the existing roundabout, slightly to the west, via two bridges. New connector roads are required between Testo's junction and the next junction to the south, at Downhill Lane, because of the short distance between them. Further Public Consultation works and preferred route development will now take place, followed by application to the Planning Inspectorate. Subject to successful approval by the Planning Inspectorate, and the availability of funding, construction work on the scheme could commence in Autumn/Winter of 2016/17 with delivery in Autumn/Winter 2018/19.
- The A19/A1231 Hylton Grange Interchange experiences queuing on the A1231 eastbound approach, this has been identified as a cause of congestion and a constraint to development. As part of the Highways Agency's "Pinch Point Programme" improvement works, consisting of widening the A1231 eastbound approach to three lanes and introducing traffic signal control on all approach arms of the junction, began in May 2014. Delivery is expected by October 2014.
- Another Pinch Point scheme is being undertaken at the A19/A1290 (Downhill Lane) junction to improve the north-south route to Nissan and reduce queuing along the A19, by partial signalisation of the junction. Anecdotal evidence suggests this junction is already at capacity with traffic stacking up on the A19 diverge slips and queuing on the A19 running carriageway at times coinciding with Nissan shift changes. In addition there is anecdotal evidence that the geometry of the "dumbbell" roundabouts is too tight for the car transporter lorries used by Nissan which regularly ground. In addition consultants JMP have designed a further mitigation on behalf of the Highways Agency with a conventional grade separated roundabout. The Highways Agency has suggested to the Local Authorities that land should be safeguarded for this further mitigation. The Local Authority would be required to fund this scheme.

The Highways Agency has advised that once capacity issues at the Testo's, A19/A1231 and A19/A1290 junctions have been resolved, consideration should be given to White Mare Pool roundabout at the north west corner of the site as it is already running at capacity.

It is also noted that Sunderland City Council is considering upgrading the footbridge across the A19 at the end of Washington Road for two-way vehicular traffic which would reduce pressure on the A1290 junction.

A note has been provided by the Highways Agency regarding a study using their mesoscopic model on the impact that development of the "Land North of Nissan" would have on their Strategic Road Network. The study shows that a link to the A195 (to the west of the site) would be required to allow vehicles to access the wider road network if the whole development, generating up to 20,000 jobs, that has been discussed

with them is developed. The Highways Agency has concerns that IAMP traffic could create additional delay to Nissan traffic.

Mott MacDonald is aware of Sunderland City Council's proposed highway improvements to facilitate the development of the Sunderland A19 Ultra Low Carbon Vehicle Enterprise Zone. This would include realignment of the A1290 in the vicinity of the Severn Houses, and would bisect the south west corner of the site as shown on the constraints drawing in Appendix A.

2.5 Preferred Access Points

The Highways Agency confirmed that they would not relax standards to allow any new access on the SRN (the A19 or A184), due to the proximity of the existing junctions at White Mare Pool roundabout, Testo's roundabout and the A19/A1290 junction.

The Highways Agency has advised the following regarding access points to the SRN:

- White Mare Pool – access from the White Mare Pool roundabout would require extensive mitigation to the junction as it is already at capacity.
- Testo's roundabout – the current proposals for a grade separated design at Testo's would require expensive enlarging to accommodate a 5th arm for the IAMP access.
- A19/A1290 junction – should the full-grade separation of the A19/A1290 junction (discussed in section 2.4.2) be carried out, it should be able to accommodate the IAMP traffic. This is to be proven by a transport study, which Sunderland City Council are understood to want to directly appoint JMP to undertake. JMP have already carried out an assessment for the Highways Agency which shows the A19 satisfactory but extensive queuing on the A1290.
- The A19/A1231 junction – this junction has capacity to accommodate traffic from the IAMP site, but this would require use of local roads around the existing Nissan Plant.

The constraints noted above suggest development should be located so as to access on to the A1290, which will probably require upgrading, or directly on to the A19/A1290 junction. It is noted that Sunderland City Council have started preliminary highway design work on this basis, including:

- Parallel dualling of the A1290.
- A spine road into the development site.
- Safeguarding an alignment connecting to the A195.

2.6 Rights of Way

Information on Public Rights of Way (PROW) has been provided through liaison with South Tyneside Council and Sunderland City Council.

Table 2.2 provides information on all existing PROWs through the site.

Table 2.2: Public Rights of Way within IAMP boundary

Definitive Map Reference	Classification	Location
South Tyneside – B27	Footpath	Between Follingsby Lane (just east of Strother House Farm) and West Pastures
South Tyneside – B27	Footpath	Between West Pastures and the A19
South Tyneside – B29	Footpath	Between West Pastures and the A184
South Tyneside – B32	Bridleway	Access road to East House Farm from Follingsby Lane (meets Washington Footpath No.16 at southern end)
Sunderland - Washington Footpath No.16	Footpath	Along Waterloo Road to the west of the site, through East House Farm and up towards Follingsby Lane (meets B32 at northern end)

Source: South Tyneside Council / Sunderland City Council

During the June 2014 site visit, it was observed that a large sign and CCTV had been erected at the junction between Waterloo Road and Follingsby Lane (the northern end of PROW B32) stating that this was a “Private Road” to East House Farm (The Cycle Network & Public Rights of Way Officer at Sunderland City Council has confirmed that Public & Private Rights of way can coexist).

The South Tyneside Council Site Specific Allocations Development Plan Document Proposals Map (included in Appendix F) shows proposed footpaths / cycleways running the length of West Pastures and along Follingsby Lane / Downhill Lane. South Tyneside Council has advised that these are proposed to become part of the borough’s strategic cycle network. It is understood these routes are still proposals, and are not yet instated.

The above routes are shown on the constraints plan in Appendix A. Further information on the PROWs including Extinguishment Orders for previous Rights of Way (still shown on some OS maps) and Council Maps can be found in Appendix F.

Extinguishment Orders can be made under Section 118 of the Highways Act 1980, or a Diversion Order under Section 119. This can be a lengthy process and unless it can be demonstrated that the footpath is no longer used – it must be replaced by an equally convenient route. Once an order has been submitted to the Planning Inspectorate, they expect to take between six months and one year to reach a decision.

Under Section 257 or 258 of the Town and Country Planning Act 1990 a local authority may extinguish a public footpath to enable development (again by order) – so long as an alternative is provided or it can be demonstrated that the path is no longer needed.

2.7 Existing Utilities

A utility search was carried out during June 2014 by Atkins Statutory Search (Ready to Dig) on behalf of Mott MacDonald to locate records of existing utilities present on site. Table 2.3 lists affected utilities, which have services on site, and Table 2.4 lists those utilities which are not present on the site. Maps of existing utilities are found in Appendix G.

Table 2.3: Utilities present within site boundary

Utilities within the site boundary	Category
Northern Gas Networks	Gas
Northern Powergrid (NEDL)	Electric
Northumbrian Water Group	Water and Sewer
British Telecommunications plc	Telecom
Environment Agency	Other
Network Rail	Rail
South Tyneside Metropolitan Borough Council	Council
LinesearchbeforeUdig (National Grid Gas (above 2 bar) and National Grid ElectricityTransmission)	Gas and Electric

Source: Atkins Utility Services

Table 2.4: Utilities not found within site boundary

Utilities outwith the site boundary	Category
CityFibre Holdings Ltd	Telecom
Energetics	Telecom
Fulcrum Pipelines Pipeline	Pipeline
Interoute (Ringway/Beach/51 degrees/Plancast)	Telecom
KCOM Group PLC	Telecom
McNicholas [KPN Networks]	Telecom
McNicholas [TATA networks]	Telecom
Telent on behalf of Teliasonera	Telecom
TrafficMaster Plc	Other
Verizon Business	Telecom
Vodafone Limited	Telecom
BskyB (Easynet)	Telecom
Genesys Telecommunications Ltd	Telecom
Instalcom Ltd	Telecom
SSE	Electric, Gas and Telecom
Virgin Media	Telecom
The Highways Agency	Highways Agency
LinesearchbeforeUdig (Multiple asset owners)	Multiple

Source: Atkins Utility Services

The following sections outline the locations and types of existing services found within the study area. Notable services, such as overhead power lines or gas and water distribution mains, which could have an impact on development of the site are shown on the constraints plan in Appendix A. It is recommended that the reader also consults the original plans provided by the Utilities Companies, included in Appendix G.

2.7.1 Northern Gas Networks

The majority of the gas network within the study area connects to the Gas Valve Compound situated adjacent to Hylton Grove Farm. To the south east of the compound, a medium pressure main runs along Downhill Lane; in the south west corner of the site another medium pressure main runs alongside the unmarked path. An intermediate pressure gas main runs north-south across the length of the eastern half of the site; there are also two intermediate pressure mains running west-east (closely in parallel) between the Gas Valve Compound and the western boundary of the study area.

On consulting Northern Gas Networks, it was advised that they should be contacted during the masterplanning stage to discuss specific issues regarding the site, the specific pipes affected and the type of development.

2.7.2 National Grid

LinesearchbeforeUdig provided information on National Grid overhead electricity lines (Northern Powergrid also has overhead electricity lines in the area, covered in section 2.7.3). There is one 275KV overhead line running across the south east of the site.

The National Grid document, “Development near overhead lines” provides guidance on construction taking place in the vicinity of overhead lines. National Grid have also issued the “Sense of Place Design Guidelines” which give advice on how to get the most from developing around their network. These documents include guidance on statutory minimum clearances (values given in Table 2.5):

- For overhead power lines a statutory minimum clearance must be maintained between conductors and the ground. The higher the voltage of the line, the greater the safety clearance that is required.
- Safety clearances must be maintained from buildings constructed under or adjacent to overhead power lines. For technical and amenity reasons National Grid does not encourage built development immediately beneath its lines. Access is required for the maintenance of the lines. The clearances must also be maintained for structures such as street lighting, objects on which a person may stand and new roads and new ground levels (where these will be altered by civil engineering operations) and where planting takes place. Clearances are detailed in Table 2.5.
- The safety clearances are set out in the Electricity Safety, Quality and Continuity Regulations 2002. Clearances at specific locations will be dependent on several factors including the line’s construction, design, and its operating voltages.

Table 2.5: Minimum clearances to overhead cables

Description of Clearance	Minimum Clearance (metres) at 275,000 volts
To ground	7.0
To normal road surface	7.4
To road surface designated “6.1 metres high load” routes	8.5
To motorway or other road surface where “Skycradle” can be used	9.8

Description of Clearance	Minimum Clearance (metres) at 275,000 volts
To motorway or road surface where scaffolding is to be used on:	15.6
(i) Normal 3 lane motorways 16.3 15.6	12.6
(ii) Elevated 2 lane motorways	12.6
To any object on which a person may stand including ladders, access platform, buildings etc	4.6
To any object to which access is not required AND on which a person cannot stand or lean a ladder	2.4
To trees under or adjacent to line and:	2.4
(i) Unable to support ladder/climber 3.1 2.4	4.6
(ii) Capable of supporting ladder/climber 5.3 4.6	2.4
(iii) Trees falling towards line with line conductors hanging vertically only	2.4
To trees in orchards and hop gardens	4.6
To irrigators, slurry guns and high pressure hoses	30.0
To street lighting standards with:	
(i) Standard in normal upright position	3.3
(ii) Standard falling towards line with line conductors hanging vertically only	3.3
(iii) Standard falling towards line	1.4

Source: National Grid Sense of Place Design Guidelines

Accordingly any developments should observe these restrictions when planning new building positions. It should be noted that these are minimum distances, and liaison with National Grid will be necessary during masterplanning of the site. In their document “Development near overhead lines” document, National Grid state:

“It has sometimes been suggested that minimum distances between properties and overhead lines should be prescribed. National Grid does not consider this appropriate since each instance must be dealt with on its merits. However, it has always sought to route new lines away from residential property on grounds of general amenity. Since the only limitation on new development has been the statutory safety clearances, a large amount of residential and other development has been carried out subsequently beneath and adjacent to overhead lines.

It is important to note that the information in [Table 2.4], giving the minimum safety clearances is for illustrative purposes only. The necessary clearance at a specific location will be dependent on factors including the location the line is passing over, the line’s construction, design, and its operating voltage. It is therefore important to contact National Grid where it is intended to construct or alter the ground levels within the vicinity of a National Grid overhead line so that detailed advice on safety clearances and other relevant information may be given.”

2.7.3 Northern Powergrid

In addition to National Grid’s overhead line, Northern Powergrid has a number of smaller overhead lines in the area, ranging from 11 to 66KV. These lines are relatively evenly distributed across the site, and are shown on the constraints plan in Appendix A.

Northern Powergrid has advised that all work and planning should be carried out in accordance with the Health and Safety Executive’s Guidance Note GS6 “Avoidance of danger from overhead electric power lines”. Once the masterplanning of the development is underway, Northern Powergrid should be consulted to identify issues. When required, Northern Powergrid can carry out a site safety visit to assess the situation.

2.7.4 Northumbrian Water Limited (NWL) – Mains Water

A 24” trunk water main runs across the north west corner of the site, passing East House Farm, Strother House Farm and across the site boundary just west of Pike Hole Farm.

A water distribution main runs along Follingsby Lane / Downhill Lane across the entirety of the site, at Hylton Grange Farm a distribution branch leaves this line and heads north; other distribution mains are located in the vicinity of Follonsby Terrace in the far north west corner of the site. Water mains for fire are also found near Follonsby Terrace.

2.7.5 Northumbrian Water Limited (NWL) – Sewers

Combined sewers are located in the south west and south east corners of the site. NWL records show that there are no surface water sewers within the study area. Some sewers are marked on their plans as abandoned.

Northumbrian Water advise the following general easements when developing near their assets:

Table 2.6: Table 2.6: Northumbrian Water Easements

Internal Diameter of pipe	Easement Width, each side of the extreme edge of the pipe	Approximate easement width in total
Greater than 600mm	6.0m	13.0m
Greater than 300mm, up to and including 600mm	4.5m	9.5m
Up to and including 300mm	3.0m	6.0m

Source: Northumbrian Water Guidance Document GD1

These restrictions should be considered during the planning of the IAMP development. If development takes place in the vicinity of any NWL assets, NWL should be consulted to advise on specific easements

2.7.6 British Telecommunications Plc (BT)

British Telecommunications (BT Openreach) have both overhead and underground services present all across the study area. Although there are numerous lengths of cables and wires, there are notable lengths of underground plant along West Pastures, between the A19 and Hylton Grove Farm, past the west of the Aircraft Museum across the A1290 and along Downhill Lane; overhead plant runs along Follingsby Lane, and to East House Farm.

BT advise that where development affects existing Openreach apparatus in the public highway, the cost of any necessary protection or diversionary works must be borne by the developer.

If it appears development may affect their services, BT should be consulted to offer advice and discuss the implications.

2.7.7 Environment Agency (EA)

The Environment Agency has provided records showing flood defence assets and EA maintained channels are located along the length of the River Don and its tributaries.

2.7.8 South Tyneside Metropolitan Borough Council

South Tyneside County Council has provided plans of street lighting apparatus around the site. Although the site is fairly undeveloped, street lighting is found along some of the roads, with higher concentrations of junctions and larger roads.

2.7.9 Other Services

BskyB, Genesys Telecommunications, Instalcom, Network Rail, SSE, Virgin Media and The Highways Agency also provided plans of their assets. While some had assets in the vicinity of the site, these organisations had very little, or no assets actually within the site boundary.

At the time of writing, enquiries had been sent but no response received from GTC, or Sunderland City Council. LinesearchbeforeUdig has advised that National Grid Gas and Electricity Transmission have assets within the site, but had not yet provided plans at the time of writing.

2.8 New Utilities

As part of the study, requests were made to Northumbrian Water, Northern Gas Networks, and Northern Powergrid for information on connecting the development to their distribution networks. Their responses are outlined below.

It should be noted that in addition to connecting the site to existing mains networks, there will be a significant distribution network required within the site due to its size. The responses relate to the provision

of new services to the site, rather than distribution of services around the site to individual buildings (excluding electricity supply, see section 2.8.5).

Copies of the responses are included in Appendix H.

2.8.1 NWL – Wastewater

During a meeting with NWL (20 June 2014), NWL advised that foul water from the site could potentially be diverted to one of three sewage treatment works in the area, Washington which serves Nissan, Howden which serves South Tyneside, or Hendon which serves Sunderland. Discharge points will depend on the final location of the IAMP within the study area, and the capacity of the network in that area.

A Pre Development Enquiry was submitted to NWL regarding permissible foul water discharge on 5 June 2014, at the time of writing this report no formal response had been received.

Should any water intensive manufacturing processes be located on site NWL will need to conduct further research when more details are available.

2.8.2 NWL – Surface Water

During the meeting described above, NWL advised that surface water should be discharged to the River Don which runs through the site. This will require liaison with the Environment Agency and Local Authorities to determine permissible discharge rates and levels of treatment required prior to discharge.

A Pre Development Enquiry was submitted to NWL regarding surface water discharge on 5 June 2014, at the time of writing no formal response had been received.

2.8.3 NWL – Water Supply

In their response to a Pre Development Enquiry, NWL has stated that there will be no abnormal costs incurred in making a new water supply to the proposed development. A description of NWL's existing mains water assets in the vicinity of the site is given in section 2.7.4 of this report.

2.8.4 Northern Gas – Gas

Northern Gas was consulted in June 2014 and advised that it should be possible to supply the proposed site from their Medium Pressure infrastructure (found to the south east of the Gas Valve Compound in the vicinity of Hylton Grove Farm) without the need for reinforcement of their network.

2.8.5 Northern Powergrid – Electricity

Separate Enquiries were sent to Northern Powergrid regarding the supply of 10-15 MVA of power, and 94 MVA of power based on initial demand estimates. It should be noted that until further details on the scale and type of development are known, it will not be possible to accurately calculate demand.

Northern Powergrid has advised that:

- 10MVA supply could be provided to the development by extending the high voltage, underground network, installing a ground mounted substation and underground low voltage distribution and service cables throughout the site. Northern Powergrid has estimated these works would cost £2.6 million.
- Should 15MVA distribution capacity be required, then detailed studies will need to be carried out and a new primary substation may need to be established on the site. No cost has been provided. It should be noted that a new primary substation would have a larger landtake than a ground mounted substation.

Northern Powergrid has not yet responded to the enquiry regarding the supply of 94MVA.

2.9 Archaeology

2.9.1 Screening

The Tyne and Wear Archaeology Officer was consulted in May 2014 regarding the IAMP site. It was advised that the site had potential for archaeological interest due to its size and undeveloped nature, and archaeological work would be necessary at each stage of the project.

Some of the most notable features noted by the Archaeology Officer were:

- Elliscope Farm has medieval origins. The land there was called Fatherless Field in the 1340s. There are a number of other 19th century farms located around the site.
- Hylton Grove Bridge is 18th century and listed Grade 2.
- Aerial photographs show World War Two anti-aircraft obstructions.
- Scot's House is mentioned as far back as the 14th Century. It is a Grade 2* listed building.
- Part of RAF Usworth/Sunderland Aerodrome lies within the site, now the North East Aircraft Museum.

The specification for the desk based assessment received from the Tyne and Wear Archaeology Officer can be found in Appendix I.

The desk based assessment was undertaken as part of this study, it should be noted that the above tasks may be required as the project progresses.

2.9.2 Desk Based Assessment

During June to July 2014 Northern Archaeological Associates (NAA) undertook the desk based assessment in accordance with the specification issued by the Tyne and Wear Archaeology Officer. A summary is included below and the full report is included in Appendix I.

The assessment concludes that the main heritage issues which will need to be considered if the site is to be taken forward for development, are the effects that development would have on the significance of the following heritage assets:

1. Listed Buildings
 - Within the site:
 - Scot's House and outbuildings and their setting;
 - Hylton Bridge and its setting;
 - Outwith the site:
 - the setting of Laverick House Farm and outbuildings, and Boldon Fellgate Farm;
 - the wider landscape setting of Downhill Farm and limekiln
2. Conservation Areas
 - The wider landscape setting of West Boldon Conservation Area (located to the east of the site, beyond the A19).
3. Sites of archaeological or historical interest
 - Three possible prehistoric to Roman enclosures identified from cropmarks;
 - Medieval settlement at Elliscope Farm (Site 18) and Scot's House;
 - Medieval ridge and furrow earthworks;
 - The 17th-century enclosure landscape;
 - The late 18th century/19th-century farm buildings of Scot's House Farm,
 - High House Farm, West Pastures Farm (remains of), East House Farm, Strother House Farm, North Moor Farm, Hylton Grove Farm, Hylton Bridge Farm, Elliscope Farm, Make-me-Rich Farm and West Moor Farm;
 - The late 18th century/ 19th century Three Horse Shoes public house, smithy and toll house;
 - The Stanhope and Tyne Railway and associated infrastructure;
 - Early 20th-century colliery and housing;
 - The Personnel Accommodation (including the North East Air Museum) and Decontamination Unit for Usworth Airfield;
 - WWII aircraft obstructions;
 - and unidentified sites of archaeological or historical interest.

The effects of the development on the significance of the setting of these sites will need to be assessed as part of the development design process. This assessment should be undertaken by the landscape and visual design consultants in conjunction with the historic environment consultants. The key issue will be to ensure that any adverse effects on the significance of the setting of these designated assets is either avoided or reduced to an acceptable level through incorporated mitigation within the masterplan design.

The assessment concludes that in accordance with NPPF para. 128, field evaluation is likely to be required in order to properly assess the significance of this interest and the effects of the development on this significance. This evaluation should be undertaken prior to determination and as part of the development design process and should comprise an initial site walkover to identify surviving ridge and furrow earthworks, a geophysical survey, fieldwalking of arable areas, a targeted earthwork survey of ridge and furrow earthworks, a building appraisal of historic buildings, targeted trial trenching, assessment of identified remains; a report on the results of these works should be produced to accompany a planning application.

3 Landscape

3.1 Local Designations

Local Landscape Designations are measures used by Local Authorities to protect locally significant landscapes.

Currently, South Tyneside Council uses the term “Areas of High Landscape Value” to identify designations in the borough. The South Tyneside Green Infrastructure Strategy 2013 indicates that there are two “Areas of High Landscape Value”, Boldon Downhill and Cleadon Hills. As indicated on the South Tyneside Council Site Specific Allocations Proposals Map (available in Appendix F) neither of these designations lie within or adjacent to the site.

Sunderland City Council has stated that they have no locally designated landscape areas, this correspondence is provided in Appendix J.

3.2 Great North Forest

The Great North Forest Heritage Trail is a 65 mile walking route. The route is marked on OS Landranger maps. The route is also shown (and marked by green diamonds) on the Ecological Data Search map provided by ERIC NE in Appendix J.

The Trail enters the site from the west along Waterloo Road (the access road to East House farm), continues past East House Farm to Follingsby Lane, east along Follingsby Lane and Downhill Lane before crossing the A19 as can be seen on the drawing in Appendix A. There are no obvious signposts or markers, nor is there a continuous path. The trail generally follows the highway or farm access tracks.

3.3 Nationally Designated Areas

There are two types of Nationally Designated Landscapes: Areas of Outstanding Natural Beauty (AONBs) and National Parks (including the Norfolk and Suffolk Broads). Neither of these designations affects the IAMP site, as shown by maps in Appendix J.

3.3.1 Areas of Outstanding Natural Beauty

Areas of Outstanding Natural Beauty (AONBs) are described by Natural England as “areas of high scenic quality which have statutory protection in order to conserve and enhance the natural beauty of their landscapes”. They first gained protection under the 1949 “National Parks and Access to the Countryside Act” ensuring they would never be developed.

Maps displaying all of the Areas of Outstanding Natural Beauty across England were sourced from Natural England. No Areas of Outstanding Natural Beauty lie near the site, the closest being the North Pennines and Northumberland Coast.

3.3.2 National Parks

Natural England describe National Parks as “extensive tracts of countryside designated by Natural England (or its predecessor bodies) under the provisions of The National Parks and Access to the Countryside Act, 1949, and have two statutory purposes:

1. To conserve and enhance their natural beauty, wildlife and cultural heritage.
2. To promote opportunities for the public understanding and enjoyment of these special qualities.”

Maps were obtained from Natural England, there are no National Parks in the vicinity of the site, the closest being Northumberland National Park to the north west.

3.4 Tree Preservation Orders

Tree Preservation Orders (TPOs) are made by Local Authorities to prevent felling, lopping, topping, uprooting or otherwise wilful damaging of trees without the prior permission of the local planning authority. A TPO can apply to a single tree or group of trees.

Information on Tree Preservation Orders was provided by planning officers at the South Tyneside and Sunderland City Councils.

On site, there are two areas of TPOs (both within South Tyneside. Sunderland City Council has advised that there are no TPOs within the part of the site which lies in Sunderland, correspondence is provided in Appendix J). One applies to a group of young trees, located in the north east section of the site surrounding land used for “Gypsy and Traveller” caravan pitches, and exists to reduce the impact of the site on the Green Belt. The other TPO includes numerous trees around Scot’s House.

Locations of the trees protected by TPOs are shown on the drawing in Appendix A.

As mentioned in South Tyneside Council’s Green Infrastructure Strategy, trees protected by Tree Preservation Orders should be retained. If they are removed a replacement must be planted in accordance with the Town and Country Planning Act 1990. Development should therefore avoid disturbance to the protected trees.

3.5 Protected Species

Planning Officers at Sunderland and South Tyneside Councils were consulted, but were unable to provide information on protected species. Records of protected species were obtained from the Environmental Records Information Centre for the North East (ERIC NE) in June 2014. Sightings of protected and notable species were provided, including confirmed and unconfirmed records.

Confirmed records are sightings which have been submitted to ERIC NE and been verified and confirmed by an external expert; unconfirmed records have not yet been verified. For the purposes of this report, only

the confirmed sightings of protected species (included on Natural England’s Protected Species Lists) are taken into consideration.

Within the site, confirmed records exist for water voles, great crested newts, bats and a variety of birds (all birds are protected under the Wildlife and Country Act 1981). Their recorded locations are given in Table 3.2 and shown indicatively on the constraints plan in Appendix A.

Table 3.2: Confirmed records of protected species

Species	Protected Under	Main Locations
Water Voles	The Wildlife and Countryside Act 1981	River Don and associated tributaries, Usworth Hall ditches, Usworth Pond
Bats	The Wildlife and Countryside Act 1981, The Conservation of Habitats and Species Regulations 2010	High House Farm / Laverick Hall Farm
Great Crested Newt	The Wildlife and Countryside Act 1981, The Conservation of Habitats and Species Regulations 2010	Severn Houses Pond
Variety of Birds	The Wildlife and Countryside Act 1981	Testo’s Junction

Source: ERIC NE Data provided June 2014

The full data set, including unconfirmed records and notable species can be found in Appendix K.

Any development should avoid negative impacts on these species and their habitats, and so the effects of development of the surrounding area should be carefully considered.

4 Mining and Geotechnical

4.1 Geological and Mining

The site is generally underlain by Pelaw Clay, laminated clay and Glacial Till. Locally adjacent to the watercourses Alluvium is present. Made Ground is also present to the north west of the site, associated with the former Wardley Colliery. The thickness of the Made Ground and superficial deposits is generally unknown due to the lack of intrusive ground investigation works at the site.

Pelaw and laminated clay is often considered as a weak deposit and therefore conventional shallow foundations may not be suitable. Depending upon the soil strength and the exact form of the new developments and loading deeper foundations may be required, comprising trench fill and shallow foundations or deeper piled foundations

Solid geology comprises Middle and Upper Coal Measures comprising interbedded layers of Sandstone, Siltstone, Mudstone interbedded with coal layers. Numerous geological faults are also present.

Due to the presence of coal beneath the site, there is a high likelihood that the site has been subject to previous coal working. Accordingly, a Coal Mining Report (provided in Appendix L) has been obtained from The Coal Authority and reviewed as part of this study. A summary of the report is as follows:-

- The property is in the likely zone of influence from underground coal workings in 8 seams of coal at 190m to 570m depth, and last worked in 1981. Any ground movement from these coal workings should have stopped by now.
- The site is in an area where the Coal Authority believe that there is coal at or close to the surface and the coal may have been worked at some time in the past. The potential presence of coal workings at or close to the surface should be considered prior to any site works or future development activity.
- The site is not in a location where it could be affected by current or planned future underground coal workings.
- A single mine entry is indicated adjacent to the north western boundary of the site. The Coal Authority report suggests that this was capped in 1975 and re-capped in 1980.
- The site does not lie within the boundary of a coal opencast site, nor within 200m of a current opencast site.
- The site is not within 800m of an opencast site which is being considered by the Coal Authority or licence granted.
- A claim was submitted to The Coal Authority for subsidence damage within fields to the north of the site adjacent to the A184. However, this claim was rejected by The Coal Authority.
- There are no records of mine gas emissions.
- The site has not been subject to remedial works by The Coal Authority.

Interestingly, the Coal Authority report makes no reference to the north west corner of the site, where the Ordnance Survey mapping indicates an area of 'Opencast Workings' and during the site visit, a UK Coal sign indicating 'Wardley D.P' was observed. This was clarified with The Coal Authority who confirmed that this area is a spoil tip associated with the former Wardley Colliery. It is reported that it is likely that the tip has been re-worked and therefore classified as opencast workings on the O.S mapping. It is also noted

that the Wardley Disposal Point has an active planning application from Tamar Energy to develop an Anaerobic Digestion facility.

Although the Coal Authority report does not highlight any major issues, the presence or absence of coal seams would need to be confirmed by intrusive ground investigations as the project commences. Other unrecorded mine entries may be present. A Coal Mining Risk Assessment report is also likely to be required.

4.2 Soils

Following a review of the Envirocheck report (Appendix L), there are no major issues associated with the soils at the site that would cause a significant ground hazard.

Parts of the site are indicated as having moderate compressible ground stability issues, however such issues can be mitigated through suitable investigation, design and construction.

As part of the Envirocheck study, levels of potential harmful chemicals in the soil were determined and are listed in the table below. The Environment Agency has published a collection of Soil Guideline Values (SGV), which give guideline limits to safe soil concentration of these chemicals.

Table 4.1: Chemical concentrations

Chemical	Possible Effects listed by Environment Agency	Concentration Found	Environment Agency SGV for commercial development
Arsenic	Carcinogenic	<15 mg/kg	640 mg/kg
Cadmium	Toxicity to kidneys and bones	<1.8 mg/kg	230 mg/kg
Chromium	Carcinogenic	60-90 mg/kg	5000 mg/kg
Lead	Reduced cognitive development of children	<150 mg/kg	750 mg/kg
Nickel	Skin irritation and a carcinogenic	Generally 15 – 30 mg/kg (bands up to 30 – 45 mg/kg are present)	1800 mg/kg

Source: Envirocheck and Environment Agency Published Report: Soil Guideline Values

The above is based on record data and would need to be confirmed by intrusive ground investigation on recovered soil samples.

4.3 Hydrology, Hydrogeology and Flood Risk

The River Don crosses the middle of the site and is crossed by Hylton Bridge and access tracks to East House Farm, Strother House Farm and Elliscope Farm. There is also a tributary entering the River Don from the south west. Other minor surface drains and ponds are present.

The bedrock beneath the site comprises a Secondary A aquifer. Secondary A aquifers are permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers.

The groundwater vulnerability is classified as 'Low' indicating that due to the relatively impermeable superficial deposits there is a low potential for pollutants to enter the aquifer.

The superficial deposits are generally classified as 'Unproductive Strata', i.e. they have a low permeability that have negligible significance for water supply or river base flow. However, areas around the watercourses where Alluvium is present are Secondary A aquifers.

There are no Source Protection Zones specified within the site.

Parts of the site adjacent to the River Don are classified as Flood Zone 2 or Flood Zone 3 by the Environment Agency and are therefore at risk of flooding. Accordingly, development in these areas is restricted and all development within these areas should be subject to the requirements of the National Planning Policy Framework and the Technical Guidance associated with Flood Risk. Although general industry and warehouses would be compatible with all Flood Zones, certain parts of the development (e.g. a primary substation or essential transport infrastructure) would be recommended to be located outwith Flood Zones 2 and 3.

Any development on the site could cause an increase in flood risk due to surface water disposal if suitable measures are not implemented. Due to the relatively rural nature of the site and its proximity to the River Don, it is anticipated that the new development would make extensive use of Sustainable Urban Drainage Systems (SUDS). SUDS schemes aim to mimic natural pre-development surface water run-off as far as possible and include different components to reduce and control surface water run off whilst also improving water quality and amenity value. Potential SUDS components that may be suitable at this site could include green roofs, rainwater harvesting, filter trenches, swales and detention ponds or basins. It should be noted that such components, particularly detention basins/ponds can have a significant land take.

4.4 Mineral and Waste Sites

The Wardley Colliery Disposal Point is identified as a waste site, located to the north west corner of the site. The Envirocheck report identifies that the waste management license was surrendered on 22nd November 2010.

There are two further waste sites present, within the central parts of the site. One is a historic landfill with negligible information provided in the Envirocheck report. The second is associated with a pet cemetery within the Triple A 'Animal Hotel and Care Centre' now known as My Pet Stop.

4.5 Unexploded Ordnance

The Zetica Regional Unexploded Bomb Risk Map for Tyne and Wear (Appendix M) indicates that the site is situated in an area of ‘Moderate’ risk. This is likely due to potential Military and Industrial bombing targets in the vicinity of Washington and associated with the former RAF Usworth (Sunderland Airport) airfield to the south of the site (now the site of the Nissan car factory).

In addition to the above, a Pre-Desk Study Assessment has been obtained from Zetica (Appendix M). This report outlines that as the site is located adjacent to the former RAF Usworth, which was associated with aircraft crashes and bombing raids during World War II, a detailed desk study is recommended to assess and potentially zone the UXO hazard level at the site, together with a risk assessment for likely future site activities and mitigation measures.

Based on the risk outlined from the Pre-Desk Study Assessment, best practice would be for a “Detailed risk assessment” to be carried out in accordance with CIRIA C681 “Unexploded Ordnance, A guide for the construction industry” Risk Management Framework during the masterplanning of the site. In order for this to be a cost effective process, this should be undertaken on the part of the site selected for development.

4.6 Summary of Ground Risk

Based on the review of the Landmark Envirocheck report, Coal Authority report and published geological mapping the following key ground risks are present at the site:

Table 4.2: Key Ground Risks

Risk	Description	Main Risk Type	Mitigation
Foundations	Depending upon the strength of the Pelaw and Laminated Clay beneath the site, shallow foundations may not be suitable and deeper foundations may be required.	Cost	This risk could be reduced by the undertaking of intrusive ground investigations to ascertain the strength of the underlying Clay. It is suggested that intrusive ground investigations are undertaken when a specific area is selected for the IAMP to minimise costs.
Coal Mining	Depending upon the depth of shallow coal seams and if they are worked or not, grouting of any voided or broken ground may be required.	Cost	This risk could be reduced by the undertaking of intrusive ground investigations, as outlined above, to assess the presence and condition of any coal seams within 30m below ground level. A Coal Mining Risk Assessment will be required.
Flooding	Parts of the site are contained within Flood Zones 2 and 3 and development	Location	It may be preferential to avoid development within

Risk	Description	Main Risk Type	Mitigation
	within these zones is limited. Significant land take may be required to incorporate SUDS components.	Land Take	these Flood Zones - due to the large size of the site, this is not considered to be a major constraint to development. A site wide SUDS strategy should be developed to ensure sufficient land space is made available to incorporate SUDS components.
Waste / Mineral Sites	Parts of the site contain current or historic waste and mineral sites.	Location / Cost	Development on these areas should be avoided if possible to mitigate against additional works / costs associated with ground remediation.
Unexploded Ordnance	The site has a moderate risk of unexploded ordnance.	Cost / Health and Safety	Further detailed desk study work will be required when a site for the IAMP has been chosen. Depending upon the findings of the detailed desk study work on site mitigation works may be required.

5 Conclusions

Following the undertaking of an Engineering Assessment of the IAMP study area it is considered that there are no major “show stopper” type issues that indicate development on the site should not be considered further. However, there are a number of issues or potential constraints that should be considered during future masterplanning exercises.

While none of the points are show stopper issues alone, when combined they reduce the area of land available for development and will constrain the shape and form of the development. Future site masterplanning should consider the boundaries and implications imposed by constraints at the earliest stages to allow the most efficient use of space, and to avoid significant time and cost implications occurring at later stages in the development process.

The most critical issues are as follows:

- Developing the site would require mitigation measures to improve the capacity of the surrounding highways. In particular, the study has identified various improvements to the highway network either under construction or in the planning process, as follows:
 - A19/A1290 pinch point scheme – partial signalisation to be completed 2014.
 - Testo’s roundabout improvements – in consultation – will provide connector roads to A1290.
 - Upgrading of Washington road overbridge – under consideration by Sunderland City Council.

Taken together the partial signalisation, connector roads to Testo’s and relief at Washington Road may provide sufficient capacity for all or part of the IAMP development and this will need to be assessed in a Transport study which it is understood the councils are commissioning.

- Without further significant investment, potential access points into the site are restricted to the A1290/A19 junction, and the A1290 itself.
- An area of the north east corner of the site has been safeguarded for the Testo’s roundabout grade separation.
- As the site is located in the Green Belt, exceptional circumstances must be demonstrated to allow development. Various other planning designations will also need to be considered.
- Surface water is likely to be discharged to the River Don. Sustainable Drainage Systems will be required to control the discharge quality and quantity, and could require landtake for attenuation and treatment.
- Development of Wardley Disposal Point in the north west corner of the site would involve significant earthworks costs due to spoil heaps. This site has an active planning application to be developed as a renewable energy facility.
- Pylons and overhead electricity cables run across the site, as they are difficult and expensive to move, it may be more cost effective for development to be incorporated around them.
- Development of farms, residences and businesses may require Compulsory Purchase Orders or may require avoidance.
- The River Don and its tributaries which bisect the site provide a physical barrier to development together with the presence of Local Wildlife Sites and the corresponding flood zones.

Should the critical issues above be deemed acceptable, the following constraints must also be taken into account:

- There are six Local Wildlife Sites within the study area. Any development should avoid damage to these areas, or include mitigation measures to compensate adverse impacts.
- Wildlife Corridors cross the site, developing the site will restrict the openness of the natural area and so some provision should be made to allow wildlife migration across the site.
- Public Rights of Way and the Great North Forest Heritage Trail run across the site. If a Right of Way is deemed to be still in use, it must remain in place or an equally convenient alternative will need to be provided.
- 450mm intermediate pressure, and 12" medium pressure gas mains run across the site. Care must be taken when developing around the pipes, and standoff distances observed in order to negate significant abnormal costs.
- In the North West Corner of the site, between West Pastures and the A184, an area has been allocated as a "Gypsy and Traveller Site". In December 2013, planning permission was granted to retain the use of the land on a permanent basis as a gypsy and traveller caravan site comprising 11 pitches. Any development of the employment site must avoid negative impacts on the Traveller site, and interactions between the two must be considered.
- TPOs surround the Gypsy and Traveller site at West Pastures, and Scot's House. Trees protected by a TPO should not be removed without consent from the Local Authority. Should trees protected by a TPO be removed, a replacement must be planted.
- There are numerous listed buildings around Scot's House, and Hylton Grove Bridge is also listed. Proposals should avoid development which adversely affects the character or setting of a listed building.
- In their UDP Sunderland City Council has stated they will usually resist any development which may have an adverse impact on the North East Aircraft Museum, located in the south east corner of the site.
- "Good" and "Very Good" Agricultural Land is found along the banks of the River Don and to the south of the River. Planning policy requires development to protect the best and most versatile agricultural land.
- Protected Species including bats, birds, water voles and great crested newts have been recorded around the site. Proposals should avoid adversely affecting protected species, or include mitigation measures to compensate these impacts.
- Parts of the site (the old Wardley Colliery and area between Strother House Farm and West Pastures) contain current and historic waste sites. Ground remediation and earthworks in these areas may result in additional abnormal costs.
- Areas of the site adjacent to watercourses are at flood risk, development in these areas should include flood mitigation measures.

6 Recommendations

To progress the masterplanning of the IAMP site, various activities are recommended prior to determining an optimum site layout that can be taken forward via the planning process. This is to allow due consideration to be given to the various aspects during the masterplanning process and accordingly such issues are not an afterthought that are identified after a masterplan has been prepared, which could result in project delay and re-design of the site layout.

The following **two key activities** are recommended in the first instance:

- 1) Based upon the findings of this report, other reports commissioned by the client and other client internal and external influences a decision should be made on the 'likely' part of the site that is to be developed, i.e. which parts of the 710ha site are likely to contain the 100 -140ha development. This will allow future masterplanning work to be more targeted and cost effective.
- 2) A decision should be made on whether the masterplan process should be "*engineering*" led or "*architecturally*" led. This decision should be based upon client and stakeholder aspirations for the architectural importance of the development as to whether this is a primary or secondary concern. Whichever option is selected, it is recommended that significant secondary input will be required by the other discipline, together with other minor specialist inputs.

Following the above activities, various engineering related activities, as outlined below, are recommended to inform the development of a robust masterplan. During this process the phasing of the development should be considered and suitable allowances in the infrastructure works made to allow future proofing and flexibility, should demand change.

Topographical Survey – A topographical survey should be undertaken to inform levels and areas available for the development. Consideration should be given to areas outside the site boundary which may be required for ancillary works (eg highway upgrades, new habitats, drainage ponds), together with the survey resolution and extents in order to provide a cost effective but also beneficial survey. Such a survey would be used to inform site gradients and extent of earthworks (cut and fill) required.

Transport – A Transport Assessment should be undertaken to assess whether the proposed works identified in the conclusions will provide sufficient capacity for the IAMP development or whether further mitigation works are required.

Highways Design – Overall this study has identified many constraints to development and the outline design of highways for the development should proceed taking account of relevant constraints, such as Overhead Electricity Lines running close to and parallel to the A1290 immediately southwest of the A19. The highways design should be progressed far enough that allowances can be made for land take both in early phases and for future phases when further works, such as a link to the A195 may be required.

Utilities Strategy – Following the outline highways design a utility strategy and layout should be determined. This should also identify off-site works to upgrade utilities and bring the utilities on to site together with distribution around the site. When phasing is more accurately known, and an outline masterplan is determined further consultation could be undertaken with the utility companies to further refine implications and budget costs for bringing the new service supplies to site.

Consideration should also be given to the inclusion of an on-site energy centre which could assist in mitigating abnormal utility costs and assist in meeting sustainability aspirations.

Drainage Strategy – A preliminary foul and surface water drainage design is recommended to inform infrastructure works. This should be based upon initial agreements with Northumbrian Water and would identify drainage disposal across third party land outwith the development.

In particular, a Sustainable Drainage Systems (SUDS) strategy should be developed to include different SUDS components and treatment stages. At this location large scale detention basins and ponds may be suitable that would require landtake, possibly outwith the main development. In particular, a detention pond may be used to produce an ecological habitat and may assist with ecological mitigation. A SUDS strategy could be informed via a site Surface Water Management Plan which would inform a site specific Flood Risk Assessment.

Ecology Strategy – In addition to the above, ecological issues such as habitat creation should be considered and included in the masterplanning process. The findings of the third party ecology report should be considered further during masterplanning.

Archaeology Strategy – Field work is recommended to assess the significance of archaeological assets located within the site, and the impact development would have upon these assets. This would comprise a staged programme of investigation and could potentially include the following: site walkover; geophysical survey; fieldwalking survey; earthwork survey; building survey; and trial trenching.

In addition, to the above a preliminary intrusive ground investigation could be undertaken to inform the cost plan. This should allow an initial assessment of coal mining risks and foundation solutions. A Coal Mining Risk Assessment would be required for a planning application. A “Detailed UXO risk assessment” would also be required to inform the ground investigation and future works.

Sustainability should be a key consideration in the engineering aspects of the project. Infrastructure development projects can be seen as being carbon intensive in terms of both construction and operation, but by careful consideration and innovation carbon reduction options are possible:

- Reducing capital carbon through the reuse of assets, design of lean solutions and the choice of lower carbon construction materials and techniques including design for manufacture and assembly.
- Cutting operational carbon by using low or no carbon power sources, streamlining processes, matching operating intensity to load, and by designing maintenance regimes that optimise mechanical efficiency.
- Limiting demand by influencing use patterns or through resource and by introducing energy-saving measures at point of use.

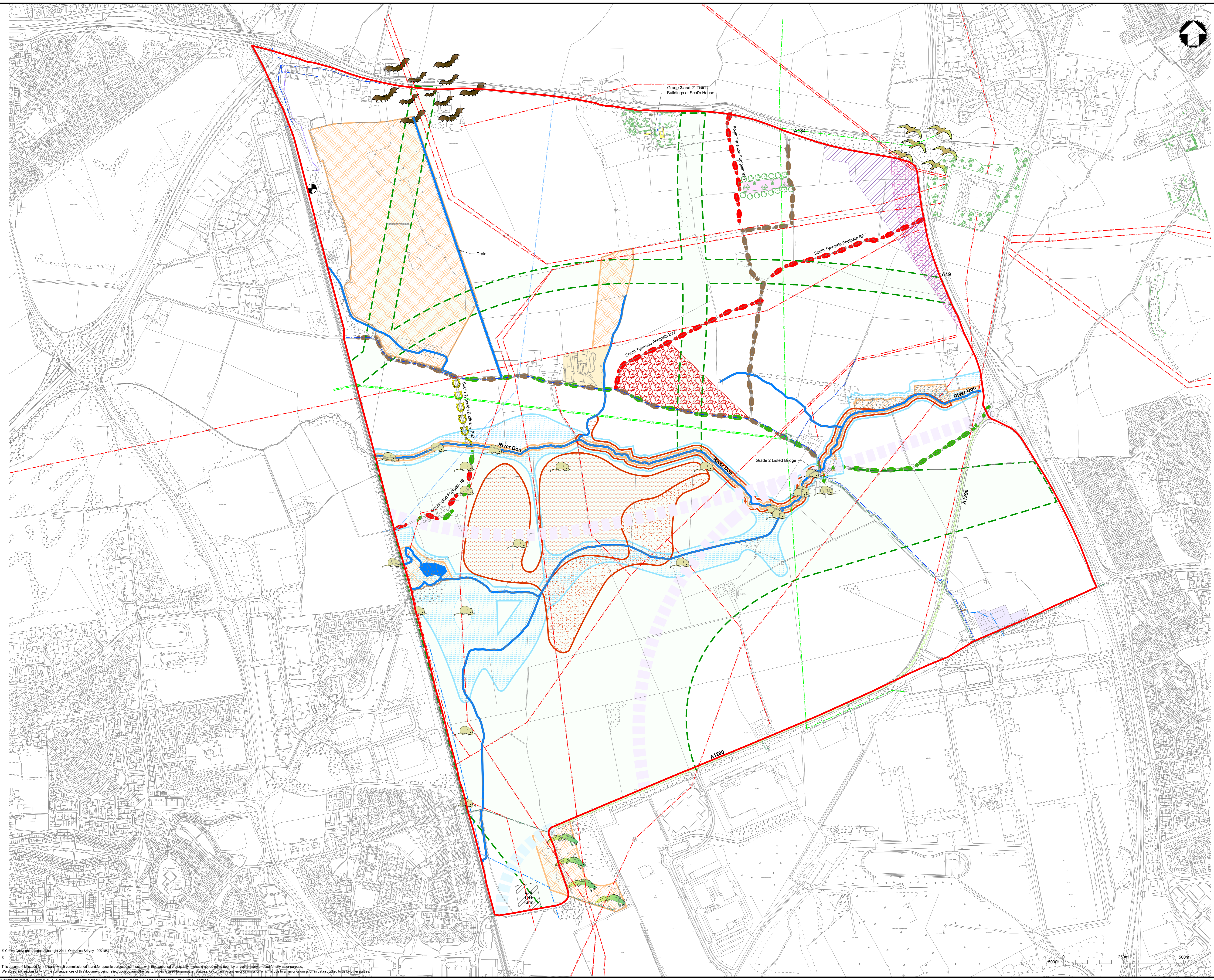
Such measures, together with wider sustainability options, can be used to inform a Sustainability Appraisal for the development.

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Appendix A. Constraints Map

A.1 MMD-319684-C-DR-00-XX-0003 (1 Page)



- Notes
- All locations are indicative.
 - Drawing to be read in conjunction with IAMP Desktop Engineering Assessment Report 319684/EST/NED/002.
 - Only key utilities considered to impact on master planning of the IAMP are shown. Reference should be made to plans provided by asset owners.

Key to symbols

- Site Boundary
- Traveller Site
- North East Aircraft Museum
- Local Wildlife Site
- Landlake Safeguarded for Testos Roundabout Proposals
- Grade 2 "Very Good" Agricultural Land
- Grade 3a "Good" Agricultural Land
- Proposed Footpath / Cycleway
- Public Right of Way - Footpath
- Public Right of Way - Bridleway
- Great North Forest Heritage Trail
- Water Vole Recorded
- Bats Recorded
- Great Crested Newt Recorded
- Multiple Bird Species Recorded
- Disused Mineshaft
- Environment Agency Historic Landfill
- Licensed Waste Management Facility
- Flood Risk Zone
- Wildlife Corridors
- Tree Preservation Order
- Listed Buildings
- Highway Suitable for Site Access Point
- Overhead Electricity Cables
- Water Course
- Highway Upgrades Proposed by Others
- Landlake for Testos Roundabout Upgrade (preferred route)
- Landlake for A195 Link Road
- Landlake for Potential A1290 Upgrade

Existing Services

- Intermediate Pressure Gas Main
- Medium Pressure Gas Main
- Low Pressure Gas Main
- 11kV Electricity
- 20kV Electricity
- 66kV Electricity
- 275kV Electricity
- Water Main (Distribution)
- Water Main (Fire)
- Water Main (Treated)
- Combined Sewer

Reference drawings

Rev	Date	Drawn	Description	Ch'g'd	App'd
P1	04.07.14	SW	Preliminary Issue	NW	SL

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South Tyneside Council

Title
International Advanced Manufacturing Park
Engineering Assessment Report
Constraints Drawing

Designed	N Watson	N Watson	Eng check		
Drawn	S Weston	S Weston	Coordination		
Dwg check	N Watson	N Watson	Approved	S Longshaw	S Longshaw
Scale at A0	Status	Rev	Security		
1:5000	PRE	P1	STD		
Drawing Number	MMD-319684-C-DR-00-XX-0003				

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Appendix B. Site Photographs

Figure B.1: View north along A19 from footbridge into site



Figure B.2: View north west across site from footbridge into site



Figure B.3: Footpath into site at south east corner



Figure B.4: View west along southern boundary



Figure B.5: Usworth Cottages



Figure B.6: North East Aircraft Museum



Figure B.7: Dilapidated pub



Figure B.8: North East Aircraft Museum



Figure B.9: West Moor Farm



Figure B.10: View west along A1290 southern boundary



Figure B.11: View north from A1290



Figure B.12: Elm Tree Farm



Figure B.13: View south along western boundary disused railway



Figure B.14: View north east from western boundary



Figure B.15: View east from western boundary



Figure B.16: View over Usworth Pond LWS



Figure B.17: East House Farm



Figure B.18: Access Road / Public Right of Way to East House Farm



Figure B.19: View north along western boundary disused railway



Figure B.20: View to Wardley Colliery western boundary



Figure B.21: View north west along Downhill Lane



Figure B.22: Access road to North Moor Farm



Figure B.23: North Moor Farm



Figure B.24: Hylton Grove Bridge



Figure B.25: Hylton Grove Farm



Figure B.26: Gas Valve Compound adjacent to Hylton Grove Farm



Figure B.27: View west along Follingsby Lane



Figure B.28: View south from Follingsby Lane



Figure B.29: Sign and CCTV where East House Farm access meets Follingsby Lane



Figure B.30: Access to East House Farm / Public Right of Way



Figure B.31: Wardley Colliery



Figure B.32: Follonsby Terrace



Figure B.33: View East along A184 Northern Boundary



Figure B.34: View along West Pastures



Figure B.35: Wardley Colliery from Red Fox Garden World



Figure B.36: Red Fox Garden World



Figure B.37: Entrance to Gypsy and Traveller Site



Figure B.38: View onto Gypsy and Traveller site, and Tree Preservation Order



Figure B.39: Typical view across the site, taken in the Wildlife Corridor



Appendix C. Planning Policy Extracts

The following Appendix contains key extracts from relevant planning documents. Reference should be made to the full planning documents.

C.1 South Tyneside Planning Documents

C.1.1 South Tyneside Council Core Strategy, 2007

Relevant Extracts

2. Strategic Policies

Policy ST1 Spatial Strategy for South Tyneside:

Promote opportunities along the A19 Economic Growth Corridor;

The emerging Regional Spatial Strategy identifies a “Corridor of Opportunity” which follows the A19/A189 and which, in part, passes through South Tyneside. This corridor will play a major strategic role for the movement of people and goods in the city region and provide for some of the economic expansion needs of the conurbation. The A19 Economic Growth Corridor is a part of this wider Corridor of Opportunity.

Major regeneration projects and developments inevitably have some form of impact on local infrastructure - whether on the schools, local shops or the transport system. For major regeneration areas, it will be essential that developers enter into agreements to provide these requirements and distribute these costs equitably.

3. Improving Accessibility

Policy A1 Improving Accessibility:

Priority will be given to improving accessibility, particularly by encouraging and promoting public transport improvements, both within the Borough and between the Borough and the A19 Economic Growth Corridor (including employment areas at Boldon Colliery, Doxford Park, North Tyneside and South East Northumberland).

The A19 between South East Northumberland and Doxford Park, Sunderland is a key corridor for economic growth. The Second Tyne Tunnel and improvements at the A19/A184 Testo’s roundabout reflect this corridor’s importance. New and improved sustainable links will improve the accessibility of this corridor. This includes improvements to the Shields Ferry, A19 Stephenson Jobs Link, and the proposed Project Orpheus link between South Shields, Boldon Colliery, Washington and Doxford Park.

4. Delivering Economic Growth and Prosperity

Policy E1 Delivering Economic Growth and Prosperity:

Viable employment sites, and other employment sites with special attributes will also be safeguarded for employment uses only.

Economic development outside priority locations (South Shields, Jarrow and Hebburn) will also be encouraged in accessible locations, particularly in key regeneration areas, in order to promote new enterprise and encourage the development of culture, tourism and hospitality.

We must also ensure that 40ha is available to meet economic development needs up to 2021, in line with emerging RSS requirements over this period. This policy therefore seeks to protect viable and attractive employment sites that are under increasing pressure for redevelopment for higher value uses

5. Delivering Sustainable Communities

Policy SC5 Providing for Gypsy and Traveller Caravan Sites:

We will promote and provide authorised sites for gypsies and travellers:

- where there is genuine and proven need and demand; and
- by the allocation, where necessary, of suitable and sustainable gypsy and traveller caravan sites in the site specific allocations development plan documents and by granting planning permission for such sites where:
 - they would not prejudice potential redevelopment proposals within the Borough's priority regeneration areas;
 - they would not be located within any known high flood risk areas;
 - they would not compromise the objectives of designation of any nationally recognised element of the Borough's built or natural environmental assets, including existing and proposed World Heritage Sites;
 - any harm caused to the Green Belt by reasons of inappropriateness and any other harm would be clearly outweighed by other considerations amounting to very special circumstances;
 - any significant adverse effects on surrounding residential and environmental amenities and safety considerations are acceptably minimised and in accordance with other relevant detailed development control policies.

6 Capitalising on our Environmental Assets

Capitalising on South Tyneside's environmental assets is about taking measures to:

- Protect and enhance the strategic Green Belt, coastal and wildlife corridors;
- Ensure that development throughout the Borough reflects the character and distinctiveness of its surroundings

Policy EA1 Local Character and Distinctiveness

To conserve the best qualities of South Tyneside's built and natural environment the Council will:

- protect and enhance the openness of Green Belt;

- implement the Great North Forest's strategies for access, education, enterprise and biodiversity in a forestry framework by:
 - enhancing the River Don Valley farmland into a well-wooded recreational landscape enclosing a network of open corridors
 - reconstructing the Boldon / Cleadon fringe as an informal and wooded local recreation area that softens intrusive urban edges;
 - enhancing North Sunderland fringe by significantly increasing tree cover; and
 - restoring the small-scale agricultural field pattern of Downhill.

Policy EA3 Biodiversity and Geodiversity

To optimise conditions for wildlife, implement the Durham Biodiversity Action Plan and tackle habitat fragmentation the Council will:

- secure and enhance the integrity of designated sites;
- maintain, enhance, restore and add to biodiversity and geological conservation interests;
- ensure that new development would result in no net loss of biodiversity value of any of the following Priority Habitats:
 - magnesian limestone grassland;
 - rivers and wetlands;
 - species rich neutral grasslands;
 - reduce the fragmentation of, improve or extend existing Priority Habitats; create new Priority Habitats, especially in the Habitat Creation Zones of:
 - River Don Valley;
- protect and strengthen populations of Priority or other protected species;
- enhance the biodiversity value of wildlife corridors; and
- where appropriate, restrict access and usage in order to conserve an area's biodiversity value.

The Tyne & Wear Nature Conservation Strategy pioneered efforts to improve the wider biodiversity value of the countryside by identifying a series of wildlife corridors which provide links between designated sites and other areas of value to nature conservation. Biodiversity value can be found on both brownfield (especially those that have lain fallow for a number of years) and "greenfield" sites. A review of locally designated sites is currently underway and this will inform site specific Local Development Documents.

The Durham Biodiversity Action Plan (DBAP) seeks to build on this initiative by establishing targets to boost Priority Habitats and Species. Too often however these habitats are somewhat fragmented and the important species that they support have become dispersed or restricted to designated sites. Policy EA3 identifies priority areas for the enhancement and extension of existing priority habitats in wildlife corridors and the creation of new areas of the following Priority Habitats:

- rivers and streams, reed bed, swamp, fen and marsh on the River Don;

Policy EA5 Environmental Protection

To complement the regeneration of the Borough, the Council will control new development so that it:

- acts to reduce levels of pollution, environmental risk and nuisance throughout the Borough;

- ensures that the individual and cumulative effects of development do not breach noise, hazardous substances or pollution limits

C.1.2 South Tyneside Council Development Management Policies, 2011

Relevant Extracts

Policy DM1 Management of Development

In determining all applications under the planning Acts we will ensure that, where relevant:

- the development, including new buildings, extensions and alterations to existing buildings, is designed to convey sensitive consideration of its surroundings, and where possible enhance its local setting and reinforce local identity, having particular regard to scale and proportions, alignment, form, use of materials and architectural detailing;
- the development is acceptable in relation to any impact on residential amenity;
- the development protects existing soft landscaping, including trees and hedges, where possible or provides replacement planting where necessary;
- new development provides well-designed external spaces including streets, squares and parks, where possible linked to the wider green infrastructure network, with hard and soft landscaping to provide a high quality setting for buildings, improve visual amenity, enhance community activity and support the provision of priority natural habitats and species;
- the design of buildings and external spaces incorporates focal points and landmarks to aid recognition and legibility of the townscape and streetscape, including public art, where possible;
- the design of advertisements complements the architecture to which it relates and the local context, and is considered as an integral part of the development;
- the impact of the development is acceptable in relation to highway capacity and safety or includes proposals to mitigate any adverse impacts;
- new development provides site layouts that facilitate convenient and safe routes between facilities, and prioritises movement by pedestrians and cyclists;
- the needs of all users for access around sites and into buildings for public use are considered as an integral part of the development;
- the development is designed to achieve lower carbon emissions, and to be energy efficient and maximise the use of renewable and low carbon energy sources, having greater resilience to the likely affects of climate change, including higher summer temperatures and increased prevalence of flood events. Where relevant, development should incorporate green spaces to mitigate the heating of urban areas and should create and support opportunities for sustainable forms of transport, drainage and waste management;
- the development is designed to minimise and mitigate localised flood risk, both on site or elsewhere, where this has been identified by the Strategic Flood Risk Assessment, Site-Specific Flood Risk Assessment or Surface Water Management Plan. For any development proposed in a Critical Drainage Area, as identified by the Strategic Flood Risk Assessment, a full flood risk assessment and drainage impact assessment may be required. Development on any sites allocated in Flood Risk Zones will only be permitted in accordance with the findings of a Sequential Flood Risk Assessment;

- the development does not adversely impact upon air pollution levels, particularly of nitrogen dioxide in the Boldon Lane/Stanhope Road and Leam Lane/Lindisfarne
- Roundabout Air Quality Management Areas (as shown on the Proposals Map), or any other designated area where air quality objectives are not met or not likely to be met in the foreseeable future or as a result of the proposed development;
- any risks of contamination have been fully assessed and, where necessary, remediation measures, appropriate to the intended use of the land, are included as part of the development proposals; and
- the development takes into consideration the potential legacy of mineral workings, particularly in areas of known former mine shafts (see Annex D), and also the existence of landfill sites at Newton Garths, Temple Park, Trow Quarry and Gypsies Green.

Policy DM5 Gypsies and Travellers and Travelling Showpeople Caravan Sites

We will assess proposals for the provision of accommodation for gypsies and travellers and travelling showpeople communities in the borough in accordance with Core Strategy Policy SC5. As a first principle, development will be directed to allocated sites within the borough. Any applications for development on unallocated sites would need to demonstrate why the accommodation need could not be met on an allocated site.

- In determining planning applications on allocated and unallocated sites we will also ensure that:
- the development meets a genuine and proven need and demand;
- a satisfactory means of access can be provided and the existing highway network is adequate to serve the site;
- vehicular, pedestrian access and parking provision are consistent with the council's transport policies and parking standards;
- there would be no potential conflict with statutory undertakers or agricultural interests;
- provision for surface and foul water drainage is consistent with the scale of the development, and is available or made available in sufficient time to serve the completed site prior to its occupation;
- provision is made for adequate on site refuse storage and collection;
- where required, the site can comfortably accommodate all related development, including land for business uses, storage, vital maintenance and testing of equipment; and
- the capacity of sites is maximised with respect to meeting needs and any identified standards for safety and amenity provision.

The sub-regional assessment identifies the need for the provision of 13 gypsy and traveller caravan pitches in South Tyneside from 2010-2018. This is predominantly based on, and is inclusive of, the existing temporarily permitted site at West Pastures (West Boldon) within the Green Belt. Additionally, there is considered to be a need for three plots for travelling showpeople in the borough for the period 2013-2018, based on future family formation from the existing travelling showpeople site on South Shields foreshore. Whilst the study considered that this community is predominantly working on the adjacent amusement park, there are a proportion of residents who are actively involved in "travelling to work at fairgrounds and events. As such, this group is regarded as a travelling showpeople community in the context of Circular 04/2007 whose accommodation needs should be provided for through the development plan. The assessment also identified a sub-regional need to provide some pitches for transit accommodation,

although it is noted that the incidence of unauthorized encampments in South Tyneside is the lowest in Tyne & Wear, particularly since the West Pastures community became established.

A borough-wide site search and selection exercise has subsequently been carried out to identify potentially suitable sites to accommodate the identified needs. This has informed the policy allocations in the draft Site- Specific Allocations document (January 2011). However, the most appropriate sites for providing for the additional travelling showpeople plots are all on land adjacent to the existing South Shields foreshore site, which lies within the coverage of the previously adopted South Shields Town Centre & Waterfront Area Action Plan.

The foreshore sites are on land owned by the Port of Tyne that is retained for the purpose of providing access for essential maintenance to the pier. In recent years the Port of Tyne has released several individual plots to the travelling showpeople community allowing this long-standing site to expand beyond its established boundary in an unplanned manner. Whilst the preferred sites are already fenced in and provide the most logical opportunities for any future growth requirements, any applications in the vicinity of the foreshore site must recognise the following constraints (as also reflected in adopted AAP Policies SS5, SS12 and SS13):

- the need to minimise impacts on the visual quality of the foreshore setting, given the proximity of the land to the south foreshore promenade and Sandhaven Beach and the listed South Shields Volunteer Life Brigade Watchhouse;
- the need to minimise the impact on the foreshore setting in terms of views from the main visitor car parks and point of arrival at Pier Head Car Park; the need to provide for the unrestricted access needs of the emergency service provided by the South Shields Volunteer Life Brigade, which shares a vehicle access route with the existing travelling showpeople caravan site; and
- the need to reconcile the requirement for residential amenity with a priority objective of the council to provide indoor and outdoor visitor attractions within this “developed coast” area, including the adjacent Ocean Beach Pleasure Park which provides the livelihood for most of the residents of the existing site.

5. Protecting Heritage and Archaeology

Policy DM6 Heritage Assets and Archaeology

We will support development proposals that protect, preserve and where possible enhance the historic, cultural and architectural character and heritage, visual appearance and contextual importance of our heritage assets and their settings, including:

- listed buildings and structures, non-listed buildings and structures included on the council’s list of locally significant heritage assets, significant landscape features of local heritage and archaeological value and archaeological deposits and remains.

Archaeological deposits and remains, below ground and on the surface should be recorded, and where possible, preserved in situ. Proposals for built development on:

- previously undeveloped sites; or

- previously developed sites where archaeological interest has been established by a previous find recorded in the Historic Environment Record;

will not be determined until the potential impact of the proposed development on archaeological deposits and remains has been adequately assessed and evaluated, and any adverse impacts will be avoided, minimised or mitigated, or in the absence of adequate information, will be refused.

Where the site has not been known to be previously overbuilt, an archaeological desk-based assessment, reconnaissance field work (such as geophysical survey and field walking) and trial trenching will be required in accordance with a written specification agreed with the County Archaeologist (a desk-based assessment alone is unlikely to be adequate for the vast majority of cases);

Policy DM7 Biodiversity and Geodiversity Sites

We will protect and enhance the important environmental assets of the borough, including part of the most northerly outcrops of magnesian limestone in the country. We will promote and support high quality schemes that enhance nature conservation and management, preserve and restore historic and natural environmental character, and maximise benefits for geological conservation and the enhancement of biodiversity in line with the Durham Biodiversity Action Plan targets.

All proposals for development:

- must ensure that any individual or cumulative detrimental impacts on sites are avoided; and
- will only be permitted where they would not adversely affect the integrity, natural character or biodiversity and geodiversity value of:
 - designated Sites of Special Scientific Interest;
 - designated Local Wildlife Sites;
 - designated Local Geodiversity Sites;
 - designated Local Nature Reserves;
 - the Cleadon Hills, Boldon Downhill and South Boldon areas of high landscape value and significance;
 - Wildlife Corridors; and other land that forms part of the borough's strategic green infrastructure; as shown on the Proposals Map.

Development within or outside these designations will only be approved where the benefits of development clearly outweigh any adverse impact on the site, and any broader impacts on the national network of Sites of Special Scientific Interest. Exceptions will only be made where no reasonable alternatives are available. In such cases, we will use planning conditions and/or planning obligations to mitigate or compensate for the harmful effects of the development, and through good design seek opportunities to incorporate biodiversity and geodiversity features into the development.

C.1.3 South Tyneside Council Local Wildlife and Geodiversity Sites, 2010

Relevant Extracts

Elliscope Farm East/ Hylton Bridge

The site consists of two small woodlands and the linking section of the River Don, leading east from Hylton Bridge Farm. Elliscope Farm East is a linear, mature broadleaf plantation dominated by sycamore, with ash and elder. The understorey has bramble and species-poor neutral grassland. At the eastern end there is a small pond with reed canary-grass and branched bur-reed. Hylton Bridge is a small mature broadleaf plantation with a varied canopy of sycamore, ash, beech, horse chestnut, lime and crack willow. The understorey comprises hawthorn, hazel and rowan, with some woodland ground flora such as wood false-brome, hairy brome, greater stitchwort and wood avens.

The Don here has mostly unmodified riverbank, with features such as meanders, eroding earth cliffs, riffles and pools, and dead wood. Substrates vary from coarse silts to gravel, cobbles and the occasional boulder. The aquatic and marginal vegetation within the river channel typically includes branched bur-reed, reed canary-grass, fool's watercress and Himalayan balsam. Recent surveys have recorded occupied breeding habitat for water vole and use by otter. The riverside margins are mostly covered in dense scrub, but in parts there is coarse herbaceous vegetation such as false oatgrass, Yorkshire fog, creeping bent, hogweed, bramble, creeping thistle and great hairy willowherb. The adjacent fields are a mixture of arable and permanent pasture.

Sites qualify as a Local Wildlife Site if they contain significant areas of one or more priority habitats as defined in the Durham Biodiversity Action Plan. At least one of the priority habitats must meet the relevant threshold values whilst smaller areas of other adjacent priority habitats, or those forming a mosaic, should be included in the designation.

Elliscope Farm East/Hylton Bridge qualifies because it:

- a. Forms part of a section of the River Don which has particular habitat features (as described above) which are beneficial to wildlife. It also provides occupied breeding habitat for water vole and is used by otter.
- b. Contains approximately 1.5 hectares of scrub, as defined in the Durham Biodiversity Action Plan ie "scattered or dense stands of naturally regenerating locally native tree and shrub species, generally under 5m tall".
- c. Holds approximately 1.5 hectares of broadleaf woodland. The definition of broadleaf woodland is "all woodland which is not ancient (established since 1600) and which contains predominantly broadleaf species. This includes plantation as well as semi-natural or secondary woodland."

Elliscope Farm East and Hylton Bridge were designated as separate Sites of Nature Conservation Importance in the Unitary Development Plan (1999). It is proposed that the boundary of Elliscope Farm East is to be amended to reflect the situation on the ground more accurately and that the two sites are to

be combined, incorporating the linking stretch of the River Don. An equivalent status will be retained but the name changed to Local Wildlife Site, in keeping with Government guidance.

River Don, East House

The site consists of a section of the River Don between East House Farm and Hylton Bridge Farm. In this stretch the Don has mostly unmodified riverbank with features such as meanders, eroding earth cliffs, riffles and pools, and dead wood. Substrates vary from coarse silts to gravel, cobbles and the occasional boulder. The aquatic and marginal vegetation within the river channel typically includes branched bur-reed, reed canary-grass, fool's watercress and Himalayan balsam.

The riverside margins typically have coarse herbaceous vegetation such as false oat-grass, Yorkshire fog, creeping bent, hogweed, bramble, creeping thistle and great hairy willowherb. There are also areas of scattered scrub. The adjacent fields are mostly arable, with some permanent pasture. Recent surveys have recorded occupied breeding habitat for water vole and use by otter. Breeding birds using the vicinity include yellowhammer, reed bunting and grey partridge, whilst large numbers of fieldfare and redwing are present in winter.

Sites qualify as a Local Wildlife Site if they contain significant areas of one or more priority habitats as defined in the Durham Biodiversity Action Plan. River Don, East House qualifies because it:

- a. Forms part of a section of the River Don which has particular habitat features (as described above) which are beneficial to wildlife. It also provides occupied breeding habitat for water vole and is used by otter.
- b. Contains scrub, as defined in the Durham Biodiversity Action Plan ie "scattered or dense stands of naturally regenerating locally native tree and shrub species, generally under 5m tall".

It is proposed that River Don, East House is designated as a Local Wildlife Site.

Strother House Farm

The site is situated to the north of Strother House Farm. It comprises an area of marshy ground approximately 0.3ha in extent, bounded by a ditch to the south and east. Tall, unmanaged grassland holds species such as tufted hair grass, creeping bent, false oat-grass and reed canary grass. A variety of herbs are present including meadow vetchling, tufted vetch, marsh woundwort, great hairy willowherb, meadowsweet, hemlock water-dropwort and wild angelica. Small hollows may hold water seasonally. The remainder of the site, to the north, is arable land bounded by a ditch. Plants growing on and around the ditch include hawthorn, bramble, umbellifers and bush vetch together with wetland species such as meadowsweet, yellow iris and reed canary grass.

Strother House Farm qualifies as a Local Wildlife Site because it has more than 0.25 hectares of lowland fen habitats. These meet the definition in the Plan i.e. 'Wetlands overlying both peat and mineral soils and fed by groundwater as well as rainwater...Hydrology varies between and within fen types, from water table above ground for much or most of the year, to water table near the surface for only part of the year.

Swamp, *Phragmites australis* Reedbed and Marsh are synonyms for certain types of fen community on particular substrates, with particular dominant species or with particular hydrology.'

Strother House Farm was designated as a Site of Nature Conservation Importance in the Unitary Development Plan (1999). It is proposed that an equivalent status is retained but that the name is changed to Local Wildlife Site, in keeping with Government guidance.

Wardley Colliery

This is a former colliery site mostly comprising a large raised area of colliery spoil. It is the largest 'early successional brown field' site in South Tyneside and its nature and size mean that it is considered to be the most valuable example of its type in South Tyneside.

Most of the vegetation has arisen by natural colonisation with the result that there is a mosaic of varied habitats ranging from bare ground, through sparse grasslands on nutrient-poor soils to coarser grasslands. Where the sparser communities occur low nutrient levels contribute to botanical diversity by increasing stress levels which deter coarser, faster growing species and result in delayed vegetation succession. The result in places is a diverse mosaic of fine grasses and nectar-rich herbs as demonstrated by the list at a) below, together with species such as eyebright and sheep's fescue. The more mature grasslands are species-rich in places, with plants such as lesser knapweed, meadow vetchling and goatsbeard. Each species of plant has its own associated invertebrate fauna, which in turn attracts particular predators and parasites.

Parts of the site to the north and east have been reclaimed and planted with trees whilst scattered scrub has also developed in places. In the centre of the site a permanent pond, approximately 0.2 hectares in extent, has developed (dating from at least 1999). The pond holds sparse marginal vegetation such as spike-rush and jointed rush and is used by at least one species of damselfly, the large red damselfly. There are also two rectangular water bodies to the south of the site and a number of ditches and wet areas around the perimeter with species such as reedmace.

The topography of the site features sheltered hollows, eroding areas and south/west facing slopes. The bare ground heats up quickly in the sun to provide ideal conditions for warmth loving invertebrates. It also provides nesting sites for burrowing species such as solitary mining bees and wasps.

The site holds wall brown and dingy skipper butterflies, both of which are priority species in the UK Biodiversity Action Plan and feature on the England Biodiversity List, 2008 relating to the NERC Act (2006) Section 41 – Habitats and Species of Principal Importance in England. Dingy skipper is also a priority species in the Durham Biodiversity Action Plan.

Territorial behaviour was observed in June 2008 that suggested the presence of breeding lapwing and skylark. Grey partridge were also present. All three are priority species in the UK Biodiversity Action Plan and the Durham Biodiversity Action Plan. They are also listed in the England Biodiversity List, 2008 and the RSPB Red List 2009. In addition two bird species that are scarce in the borough, red-legged partridge and long-eared owl, have been recorded as occurring on the site (Durham Bird Club, 2008).

In 2010 a substantial volume of material was temporarily stored at the northern end of the site in connection with the construction of the new Tyne Tunnel. All of the material was subsequently removed and the site was returned to a condition that favours its natural recolonisation in keeping with its setting within an early successional brown field site.

Sites qualify as a Local Wildlife Site if they contain significant areas of one or more priority habitats as defined in the Durham Biodiversity Action Plan. Wardley Colliery qualifies because it has:

- a. More than 0.5 hectares of early successional brown field land as defined in the Plan. To meet the definition there must be some mosaics of open ground, less than 30% shrub or tree cover, and the site may contain one or more of the plants from the list in *the* Durham Biodiversity Action Plan habitat definition. A survey from 2008 estimated the proportion of bare ground to be approximately 40-50% and the proportion of shrub/tree cover to be approximately 5%. Recent surveys have found the following plants from the list:
 - Birds foot trefoil - frequent
 - Fairy flax - frequent
 - Hawkweeds (*Hieracium* sp) - frequent
 - Kidney vetch - frequent
 - Mouse ear hawkweed - frequent
 - Common centaury - occasional
 - Common spotted orchid - occasional
 - Mignonette - occasional
 - Yellow-wort - rare

The main criteria for brownfield land of high nature conservation value are one or more of the following;

- Habitats typical of the soil/substrate conditions concerned which demonstrate the characteristic mosaic of bare ground, pioneer communities, flower-rich grassland and other habitat patches with associated structural and topographical features.
- Areas that have retained bare ground and pioneer communities over an extended period, demonstrating arrested succession.
- Areas that support either the last remaining examples where the habitat was formerly widespread/extensive, or rare/specialised types of this habitat for example where the nature of the substrate is particularly unusual.
- Presence of UK BAP priority species, Durham BAP priority species or Red Data Book/List species.
- Importance for a significant assemblage of key species groups.

The site demonstrates at least the first four of the above and, possibly, the last as well.

- b. Ponds, as defined in the Durham Biodiversity Action Plan ie 'a temporary or permanent water body between 5 square metres and two hectares in surface area, which holds areas of open water at least part of the year. The definition excludes garden ponds.' In addition South Tyneside Council has adopted the definition for ponds of high value from DEFRA Higher Level Stewardship Farm Environment Plan, WO7, which requires that they should 'Contain at least 15 naturally occurring, floating, submerged, and/or marginal plants and/or support high value species of plant or animal.' The survey of 2005 did not look in sufficient detail at the ponds to assess whether or not they meet the full criteria, but regardless of this they form a valuable component of the mosaic of habitats on the site.

- c. Scrub, as defined in the Durham Biodiversity Action Plan i.e. 'scattered or dense stands of naturally regenerating locally native tree and shrub species, generally under 5m tall'.

It is proposed that Wardley Colliery is designated as a Local Wildlife Site.

C.1.4 South Tyneside Council Site Specific Allocations, 2012

Relevant Extracts

3. Improving accessibility

Policy SA2 Improving Physical Accessibility and Transport Infrastructure

The accessibility of South Tyneside will be improved for all modes of travel, giving priority to sustainable travel, by:

- creating and improving pedestrian/cycle/bridleway routes to facilitate the continued expansion of the South Tyneside cycle network and Public Rights of Way network;
- enabling enhancements and highway infrastructure improvements for traffic movement and the reduction of congestion at the following junctions and sections of our Strategic Road Network:
- A19(T) / A184(T) / A184 Newcastle Road interchange at Testo's roundabout, including providing for the safeguarding of land to enable grade separation of the A19(T) (by 2026);
- A194(M) / A194 Leam Lane / A184(T) White Mare Pool interchange (by 2026)

Testo's roundabout is a major highway intersection on the borough's strategic trunk road network. It is currently an at-grade signalised roundabout which suffers from severe congestion problems, particularly at peak times. The junction also has an accident record 50% higher than the national average. The Highways Agency has therefore proposed to improve this junction by grade-separating the roundabout from the A19(T) and creating dedicated links between the A184(T)/A184 and the A19(T)/A1290 junction, which would also help to eliminate traffic "weaving" problems. The Highways Agency sees this scheme as a priority for investment and improvement post-2016. To facilitate these improvements, it is necessary to safeguard land around the roundabout and alongside the A19(T) and A184(T)/A184 to accommodate the proposed flyover and associated approach and link roads.

4. Delivering Economic Growth and Prosperity

South Tyneside has been designated as a Low Carbon Economic Area for ultra-low-carbon vehicles in partnership with the City of Sunderland and the former district of Easington in County Durham.

Land at the former Wardley Disposal Point (5.8ha), within the Green Belt adjacent to the former Wardley Colliery spoil tip on the western edge of the borough, has also been put forward for possible future economic development (possibly including waste-related uses), effectively as an extension of the Follingsby business park in Gateshead and potentially in association with the longer-term re-opening of the safeguarded Leamside railway line (see Policy SA2). However, the extant planning permission for this rail-linked freight disposal point requires the reclamation of the site as part of the Green Belt upon cessation of

operations, whilst the extensive former colliery spoil tip (43.9ha) is designated as a new Local Wildlife Site (see Development Management Policy DM7).

We are also aware that Sunderland City Council's emerging Core Strategy includes a proposed strategic employment site in the Green Belt to the north of the Nissan car manufacturing plant. This site alongside the A19(T) comes right up to the borough's southern boundary, such that there may be natural scope for it to extend into part of South Tyneside (taking in approximately 3.5ha of land) should Sunderland's LDF allocation proposal ultimately be approved and given the go-ahead. These sites have therefore also been assessed in the Employment Land Review 2011 in terms of their potential suitability and deliverability. However, exceptional circumstances for any such Green Belt deletions (as required by PPG2) have not been determined at the present time, such that it is not considered appropriate or prudent to seek to allocate these Green Belt sites in this document as this would conflict with the council's strategic spatial approach in the adopted Core Strategy (and RSS) which, in particular, seeks to protect and enhance the openness of the Green Belt. The future potential of these sites to contribute towards the borough's economic development land requirements will therefore be considered more appropriately as part of the overarching Core Strategy review.

5. Delivering Sustainable Communities

Policy SA7 Green Infrastructure and Recreational Opportunities

We will seek to improve the quality of the public realm and the provision of publicly accessible recreational open spaces throughout South Tyneside by:

- a. ensuring that all major and large-scale developments include high quality landscaping with a variety of public open spaces, in accordance with our adopted standards;
- b. protecting and enhancing the parks, recreational open spaces and playing fields in the borough, particularly as part of the linked open space system, in accordance with our adopted standards and other proposals in this document;
- c. encouraging proposals that maintain and enhance the recreational viability of the seafront beaches and riversides and associated landscape features;

Development proposals should seek to ensure that existing networks of open spaces and wildlife corridors are protected and enhanced wherever possible, particularly to minimise the potential fragmentation of wildlife habitats.

Providing for Gypsy and Traveller Accommodation

It is important for everyone to have the opportunity to live in a decent home, and we encourage developments to promote social inclusion where there is an established, genuine and proven need and demand. We want to ensure that the gypsy and traveller and travelling showpeople communities have fair and equal access to accommodation that meets their needs. We therefore consider it appropriate to allocate and safeguard options for sites that are suitable, realistic, and deliverable.

Core Strategy Policy SC5 provides the strategic context and key criteria for the allocation of authorised sites, whilst Development Management Policy DM5 sets out the criteria that future proposals for caravan sites will be assessed against, including applying the Core Strategy policy criteria to travelling showpeople sites too. The allocated sites within this policy have been selected in conformity with these policies.

Policy SA10 Living in South Tyneside – Gypsy and Traveller Caravan Accommodation

We will support proposals to provide for the genuine and proven needs and demands for gypsy and traveller caravan accommodation within South Tyneside in accordance with Core Strategy Policy SC5 and Development Management Policy DM5.

To provide for the borough's identified requirement for 13 permanent gypsy and traveller caravan pitches, together with the opportunity for occasional transit accommodation:

- land at West Pastures, West Boldon, is allocated subject to the implementation of infrastructure and landscaping works to ensure residential amenity and minimise any harm to highway safety and the Green Belt; and
- land at White Mare Pool, Wardley, together with the Hebburn Riverside site at Prince Consort Road in Hebburn, are safeguarded as potential reserve sites in the short-term pending full implementation of the West Pastures allocation.

Proposals on sites allocated for mixed-use developments should be consistent with Policy SA1, with all proposals being in accordance with other site allocation policies and designations, as shown on the Proposals Map, and any relevant site development briefs or masterplans.

Government Circulars 01/2006 and 04/2007 provide the national planning guidance for selecting sites for gypsy and traveller and travelling showpeople caravan accommodation. They set out that there is a legal obligation for local authorities to allocate site/s where there is an identified need. Whilst these circulars are currently being reviewed under the Government's new Localism Bill, local authorities will still have a legal obligation to make provision in accordance with their local needs assessment. The Tyne & Wear Gypsy & Traveller Accommodation Needs Assessment (2009) identifies a need in South Tyneside for 13 gypsy and traveller caravan pitches and 3 additional travelling showpeople plots, as well as potentially contributing to a sub-regional need for 10-15 transit pitches. It is therefore considered appropriate and necessary to allocate land for gypsy and traveller provision to meet the borough's local identified need.

The sub-regional Gypsy & Traveller and Travelling Showpeople Caravan Accommodation Needs Assessment identifies a need for all Tyne & Wear local authorities to provide sites. South Tyneside has an identified need for 13 permanent gypsy and traveller pitches from 2010-2018 based largely on, and inclusive of, the existing temporarily-permitted site at West Pastures near West Boldon together with potential future family formation. It also identifies a need for three travelling showpeople plots from 2013-2018 to cater for future family formation of the established South Shields foreshore site adjacent to the Ocean Beach Pleasure Park.

A sub-regional need for 15 transit pitches is also identified to provide for travelling communities passing through Tyne & Wear. The five local authorities are working together to ensure that provision is located in

the most suitable areas and developed in an appropriate manner. However, South Tyneside has the lowest incidence of unauthorised encampments within the sub-region, and this has significantly reduced since the current community at West Pastures have had a settled base, albeit on a temporary permission. Monitoring shows that the site has actually been also used for some minor transit purposes. It is therefore considered appropriate to incorporate any transit accommodation space within the main site for visiting friends and family of permanent residents.

Whilst the White Mare Pool site at Wardley (also owned by the gypsy and traveller community) has specifically been put forward as a potential transit site, there is no specific local identified need for such a use in the borough, whilst it is required as a safeguarded reserve allocation pending full implementation of the West Pastures site.

A detailed borough-wide site search and selection assessment has been carried out to identify potentially suitable sites to accommodate South Tyneside's identified needs. Resident gypsy and traveller and travelling showpeople communities have also been consulted to ensure that potential sites are realistic and appropriate. This exercise demonstrated that the most suitable approach to providing for travelling showpeople plots is through the extension of the existing foreshore site, with sites being identified to meet this need. As these are located within the area covered by the already adopted South Shields Town Centre & Waterfront Area Action Plan they will not be formally allocated in this development plan document. The need to safeguard these sites (which are already fenced off) will nevertheless be flagged up through the LDF monitoring process. Pending any full or partial review of that Area Action Plan these potential sites will be dealt with as unallocated "white" land through the planning process, but in the knowledge that they have been identified and informally safeguarded in agreement with Members as preferred and reserve sites to meet the borough's identified travelling showpeople accommodation needs. The future needs of the resident community will also be monitored and assessed in any subsequent review of the accommodation needs assessment.

With regard to meeting the accommodation needs of the gypsy and traveller community, the recommended preference is for a site(s) to be located either on the urban-fringe or in a rural location, and ideally in the western part of the borough to support the community's strong links with the Gateshead area. From feasibility and viability perspectives, providing a site that has the capacity to meet the entire 13 pitches is considered to be more preferable to the alternative of providing two or more smaller sites. Consultation with the gypsy community has confirmed that this is their preference to ensure the existing community is not separated. The community also have a desire for a permanent site(s) not to be in too close proximity and/or orientation to existing residential areas, acknowledging that such circumstances can adversely impact on the residential amenity of both settled and travelling communities. Several sites were identified as being potentially suitable. We have further analysed these against key planning and deliverability criteria to ensure that the options for allocation and safeguarding in this policy are the most suitable and have a realistic chance of being delivered and used by the gypsy and traveller community.

Ultimately, it is considered that the most appropriate option is to formally allocate the current temporary site at West Pastures near West Boldon for the full 13 permanent pitches, whilst also providing space for temporary transit provision for visiting friends and family. The West Pastures site, which currently provides for 11 large caravan pitches, was granted a three-year temporary permission at a Planning Inquiry in 2008,

partly to allow the council to fully ascertain whether there were any more suitable non-Green Belt sites. The Planning Inspector at that inquiry nevertheless considered that the site had a significant impact upon the openness of the Green Belt, its access via the central reservation of the A184(T)/West Pastures junction was potentially unsafe from a highways safety perspective, and that the site constituted an unsustainable location that would lead to not insignificant private car use.

The West Pastures site is the gypsy and traveller community's preferred choice as it provides the current community with a safe, settled base, with good links to local services in Boldon Colliery that they frequently use, as well as being in close proximity to Gateshead where many of the community gain their educational provision. They consider that the site provides them with sufficient space to meet their current needs, and the opportunity to accommodate future family formation, so it is therefore a sustainable long-term option which will reduce the need for additional future sites. It is also considered that its location ensures that the privacy, amenity and respect of both settled and travelling communities is not adversely impacted upon. This has also enabled both communities to peacefully co-exist and has enabled gypsy and traveller residents to be accepted into the local community.

Whilst a Green Belt site, our detailed site analysis has indicated that the potential alternatives are either not suitable or otherwise unavailable, particularly due to the borough's needs to make the most of non-Green Belt sites to meet new housing or economic development requirements, or to maintain the openness of key green infrastructure corridors. The absence of reasonable alternatives that are available and can meet the community's needs is considered to justify exceptional circumstances for the proposed allocation of a Green Belt site. The issues raised by the inquiry inspector will nevertheless have to be addressed and sufficiently mitigated as part of any future planning application necessary to permit the permanent residential use of the West Pastures site for gypsies and travellers. In particular, the site's impact upon its surroundings and Green Belt location will need to be effectively landscaped and screened. Sufficient mitigation will also be required to ensure the use of the site is acceptable from a highway safety perspective, although recent discussions with the Highways Agency have concluded that they do not consider the use of the site to pose a risk to highways safety on the A184 trunk road, this being supported by there having been no reported incidents since the site was temporarily permitted. To ensure the amenity of site residents, it will be essential that direct water and electricity supplies and sewerage/sanitation for the site are implemented within a reasonable period of time in accordance with any planning permission.

However, should it ultimately not become possible to formally implement the West Pastures site to the necessary standards, it is considered appropriate to safeguard two further reserve sites as an alternative option. However, the option for making use of these two smaller sites in combination to meet the identified need would result in the community being separated and conflict with their preferences from a feasibility and viability perspective. Land at White Mare Pool, Wardley, which is already owned by the gypsy and traveller community, is considered to be an appropriate location in general but is too small to provide for the borough's entire permanent pitch need.

However, the gypsy community do not consider the site to be ideal due to its isolated access road and its proximity to the A184(T) slip road which could result in disturbance and require additional mitigation. Land adjacent to Hebburn boatyard is a mixed-use allocation and is a gateway site to Hebburn Riverside Park. However, whilst larger than the White Mare Pool site, the need for extensive landscaping and screening to

safeguard the community’s residential amenity and ensure that it would not adversely impact upon the surrounding landscape means it would also be incapable of meeting the full identified need. Furthermore, some of the site along the riverbank falls within flood risk zones which would further reduce the realistic capacity of the site (taking into consideration the PPS25 sequential approach and exceptions test).

It is not considered appropriate to allocate sites for the post 2010-2018 period as the Tyne & Wear assessment has not identified a need beyond this timescale. Any proposals for additional sites to cater for requirements after this period will therefore be assessed against Core Strategy and Development Management policies, in combination with future reviews of the sub-regional assessment to determine whether there might be a need to formally allocate appropriate sites.

C.1.5 South Tyneside Council Green Infrastructure Strategy

Relevant Extracts

Table 6.1: Green Infrastructure Strategic Corridors

Corridor / Area	Description	Green Infrastructure Priorities
River Tyne and Don and associated tributaries	<p>The River Corridor covers the River Tyne and immediate riverside areas to the north of the borough, the River Don and the associated tributaries that primarily run through Jarrow and the Urban Fringe.</p> <p>This corridor provides an important biodiversity resource and includes a variety of different habitats.</p> <p>The riverside corridor provides important recreation facilities through the borough and also access routes through the provision of cycle routes along the Tyne.</p> <p>The Tyne riverside also covers some key regeneration sites in the borough.</p>	<p>Improve access along riverside and from town centres to riverside.</p> <p>Importance of green infrastructure as part of regeneration and economic growth.</p> <p>Creation of new riverside parks at South Shields and Jarrow.</p> <p>Using green infrastructure along river as buffer for flooding.</p> <p>Improve connections from Littlehaven to riverside routes and North Tyneside</p> <p>Support schemes which will improve water quality on the River Don.</p> <p>Protect and improve biodiversity value.</p> <p>Access along riverside and linked open space system.</p> <p>Enhance/develop Living Waterways project on the River Don at West Boldon. Extend approach throughout River Don system eg create backwaters, reedbeds and Sustainable Urban Drainage System (SUDS).</p>
Green Belt Corridor Urban Fringe agricultural area	<p>The Green Belt within South Tyneside is located to the south of South Shields, Jarrow and Hebburn, and surrounds the Urban Fringe villages.</p> <p>There are a number of green infrastructure functions accommodated with the Green Belt including golf courses, playing fields, cycle and bridal ways. The Green Belt also provides wildlife habitats and acts as</p>	<p>Preserve the separate characters of the Urban Fringe villages.</p> <p>Maintain/ and where possible improve green infrastructure links/corridors with Sunderland and Gateshead Councils.</p> <p>Prevent the merging of South Tyneside’s urban areas with Sunderland, Washington and Gateshead.</p>

Corridor / Area	Description	Green Infrastructure Priorities
	an important wildlife corridor, linking up different areas of open space within the borough and between neighbouring authorities.	

Source: South Tyneside Council Green Infrastructure Strategy

8. Biodiversity and landscape

What we need to do:

- Protect and enhance Local Wildlife Sites and Wildlife Corridors- these sites provide an important resource in maintaining and improving biodiversity within South Tyneside. We should seek to protect these areas and corridors from development and aim to improve the biodiversity value of these sites.

10. Biodiversity value and Wildlife Corridors

Habitat Networks and Wildlife Corridors

Wildlife corridors link designated sites and other areas of value to nature conservation throughout Tyne & Wear. Our LDF seeks to enhance the biodiversity value of wildlife corridors, as identified on the Core Strategy Key Diagram and Proposals Maps. Our primary wildlife corridors run east–west through the Green Belt between South Tyneside and Sunderland, Gateshead and Follingsby, north–south along the coast and along the Rivers Tyne and Don.

South Tyneside’s established Linked Open Space System (LOSS) is particularly focussed along the River Don and its tributaries and aims to achieve continuity of open space corridors, improve accessibility, encourage use and interpretation, protect and enhance valuable sites, improve wildlife corridors, conserve and upgrade landscape areas and eliminate pollution.

Annex B: Planning Applications and Green Infrastructure Design Guidance

Existing Trees and Shrubs: A tree survey to BS Standard 5837:2005 should be submitted and should include a Tree Protection Plan, Arboricultural Implications Assessment. And where any aspect of development has the potential to result in loss of or damage to a tree, an arboricultural method statement should also be included (a qualified tree surgeon should be employed to provide this information). Trees protected by a Tree Preservation Order or within a Conservation Area should be identified and retained. Should a protected tree be removed, a replacement tree (requirement of Town and Country Planning Act 1990) should be provided and shown on the plan, together with details of species and location. A Heavy Standard size of tree is considered to be a suitable replacement tree. Existing trees should be retained and protected during site operations in accordance with British Standard 5837: 2005.

Other Habitats: Proposed development areas should be surveyed to ascertain whether a site has areas of existing nature conservation interests (for example, grasslands, wetlands, etc.). If an area of nature

conservation exists then these areas, where possible, should be incorporated into the overall landscape design.

C.1.6 South Tyneside Council Planning Obligations and Agreements, 2008

Relevant Extracts

3. Planning Policy Framework

Detailed Regulations will allow local Councils to apply a Community Infrastructure Levy (CIL) to new developments in their areas in order to support infrastructure delivery. At this stage it is intended that Councils will have the option to apply a CIL. The Government will set out what is meant by “infrastructure” in the Regulations, and will have a reserve power to cap the amount of CIL an authority may raise. The CIL should be “plan led” and based upon a costed list of infrastructure projects that will be needed to sustain new development, and robust arrangements will be put in place for the independent testing of the proposed levies. For this Supplementary Planning Document, the Council has assessed the strategic transport infrastructure needs arising from major proposed developments included in the emerging Local Development Framework (see chapter 8, Strategic Transport Improvements).

11. Site Specific Requirements – Employment and Training

The Council is implementing a programme of Social Clauses that includes actions for education, apprenticeships, training, vacancy filling and requiring contractors and subcontractors to participate in training programmes. The Council will encourage and support measures taken by developers, contractors and sub-contractors to implement its Social Clauses, for example by providing access to external funding for pre-apprenticeship training.

Where appropriate, the Local Planning Authority may use planning conditions to secure targeted recruitment and training and other relevant Social Clauses. For example, a planning condition may require a developer to submit a construction training and employment method statement to maximise job opportunities and training for people who are not currently in work.

In other circumstances, the Council will seek to negotiate relevant Social Clauses through S106 agreements on major planning applications of 10 dwellings or more and 1,000sqm gross floorspace or more for the construction phase of the development, and end use where appropriate. The agreement will aim to secure the following:

- numerical requirements for targeted training and recruitment and work placements;
- agreed procedures for advertising of job vacancies through the Council’s approved network;
- contact with local suppliers, including social enterprises; and
- co-operation with training providers and schools.

Developers should engage with the Council’s Area Planning Group, and the Economic Development Team which manages the Social Clauses Programme in the Borough, at an early stage in the planning

application process in order to agree the most relevant social clauses for individual projects, and to ensure that access to funding, other support and incentives is maximised.

C.2 Sunderland City Council Planning Documents

C.2.1 Sunderland City Council Unitary Development Plan

Relevant Extracts

UDP Chapter 1 - Introduction and Strategy

Main Strategic Aims

1.24 A strategy for the future of Sunderland ought therefore to aim to:-

- reduce the net level of out-migration to zero by the end of the plan period, principally through policies for housing and economic development. (STi)
- provide sufficient employment opportunities in both range and number to allow the City's residents to find appropriate work without being forced to commute to other towns or move away. (STii)
- assist in mitigating the adverse effects of development on the health and safety of citizens. (STvi)
- ensure that any special needs of those residents of the City who experience social, economic, racial or physical disadvantages are taken into account in all development and regeneration proposals. (STvii)
- protect and enhance the best features of both the built and natural environment. (STviii)
- ensure that the sum total of planning decisions does not deny future generations the best of today's environment ("Sustainable development"). Development which has impact on the environment which may be irreversible or very difficult to undo should be treated with particular care ("the precautionary principle"). (STix)

Spatial Strategy

1.27 The Plan aims to:

- ensure that major traffic generators are located within easy access of the strategic network of routes.(STxii)

The broad development of the City should be related to:-

- the access opportunities provided by the A19 corridor (mindful of Green Belt policy) (STxiii);

PART I OBJECTIVES AND POLICIES

Sustainable Development

R1

THE CITY COUNCIL WILL WORK TOWARDS ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT WHICH MEETS THE ECONOMIC AND SOCIAL NEEDS OF THE CITY. ALL PROPOSALS FOR DEVELOPMENT WILL BE CONSIDERED IN RELATION TO ACHIEVING A SATISFACTORY BALANCE BETWEEN ACCOMMODATING CHANGE AND PROTECTING VALUED AND IMPORTANT ASPECTS OF THE NATURAL AND BUILT ENVIRONMENT.

THE IMPACT OF DEVELOPMENT WILL BE CONSIDERED AGAINST THE NEED TO RESPECT THE LONG TERM WELFARE OF THE ENVIRONMENT BY:

- (i) MAKING THE MOST EFFICIENT USE OF LAND, ENERGY AND OTHER RESOURCES;
- (ii) REDUCING RELIANCE ON THE USE OF THE PRIVATE MOTOR CAR;
- (iii) AVOIDING THE RISK OF SERIOUS ENVIRONMENTAL DAMAGE, ESPECIALLY DAMAGE WHICH MAY BE IRREVERSIBLE OR VERY DIFFICULT TO UNDO.

Resource Utilisation

R2

IN CONSIDERING PROPOSALS FOR NEW DEVELOPMENT, THE COUNCIL WILL TAKE INTO ACCOUNT THE EXTENT TO WHICH THEY:

- (i) MAKE USE OF EXISTING AND PROPOSED SERVICE AND SOCIAL INFRASTRUCTURE, TAKING ADVANTAGE OF KNOWN SPARE CAPACITY (OF ROADS, PUBLIC UTILITIES, SCHOOLS, ETC.);
- (ii) MINIMISE THE NEED FOR TRAVEL (BY EMPLOYEES, VISITORS AND RESIDENTS ALIKE); AND
- (iii) MAKE USE OF VACANT AND DERELICT LAND.

URBAN REGENERATION

ECONOMIC DEVELOPMENT

1.31 The scope of objectives and policies for Economic Development seeks to promote the City as an "advanced manufacturing centre" and as a regional centre of excellence in higher education provision. They aim to diversify the economy by protecting and providing land to meet overall strategic and local office, industrial and storage requirements. This takes into account distribution of sites to improve access by the potential workforce, consideration of the locational needs of business and the most appropriate links with the transport network. The protection of the amenity of residential, shopping, rural and other areas from the adverse effects of certain economic developments is of great importance, as also is maximising the tourism potential of the City.

- The UDP will build on the City's developing role as the "advanced manufacturing centre" of the North east and as a regional centre of excellence in Higher Education, whilst encouraging the continued growth of local business and the service sector, particularly in offices and tourism related businesses. (ECOi)
- Employment opportunities will be located to make greatest use of access for both business development and the workforce, whilst not detracting from the local environment. (ECOii)

EC1

THE CITY COUNCIL WILL ENCOURAGE PROPOSALS AND INITIATIVES WHICH:

- (i) DEVELOP THE CITY'S ROLE AS A MAJOR MANUFACTURING CENTRE, ESPECIALLY IN RELATION TO ADVANCED OR HIGH TECHNOLOGY PROCESSES;
- (ii) ASSIST THE CREATION AND GROWTH OF LOCAL BUSINESSES;

THE DEGREE TO WHICH A LOCATION IS SUITABLE FOR BUSINESS USE AND ACCESS FOR THE WORKFORCE TOGETHER WITH THE IMPACT OF DEVELOPMENT ON THE LOCAL ENVIRONMENT WILL ALSO BE TAKEN INTO ACCOUNT.

EC3

THE COUNCIL WILL SUPPORT NEW AND EXISTING ECONOMIC ACTIVITY BY:

- (i) PROVIDING LAND AND PREMISES FOR BUSINESS AND INDUSTRIAL USE;

EC6

MAJOR NEW PROVISION OF LAND FOR ECONOMIC DEVELOPMENT USE WILL BE MADE, PRINCIPALLY AT SOUTH RYHOPE (20HA) AND SOUTH DOXFORD PARK (7HA).

EC10

THE COUNCIL WILL SEEK TO MAXIMISE THE POTENTIAL OF THE ENTERPRISE ZONES AND THE EMPLOYMENT OPPORTUNITIES THEY PRESENT BY PROMOTING THE TYPES OF USES CONSIDERED APPROPRIATE, AS DEFINED IN THE DESIGNATION DOCUMENTS.

EC11

PROPOSALS WHICH SUPPORT OR HELP TO DIVERSIFY THE RURAL ECONOMY WILL NORMALLY BE APPROVED PROVIDED THAT THE DEVELOPMENT CONFORMS WITH GREEN BELT AND COUNTRYSIDE POLICIES.

The main effects of the Economic Development strategy and policies

1.32 With the decline of traditional industries such as coal, shipbuilding and heavy engineering, a new, more broadly based economy is developing which builds on existing strengths - particularly in engineering (e.g. automotive components) and white collar services (e.g. the University).

- 1215ha of land is to be retained and improved for business and industrial use.
- almost 30ha of new land is allocated principally at Doxford International and South Ryhope.
- existing offices will be retained and new floorspace is proposed chiefly in the City Centre.

LEISURE

1.37 Standards of provision of sports facilities form the basis for policies to remedy deficiencies. The need for amenity space is related to achieving a hierarchy of provision to make such spaces accessible to all City residents. The protection of existing public and private open spaces receives high priority, whilst other policies seek to enhance regional, countryside, river and coastal recreational facilities, though not at the expense of environmental quality.

- A wide range and high standard of recreational, sporting, cultural and community facilities should be encouraged to enhance the quality of life for the City's residents and visitors. These should respect the character of the urban open spaces, the rural landscape/ economy and the sensitive sites within them. (LOi)
- Opportunities for the public to enjoy the countryside and its wildlife should be improved and extended consistent with protecting agricultural areas and sensitive sites. (LOii)

L1

IN THE PROVISION OF RECREATION AND LEISURE FACILITIES THE CITY COUNCIL WILL SEEK TO:

(i) ENHANCE THE QUALITY OF LIFE FOR RESIDENTS AND VISITORS BY PROVIDING A RANGE OF HIGH STANDARD RECREATIONAL, SPORTING, CULTURAL AND COMMUNITY FACILITIES; AND TO ACHIEVE THE STANDARDS OF OPEN SPACE PROVISION IDENTIFIED IN L4, L5 AND L6 WHILST TAKING ACCOUNT OF THE ENVIRONMENTAL AND SUSTAINABLE POLICIES OF THE PLAN

(iii) IMPROVE AND EXTEND OPPORTUNITIES FOR PUBLIC ENJOYMENT OF THE COUNTRYSIDE (BOTH URBAN FRINGE AND RURAL) AND ITS WILDLIFE;

L10

COUNTRYSIDE RECREATIONAL ACTIVITIES AND ACCESS TO THEM WILL BE IMPROVED AND PROMOTED WHERE COMPATIBLE WITH EXISTING LAND USES, GREEN BELT POLICY AND THE NEED TO SAFEGUARD IMPORTANT LANDSCAPES AND AREAS OF NATURE CONSERVATION VALUE. THIS WILL BE ACHIEVED BY:

(i) IMPROVING AND EXTENDING THE NETWORK OF FOOTPATHS, BRIDLEWAYS AND CYCLEWAYS;

- (vi) IMPLEMENTING PROPOSALS FOR THE GREAT NORTH FOREST;
- (ix) INCREASING ACCESS TO WILDLIFE SITES WHERE THIS DOES NOT JEOPARDISE THE WILDLIFE INTEREST.

ENVIRONMENT

ENVIRONMENTAL PROTECTION

Dereliction in both town and countryside should be eliminated. Derelict and vacant land should be brought into beneficial use, maximising development opportunities consistent with provision of sufficient open space and recreational opportunities. (ENOii)

EN1

IMPROVEMENT OF THE ENVIRONMENT WILL BE ACHIEVED BY:

- (ii) ENCOURAGING, ASSISTING OR CARRYING OUT A WIDE RANGE OF ENVIRONMENTAL WORKS, INCLUDING THE ENHANCEMENT OF VACANT SITES AND BUILDINGS AND THE RECLAMATION OF DERELICT LAND.

EN10

ALL PROPOSALS FOR NEW DEVELOPMENT (INCLUDING CHANGES OF USE) WILL BE JUDGED IN ACCORDANCE WITH THE POLICIES AND PROPOSALS OF THIS PLAN. WHERE THE PLAN DOES NOT INDICATE ANY PROPOSALS FOR CHANGE, THE EXISTING PATTERN OF LAND USE IS INTENDED TO REMAIN; PROPOSALS FOR DEVELOPMENT IN SUCH AREAS WILL NEED TO BE COMPATIBLE WITH THE PRINCIPAL USE OF THE NEIGHBOURHOOD.

EN15

THE COUNCIL WILL PROMOTE AND ENCOURAGE THE RECLAMATION OF DERELICT LAND FOR APPROPRIATE USES (INDICATED IN PART II). PRIORITY WILL BE GIVEN TO:

- (ii) LAND WHICH REDUCES THE ATTRACTIVENESS OF AN AREA AS A PLACE IN WHICH TO LIVE, WORK OR INVEST;
- (iii) LAND WHOSE DEVELOPMENT CAN RELIEVE PRESSURE ON GREENFIELD SITES;
- (iv) LAND WHOSE AFTERUSE CAN BRING ABOUT A SIGNIFICANT DEVELOPMENT BENEFITTING THE REGENERATION OF THE CITY;
- (v) SCHEMES WHICH ASSIST THE CREATION OF THE GREAT NORTH FOREST;

(vi) SCHEMES WITH SIGNIFICANT NATURE CONSERVATION BENEFITS.

BUILT ENVIRONMENT

B3

PUBLIC AND PRIVATE OPEN SPACE WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD HAVE A SERIOUS ADVERSE EFFECT ON ITS AMENITY, RECREATIONAL OR NATURE CONSERVATION VALUE; PROPOSALS WILL BE CONSIDERED IN THE LIGHT OF THEIR CONTRIBUTION TO URBAN REGENERATION AND TO THE IMPORTANCE OF SUCH SPACE TO THE ESTABLISHED CHARACTER OF THE AREA.

COUNTRYSIDE AND NATURE CONSERVATION

1.41 These aspects complement urban policies by protecting rural and urban fringe land from inappropriate development via designation of an extended Green Belt. The visual qualities of the City are important and policies seek to protect the best views from intrusive development. Sites of natural interest, of which Sunderland has many, are given protection; the ability for wildlife to spread and multiply is promoted by protection of 'wildlife corridors'. Substantial emphasis is given to greening the City by policies to encourage development of the Great North Forest, protection of trees and hedges and new planting in development schemes.

- The distinctive physical nature of the City's constituent communities and the open breaks between them are maintained and enhanced (CNOi)
- Natural heritage and important landscapes should be conserved and improved; (CNOii)
- Opportunities to enjoy the countryside and its wildlife should be improved and extended consistent with protecting agricultural areas and sensitive sites; (CNOiii)
- Levels of tree cover should be increased having regard to the needs of the community, natural habitats and landscape quality, with particular reference to the Great North Forest initiative. (CNOiv)

CN1

IN THE RURAL AREAS THE CITY COUNCIL WILL:-

(i) PROTECT AND ENHANCE AS NECESSARY BUILDINGS OF CHARACTER, OTHER IMPORTANT STRUCTURES AND LANDSCAPE FEATURES (INCLUDING RIVERS, PONDS, AND WATERCOURSES), ARCHAEOLOGICAL AND SCIENTIFIC SITES, SIGNIFICANT WILDLIFE HABITATS AND STRATEGIC/ LOCAL WILDLIFE CORRIDORS, TREES AND HEDGEROWS;

(ii) ENCOURAGE THE CONTINUATION OF THOSE ACTIVITIES AND PRACTICES (E.G. FARMING, LAND MANAGEMENT, FORESTRY) WHICH HAVE CONTRIBUTED TO THE NATURAL BEAUTY AND LANDSCAPE DIVERSITY OF THE COUNTRYSIDE;

(iii) RESIST DEVELOPMENT THAT IS INAPPROPRIATE DUE TO THE LAND USE CONCERNED OR BECAUSE IT WOULD HAVE A HARMFUL IMPACT ON THE LANDSCAPE BECAUSE OF ITS SITING, MATERIALS OR DESIGN;

(iv) MINIMISE THE ADVERSE EFFECTS OF DEVELOPMENTS WHICH HAVE A NEED FOR A PARTICULAR RURAL LOCATION (E.G. DWELLINGS ESSENTIAL FOR FARM OR FORESTRY WORKERS).

CN2

A GREEN BELT WILL BE MAINTAINED WHICH WILL:

(i) CHECK THE UNRESTRICTED SPRAWL OF THE BUILT UP AREA OF SUNDERLAND;

(ii) ASSIST IN SAFEGUARDING THE CITY'S COUNTRYSIDE FROM FURTHER ENCROACHMENT;

(iii) ASSIST IN THE REGENERATION OF THE URBAN AREA OF THE CITY;

(v) PREVENT THE MERGING OF SUNDERLAND WITH TYNESIDE, WASHINGTON, HOUGHTON-LE-SPRING AND SEAHAM, AND THE MERGING OF SHINEY ROW WITH WASHINGTON, CHESTER-LE-STREET AND BOURNMOOR.

CN6

IMPORTANT OPEN BREAKS AND WEDGES WITHIN AND BETWEEN SETTLEMENTS WILL BE RETAINED AND ENHANCED.

CN7

THE CITY COUNCIL WILL UNDERTAKE AND ENCOURAGE MEASURES TO ENHANCE AND PROTECT THE LANDSCAPE AND AGRICULTURAL LAND ON THE URBAN FRINGE. MEASURES WILL INCLUDE:-

(i) THE DEVELOPMENT OF BUFFER USES BETWEEN RURAL AND RESIDENTIAL AREAS;

(ii) THE RECLAMATION OF DERELICT LAND FOR RECREATION, AGRICULTURE, HABITAT CREATION OR OTHER APPROPRIATE DEVELOPMENT;

(iii) LANDSCAPE IMPROVEMENT WORKS INCLUDING TREE PLANTING.

CN8

DEVELOPMENT WHICH RESULTS IN THE IRREVERSIBLE LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 2 AND 3A) WILL NOT BE PERMITTED UNLESS IT CAN BE DEMONSTRATED THAT NO OTHER SITE EXISTS UPON WHICH THE DEVELOPMENT COULD REASONABLY BE LOCATED.

CN13

THE CITY COUNCIL WILL PROTECT AND ENHANCE IMPORTANT PUBLIC VIEWS OF TOWNSCAPE, LANDSCAPE AND OTHER FEATURES OF VALUE (AS IDENTIFIED IN PART II), IN PARTICULAR AS PERCEIVED FROM TRANSPORT CORRIDORS AND WELL USED OUTDOOR VENUES. NEW DEVELOPMENT SHOULD BE LOCATED AND DESIGNED SO AS NOT TO UNDULY INTERRUPT OR PREJUDICE VIEWS OF RECOGNISED VALUE; OPPORTUNITIES TO ENHANCE SUCH VIEWS WILL ALSO BE TAKEN INTO ACCOUNT WHEN CONSIDERING PROPOSALS.

CN15

THE CITY COUNCIL WILL PERMIT DEVELOPMENTS, SCHEMES AND OTHER INITIATIVES WHICH ASSIST IN CREATING THE GREAT NORTH FOREST (ON LAND BETWEEN AND AROUND THE MAIN URBAN AREAS) AND WHICH ARE IN ACCORDANCE WITH OTHER POLICIES OF THIS PLAN. DEVELOPMENTS WHICH WOULD ADVERSELY AFFECT THE CREATION OF THE FOREST WILL BE RESISTED.

CN16

THE CITY COUNCIL WILL SEEK TO RETAIN AND ENHANCE EXISTING WOODLANDS, TREE BELTS AND FIELD HEDGEROWS. IT WILL UNDERTAKE AND ENCOURAGE PLANTING OF NEW TREE BELTS AND WOODLANDS, IN THE MAIN OF NATIVE SPECIES, IN ORDER TO:

- (i) EMPHASISE AND ENHANCE THE BREAKS BETWEEN SETTLEMENTS IN ACCORDANCE WITH POLICY CN6;
- (ii) SOFTEN THE HARD VISUAL EDGE OF THE URBAN AREAS;
- (iii) ENHANCE THE MAIN TRANSPORT CORRIDORS, EMPLOYMENT AREAS AND WILDLIFE CORRIDORS (EXISTING AND PROPOSED);
- (iv) FURTHER GREEN THE URBAN ENVIRONMENT, WHERE POSSIBLE;
- (v) PROVIDE SHELTER AND SCREEN UNATTRACTIVE FEATURES, WHILST RETAINING AND ENHANCING PANORAMIC VIEWS;
- (vi) ASSIST IN THE CREATION OF THE GREAT NORTH FOREST, ALSO THE ENHANCEMENT OF THE GREEN BELT.

CN18

THE PROMOTION OF THE INTERESTS OF NATURE CONSERVATION WILL BE SOUGHT THROUGHOUT THE CITY; THE COUNCIL WILL WORK TOGETHER WITH NEIGHBOURING AUTHORITIES AND OTHER AGENCIES IN REGARD TO ASPECTS AFFECTING THE WIDER AREA. AREAS OF NATURE CONSERVATION INTEREST, PARTICULARLY THOSE OF NATIONAL IMPORTANCE, WILL BE PROTECTED AND ENHANCED; MEASURES WILL INCLUDE:

- (i) THE APPROPRIATE MANAGEMENT OF CITY COUNCIL OWNED LAND;
- (ii) ENCOURAGING LANDOWNERS AND OCCUPIERS TO ADOPT MANAGEMENT REGIMES SYMPATHETIC TO NATURE CONSERVATION, ESPECIALLY IN WILDLIFE CORRIDORS
- (iii) MAKING PROVISION IN DEVELOPMENT PROPOSALS PRESERVATION OF HABITATS OR CREATION OF COMPENSATORY HABITATS;
- (iv) SEEKING OPPORTUNITIES IN DEVELOPMENT PROPOSALS OR OTHER SCHEMES FOR NEW HABITAT CREATION ON BOTH PUBLIC AND PRIVATE LAND;
- (v) IMPROVING ACCESS AND PROVIDING INTERPRETATION TO APPROPRIATE SITES OF WILDLIFE INTEREST; AND
- (vi) REFUSING INAPPROPRIATE DEVELOPMENT.

The main effects of the Countryside and Nature Conservation strategy and policies

- an additional 460 ha of Green Belt will be designated;
- the best and most versatile (Grades 2 and 3A) of the City's 53 km² of agricultural land will be protected from irreversible development;
- the Great North Forest initiative (covering some 80 km²) will be supported - this could result in an enhanced level of tree cover for almost half of the City;
- the City's 16 SSSI's will be protected from harm. Similar considerations will apply to the 68 SNCI's ;
- an additional five Local Nature Reserves (LNR's) and 4 Regionally Important Geological Sites (RIGS) will be declared
- the integrity of over 80 kms of wildlife corridor will be maintained.

TRANSPORTATION

T8

THE NEEDS OF PEDESTRIANS WILL BE GIVEN A HIGH PRIORITY THROUGHOUT THE CITY BY:

- (i) TAKING ACCOUNT OF THEIR REQUIREMENTS IN THE DESIGN OF HIGHWAY MAINTENANCE, TRAFFIC MANAGEMENT AND ROAD IMPROVEMENT SCHEMES AND IN THE PLANNING OF NEW DEVELOPMENT;

(v) DEVELOPING A NETWORK OF STRATEGIC RECREATION ROUTES TO AND WITHIN THE COUNTRYSIDE.

T9

SPECIFIC PROVISION WILL BE MADE FOR CYCLISTS WHERE APPROPRIATE ON THE EXISTING AND PROPOSED ROAD NETWORK, AND BY OFF ROAD FACILITIES. MEASURES TO ASSIST CYCLING WILL BE PROMOTED BY:

(i) DEVELOPING A SYSTEM OF CYCLE ROUTES LINKING RESIDENTIAL AREAS AND OTHER CENTRES OF ACTIVITY;

(iv) ENCOURAGING THROUGH PLANNING CONDITIONS AND OBLIGATIONS THE PROVISION OF ACCESSIBLE SECURE CYCLE PARKING FACILITIES AT SHOPPING CENTRES, BUS AND RAILWAY STATIONS, SOCIAL AND COMMUNITY FACILITIES AND PLACES OF WORK.

T14

PROPOSALS FOR NEW DEVELOPMENT, SHOULD:-

(i) BE READILY ACCESSIBLE BY PEDESTRIANS AND CYCLISTS AS WELL AS USERS OF PUBLIC AND PRIVATE TRANSPORT FROM THE LOCALITIES WHICH THEY ARE INTENDED TO SERVE;

(ii) NOT CAUSE TRAFFIC CONGESTION OR HIGHWAYS SAFETY PROBLEMS ON EXISTING ROADS. WHERE THIS CRITERION CANNOT BE MET MODIFICATIONS TO THE HIGHWAYS CONCERNED MUST BE PROPOSED TO THE SATISFACTION OF THE RELEVANT HIGHWAY AUTHORITY AND THE COST OF THESE MUST BE MET BY THE DEVELOPER;

(iii) MAKE APPROPRIATE SAFE PROVISION FOR ACCESS AND EGRESS BY VEHICLES (INCLUDING BUSES), PEDESTRIANS, CYCLISTS AND OTHER ROAD USERS, PAYING PARTICULAR ATTENTION TO THE NEEDS OF PEOPLE WITH MOBILITY IMPAIRMENT;

(iv) MAKE PROVISION FOR THE LOADING AND UNLOADING OF COMMERCIAL VEHICLES.

(v) INDICATE HOW PARKING REQUIREMENTS WILL BE ACCOMMODATED.

UDP Chapter 4 - Economic Development

ECONOMIC STRUCTURE

4.5 Employment in the City has undergone many changes:

4.6 Unemployment has dropped from the high levels of the 1980's (see Fig 4.1) and the City is no longer above the average for Tyne and Wear. The gap between the City and national rates has also narrowed but it continues to be above the national average. Pockets of high male unemployment still acutely affect some localities such as wards on the western edge of Sunderland and in the inner area.

LAND AND PREMISES

4.7 The City Council monitors the availability of land through the annual Industrial and Office Land Availability Registers. In 1997 some 1,180ha was already developed or allocated for industrial use on 48 estates with about 205ha. (17%) vacant, including 75ha. requiring preparation. Most industrial land is around the outskirts of Washington, along Sunderland's riverside and coast and along the primary road network. Industrial estates are accessible to most residential areas as well as having good road and rail links. Washington, with 56% of the City's industrial land allocation and 54% of all vacant sites, is a key location.

4.8 Reflecting economic conditions, industrial land take up was generally low during the early 1980's but increased substantially from 1985 onwards (see Fig 4.3). The City's stock of industrial premises has grown steadily mainly in Washington but more recently in the Enterprise Zones and along the riverside.

Nissan

4.9 The exceptional scale of Nissan's investment means that its development and future requirements should be considered separately from general industrial demand. The company occupies a 354ha site and less than 30ha of the original allocation now remains. Land requirements are expected to continue to grow in the longer term, due not only to expansion at Nissan itself but also to the need for suppliers to locate near to the factory in order to meet production requirements.

ECONOMIC DEVELOPMENT STRATEGY

4.11 In considering the present condition of the City's economy, together with expected developments, the main components of the Economic Development Strategy have been determined as:

- encouraging growth in manufacturing and services
- locating jobs and businesses at the most accessible points

POLICIES

EC1

THE CITY COUNCIL WILL ENCOURAGE PROPOSALS AND INITIATIVES WHICH:

- (i) DEVELOP THE CITY'S ROLE AS A MAJOR MANUFACTURING CENTRE, ESPECIALLY IN RELATION TO ADVANCED OR HIGH TECHNOLOGY PROCESSES;
- (ii) ASSIST THE CREATION AND GROWTH OF LOCAL BUSINESSES;

4.13 This policy outlines in general terms how the Economic Development objectives will be achieved. 'Encourage' means that sympathetic consideration will be given to planning applications for the types of development indicated, subject to the constraints outlined in EC4 and 5.

4.14 Even though the structure of the economy has undergone fundamental changes in recent years, manufacturing is, relatively, a greater source of employment in Sunderland than elsewhere in the County and the skills base of the local workforce is attractive to potential new industries. The City has a remarkable record of achievement for attracting inward investment, particularly from the Far East and USA amounting to some £1,000 million worth of investment and 10,000 new jobs. This strengthens the City's claim to be the Advanced Manufacturing Centre of the North.

Business Support

EC2

THROUGH THE ALLOCATION OF SOME 1250HA THE COUNCIL WILL SEEK TO ENSURE AN ADEQUATE SUPPLY OF LAND AND PREMISES TO MEET THE CITY'S ECONOMIC DEVELOPMENT NEEDS, MAXIMISING CHOICE BY IDENTIFYING OF A WIDE RANGE OF SITES (BY SIZE, TYPE AND LOCATION) INCLUDING:

- (i) STRATEGIC SITES PRINCIPALLY FOR BUSINESS (B1) AND GENERAL INDUSTRIAL USES (B2) ;
- (ii) SITES FOR OFFICE DEVELOPMENT AND BUSINESS USES (B1);
- (iii) SITES FOR INDUSTRY (B2) AND WAREHOUSING (B8); AND
- (iv) SITES AND PREMISES FOR SMALL FIRMS, NEW BUSINESSES AND COMMUNITY ENTERPRISE INITIATIVES

EC3

THE COUNCIL WILL SUPPORT NEW AND EXISTING ECONOMIC ACTIVITY BY:

- (i) PROVIDING LAND AND PREMISES FOR BUSINESS AND INDUSTRIAL USE;
- (ii) ENCOURAGING INITIATIVES WHICH IMPROVE EMPLOYMENT OPPORTUNITIES FOR DISADVANTAGED GROUPS;
- (iii) CREATING A HIGHER QUALITY ENVIRONMENT FOR INDUSTRY, BUSINESS AND THE WORKFORCE;
- (iv) ENCOURAGING THE RE-USE OF LAND AND PREMISES;

(v) DEVELOPING AND IMPROVING INFRASTRUCTURE.

4.19 These policies set out the Council's approach to development for economic purposes. The figure of 1,250ha comprises the following allocations:- some 1,215ha under EC4; 27ha under EC6; and smaller sites identified in the area chapters. The total is based on an assessment of past and expected rates of take up (see Fig 4.3) and should be adequate to meet the demand for manufacturing and commercial sites as well as providing employment opportunities for Sunderland's residents. Choice is essential to the health of the local economy because firms have differing requirements, depending on the type of activity - from those generating noise or heavy traffic to more prestigious office developments.

4.21 A strategic site should provide:-

- good access to the primary road network
- optimum accessibility for the workforce
- good links by existing or potential public transport services
- reasonably level topography
- the minimum need for off-site drainage and other infrastructure requirements
- sufficient separation from residential and other sensitive areas so as to be able to operate without undue adverse consequences
- measures to minimise any impact on features of natural or archaeological interest and good quality agricultural land.

4.22 A proposal for a separate strategic site in the Green Belt north of Nissan was included in previous stages of this plan to provide for possible demand either from a major inward investor or in the event of a major expansion of Nissan. The Inspector referred in his report to Government advice (PPG2) that detailed Green Belt boundaries defined in adopted local plans should be altered only exceptionally. Although he found that the allocation was essentially speculative, he also stated:

“Whilst I accept the desirability of making provision for a major inward investor, it is my view that the selection of a strategic site should ... be considered on a regional basis. Updated Regional Planning Guidance is being prepared and it would be unwise to pre-empt its outcome. Site selection could therefore form part of the first review of the UDP, or an earlier update, if necessary.”

The Council will review the need for a strategic allocation north of Nissan in the light of Regional Guidance.

Nissan

4.26 The story of Nissan's location in Sunderland is one of continuing expansion and growth. There has also been a significant multiplier effect with almost 3,000 people employed by Nissan suppliers within the City area, as well as the 4,000 or so who are directly employed. Following Nissan's decision to locate in the North East in 1984, some 28 Japanese companies have chosen to settle here, forming the largest concentration of Japanese engineering investment in Europe. Despite market fluctuations, sales of Nissan cars in Western Europe are expected to increase. Nissan is now one of the UK's largest car manufacturers with a substantial proportion of production going for export. It claims to contribute some £500million annually to the Region's economy.

4.27 The company operates a lean production system keeping stocks to a minimum, requiring regular and frequent deliveries of parts, meaning that suppliers often need to be physically close to their customer. Some, such as Ikeda Hoover, are literally at the factory gate. This track record of rapid development and expansion is exceptional and the Council recognises the important role which the Nissan company plays in the economy. An extension into other land north of the A1290 by Nissan itself or for an associated business which needs to be located close to the Nissan complex may be considered. Because of the area's Green Belt status, any proposal will have to demonstrate exceptional need and include appropriate nature conservation measures.

UDP Chapter 9 - Environmental Protection

VACANT AND DERELICT LAND

9.12 Vacant land constitutes abandoned farmland, neglected wasteland, cleared or reclaimed sites awaiting development or areas of open space requiring enhancement. Derelict land is defined as land so damaged by industrial or other development that it is incapable of beneficial use without treatment (MPG7 (1988), para. 113).

9.13 The effective re-use of derelict land can relieve development pressure on other sites. The Government's view is that the operation of the Land Reclamation Programme through English Partnerships should therefore be set in the context of land-use planning policies to bring such land into use and to prevent land becoming derelict in the first place. This is supported by Strategic Guidance, which also requires reclamation policies to take account of opportunities for nature conservation, sport and recreation.

ENVIRONMENTAL PROTECTION STRATEGY

POLICIES

EN1

IMPROVEMENT OF THE ENVIRONMENT WILL BE ACHIEVED BY:

- (i) SEEKING TO MINIMISE ALL FORMS OF POLLUTION;
- (ii) ENCOURAGING, ASSISTING OR CARRYING OUT A WIDE RANGE OF ENVIRONMENTAL WORKS, INCLUDING THE ENHANCEMENT OF VACANT SITES AND BUILDINGS AND THE RECLAMATION OF DERELICT LAND.

9.18 The Council is committed to various enhancement programmes including a substantial element of landscape/amenity improvements to untidy and unused land, environmental works to shopping and industrial areas and along major road corridors. There still remain significant areas of vacant and derelict land awaiting reclamation and there is a noticeable lack of tree cover, particularly within the urban areas.

The Council's ongoing programme of derelict land reclamation (see EN15) and the Great North Forest (see CN15) a joint initiative of the Countryside and Forestry Commissions and five local authorities, will significantly assist in the improvement of the City's environment.

Flooding and Water Quality

EN11

ALL PROPOSALS FOR NEW DEVELOPMENT (INCLUDING CHANGES OF USE) WILL BE JUDGED IN ACCORDANCE WITH THE POLICIES AND PROPOSALS OF THIS PLAN. WHERE THE PLAN DOES NOT INDICATE ANY PROPOSALS FOR CHANGE, THE EXISTING PATTERN OF LAND USE IS INTENDED TO REMAIN; PROPOSALS FOR DEVELOPMENT IN SUCH AREAS WILL NEED TO BE COMPATIBLE WITH THE PRINCIPAL USE OF THE NEIGHBOURHOOD.

EN12

IN ASSESSING PROPOSALS FOR DEVELOPMENT (INCLUDING CHANGES OF USE), THE COUNCIL, IN CONJUNCTION WITH THE ENVIRONMENT AGENCY AND OTHER INTERESTED PARTIES, WILL SEEK TO ENSURE THAT THE PROPOSAL WOULD:

- (i) NOT BE LIKELY TO IMPEDE MATERIALLY THE FLOW OF FLOOD WATER, OR INCREASE THE RISK OF FLOODING ELSEWHERE, OR INCREASE THE NUMBER OF PEOPLE OR PROPERTIES AT RISK FROM FLOODING (INCLUDING COASTAL FLOODING); AND
- (ii) NOT ADVERSELY AFFECT THE QUALITY OR AVAILABILITY OF GROUND OR SURFACE WATER, INCLUDING RIVERS AND OTHER WATERS, OR ADVERSELY AFFECT FISHERIES OR OTHER WATER-BASED WILDLIFE HABITATS.

UDP Chapter 10 - Built Environment

URBAN CHARACTER

Industrial Areas

10.6 Manufacturing and service industries are particularly concentrated in three broad locations in the City; the coastline south of the mouth of the Wear; along both banks of the river up to Hylton Bridge; and at Washington. Other more recent (post-1960) developments are in individual large industrial estates distributed throughout the City.

10.8 Industrial concerns located in the older residential or shopping areas are often of the pre-war era but continue through being established uses. A number, due to the processes involved, their cramped sites, poor premises and inadequate access, cause considerable local adverse environmental conditions. Planning policy over many years has been to seek relocation of such 'bad neighbour' uses where it is possible.

10.9 The Washington industrial estates are all quite recent (post-1960), this is reflected in the types of industry present - mostly light/general with warehousing - and in the layout and environmental quality of the estates. Environmental problems are relatively minor, though becoming more prevalent with the ageing of the first generation of development.

DESIGN AND THE ENVIRONMENT

POLICIES

THE CITY COUNCIL WILL IMPLEMENT A PROGRAMME OF ENVIRONMENTAL IMPROVEMENTS. IN GENERAL, PRIORITY WILL BE GIVEN TO SITES WHICH ARE VISUALLY PROMINENT AND/ OR IN THE AREAS OF GREATEST ENVIRONMENTAL DEGRADATION. PARTICULAR EMPHASIS WILL BE GIVEN TO SECURING IMPROVEMENTS WITHIN AND ADJACENT TO:-

(iv) MAIN TRANSPORT ROUTES AND ENTRY POINTS;

B2

THE SCALE, MASSING, LAYOUT OR SETTING OF NEW DEVELOPMENTS AND EXTENSIONS TO EXISTING BUILDINGS SHOULD RESPECT AND ENHANCE THE BEST QUALITIES OF NEARBY PROPERTIES AND THE LOCALITY AND RETAIN ACCEPTABLE LEVELS OF PRIVACY; LARGE SCALE SCHEMES, CREATING THEIR OWN INDIVIDUAL CHARACTER, SHOULD RELATE HARMONIOUSLY TO ADJOINING AREAS.

Urban Green Space

B3

PUBLIC AND PRIVATE OPEN SPACE WILL BE PROTECTED FROM DEVELOPMENT WHICH WOULD HAVE A SERIOUS ADVERSE EFFECT ON ITS AMENITY, RECREATIONAL OR NATURE CONSERVATION VALUE; PROPOSALS WILL BE CONSIDERED IN THE LIGHT OF THEIR CONTRIBUTION TO URBAN REGENERATION AND TO THE IMPORTANCE OF SUCH SPACE TO THE ESTABLISHED CHARACTER OF THE AREA.

10.30 In 1986 the Council of Europe stated:

“Towns are not only buildings: open space forms a fundamental part of the urban environment and the historic heritage of a town. Open space is an essential part of the urban heritage, a strong element in the architectural and aesthetic form of a town, plays an important educational role, is ecologically significant, is important for social interaction and in fostering community development and is supportive of economic objectives and activities”.

10.32 The scale of the problem has been acknowledged by the Government; the latter recognises that there can be no question of sacrificing the green spaces which all cities need for recreation and amenity, and the White Paper on the Environment - 'This Common Inheritance' - asks local planning authorities:-

“to ensure that their planning policies address local needs for recreation and open space, protect valuable sites, and identify suitable sites for additional provision”.

10.34 Although in some cases the wider regeneration needs of the City could outweigh open space considerations, the Council as local planning authority will normally resist development proposals which would adversely affect open space areas, where it would result in the loss of open space in areas of deficiency, or would seriously detract from the established character of a locality (this being particularly important in terms of the City's conservation areas and historic parks and gardens). This particular Policy is supported by English Heritage. Furthermore, the Council will attempt to improve the overall situation by providing new areas of open space where the opportunity arises. This approach complements that adopted in Policy L7 which aims to protect the recreational value of the City's open spaces. This policy will be established through the development control process.

BUILT HERITAGE

Listed Buildings

B8

THERE WILL BE A PRESUMPTION IN FAVOUR OF RETAINING LISTED BUILDINGS. DEMOLITION IN WHOLE OR SUBSTANTIVE PART WILL ONLY BE GIVEN CONSENT WHEN ALL OTHER AVENUES FOR RETENTION (INCLUDING PRESERVATION IN CHARITABLE OR COMMUNITY OWNERSHIP) HAVE BEEN EXPLORED AND FOUND NOT TO BE FEASIBLE OR IT IS CONSIDERED THAT REDEVELOPMENT WOULD PRODUCE SUBSTANTIAL BENEFITS FOR THE COMMUNITY WHICH WOULD DECISIVELY OUTWEIGH THE LOSS RESULTING FROM DEMOLITION. CONSENT WILL ONLY THEN BE GIVEN WHEN PLANNING PERMISSION FOR AN ACCEPTABLE REPLACEMENT DEVELOPMENT HAS BEEN GRANTED, WHICH WILL ALSO BE SUBJECT TO CONDITIONS REQUIRING THE LETTING OF A CONTRACT PRIOR TO DEMOLITION.

10.49 Buildings listed by the Secretary of State as of special architectural or historic interest represent a finite resource and irreplaceable asset. Government guidance (PPG15) states that the demolition of any Grade I or Grade II* building (i.e. those of exceptional interest or which are particularly important) should be wholly exceptional and should require the strongest justification. In assessing whether or not consent for the demolition of a listed building - either in whole or part - should be granted, the Council will have particular regard to the desirability of preserving the building. Furthermore, consent normally will not be given without clear and convincing evidence that all reasonable efforts have been made to sustain the existing uses or find viable new ones in line with the guidance in PPG15. The applicant will need to produce written details indicating that all such efforts have failed. There may exceptionally be cases where the proposed works would bring substantial benefits for the community which have to be weighed against the arguments in favour of preservation. Even in such cases it will often be feasible to incorporate listed

buildings within new development. This option should be carefully considered. Even in these cases, certain buildings (Grade 1 and 2*) are of such intrinsic importance that their demolition will be resisted; funding to secure their maintenance pending re-use will be sought from English Heritage or via the Council's Urban Heritage Budget.

10.50 Demolition of a listed building is unfortunately not always followed by redevelopment; ugly gaps can appear as a result of action far in advance of new building. This policy aims to ensure a commitment to an approved development before any demolition takes place. When granting consent for demolition, conditions will normally be imposed to provide that the latter shall not take place until planning permission has been granted and a contract for the carrying out of redevelopment works has been agreed.

10.51 All such listed buildings are held on records retained by the City Council; these records are available for public inspection and will form the basis of any decisions regarding possible partial or complete demolition. English Heritage will be consulted on all proposals for Grade I or Grade II* properties.

B10

THE CITY COUNCIL WILL SEEK TO ENSURE THAT DEVELOPMENT PROPOSALS IN THE VICINITY OF LISTED BUILDINGS DO NOT ADVERSELY AFFECT THEIR CHARACTER OR SETTING.

10.56 When considering planning applications the City Council is required to have special regard to the desirability of preserving the settings of listed buildings as this is often an essential part of the building's character. The setting may be limited to the immediate surroundings, but often may include land some distance away; for example, where a listed building forms an important visual element in a street, it would be reasonable to regard any development in that street as being within its 'setting'. A proposed high or bulky building, whilst distant, could also affect the setting or alter views of an important feature. The Council will determine such development cases on their individual merit.

Archaeology

B11

THE CITY COUNCIL WILL PROMOTE MEASURES TO PROTECT THE ARCHAEOLOGICAL HERITAGE OF SUNDERLAND AND ENSURE THAT ANY REMAINS DISCOVERED WILL BE EITHER PHYSICALLY PRESERVED OR RECORDED.

10.59 Archaeological considerations should be taken into account at the pre-planning stage before the development control process. Potential conflict between the needs of archaeology and development can be reduced if developers discuss their preliminary plans with the City Council and County Archaeologist in advance. An archaeological assessment will be needed to support a planning application should it require the loss of remains or the removal of artefacts from the site. It should clearly state the means of preservation or recording if that is the agreed intention.

B13

THE CITY COUNCIL WILL SEEK TO SAFEGUARD SITES OF LOCAL ARCHAEOLOGICAL SIGNIFICANCE. WHEN DEVELOPMENT AFFECTING SUCH IS ACCEPTABLE IN PRINCIPLE, THE COUNCIL WILL SEEK TO ENSURE MITIGATION OF DAMAGE THROUGH PRESERVATION OF THE REMAINS IN SITU AS A PREFERRED SOLUTION. WHERE THE PHYSICAL PRESERVATION OF REMAINS IN THE ORIGINAL SITUATION IS NOT FEASIBLE, EXCAVATION FOR THE PURPOSE OF RECORDING WILL BE REQUIRED.

10.62 This category of site includes the numerous known sites of archaeological interest and sensitivity which do not have the status of scheduled monuments but which may still be worthy of preservation because of their national or local significance. These may be known only from aerial photographs, or comprise sites of industrial or post-medieval archaeology such as collieries, railways or farm buildings (some of the structures may also be listed in which case B8 and B9 also apply). They are illustrated on the UDP Proposals Map as 'other specific sites and monuments'.

10.63 When an application is made to develop such a site the Council, in consultation with English Heritage and the County Archaeologist, will weigh up its relative importance (national/ local) against other material considerations including the actual need for the proposed development in that particular location. Should permission be granted and it is not possible to preserve the remains in situ, then the developer should make appropriate and satisfactory provision for their excavation and recording. If this has not already been secured through a voluntary agreement, planning permission may be granted subject to conditions which provide for excavation and recording before development takes place, again in consultation with the County Archaeologist.

B15

WHERE MAJOR DEVELOPMENTS INVOLVE LARGE SCALE GROUND DISTURBANCE IN CURRENTLY UNDEVELOPED AREAS, THE CITY COUNCIL WILL DETERMINE WHETHER, AND TO WHAT EXTENT, AN ARCHAEOLOGICAL ASSESSMENT IS REQUIRED.

10.65 Large scale works which cause extensive disturbance of ground such as open casting, the construction of major highways and substantial areas of new development may affect areas with as yet unidentified archaeological interest. The City Council will be guided by the advice of the County Archaeological Officer in this matter. Any sites or potential areas of archaeological interest identified will be subject to Policies B12 - B14 and B16.

Utility Services and Overhead Cables

B24

THE CITY COUNCIL, IN CONSULTATION WITH UTILITY COMPANIES, WILL SEEK TO ENSURE THAT BUILDING DEVELOPMENT MAKES APPROPRIATE PROVISION FOR UNDERGROUND AND OVERHEAD UTILITIES, INCLUDING THE PROVISION OF ADEQUATE DUCTING TO MEET FORESEEABLE DEMAND AND THE SAFE AND CONVENIENT SITING OF ANCILLARY BUILDINGS.

B25

THE CITY COUNCIL, IN CONSULTATION WITH UTILITY COMPANIES, WILL SEEK TO HAVE OVERHEAD CABLES DIVERTED OR PLACED UNDERGROUND WHERE THEY ADVERSELY AFFECT THE AMENITY OF CONSERVATION AND RESIDENTIAL AREAS, SENSITIVE LANDSCAPES OR AREAS OF IMPORTANCE FOR NATURE CONSERVATION.

10.81 New development requires the provision of additional facilities by public utility companies. These include electricity sub-stations, gas governor houses, water pumping stations, and telephone exchanges, with their associated access roads, parking and wayleaves for underground or overhead cables and pipes. Appropriate provision for these facilities will be expected in layouts submitted for planning approval. These Policies apply to all relevant utilities, including energy and water/sewerage undertakers, also telecommunications and cable television operators. Developers should provide adequate ducting for telecommunications cables (and for other services where appropriate) to be installed at the outset, sufficient to meet foreseeable demand for competitive services likely to be provided. In general, it is preferable to locate new cabling underground or along the external surfaces of buildings, which can be designed to incorporate cabling into the fabric or architectural style.

10.82 Many of these individual facilities are either 'permitted development' because they conform to the general size limits for minor building works or else they are granted a specific 'deemed consent' by the Department of Trade and Industry. The City Council can comment on such proposals and suggest improvements but does not possess the power directly to prevent them going ahead.

10.83 The major items of apparatus approved under the deemed consent procedure are overhead power lines. The National Grid Company's Blyth-Lackenby 275kv electricity transmission line crosses the City from north of Nissan to Eppleton on substantial steel pylons. Other lines owned by Northern Electric provide a distribution network mostly hung from wooden poles. Many of the main electricity transmission lines pass through environmentally-sensitive areas. However, smaller overhead street distribution networks can have more localised adverse impact, especially in Conservation Areas.

10.84 Because of the visual intrusion which they cause, the City Council will seek to have these lines placed underground where they cross the environmentally-sensitive locations mentioned in B25. Only very limited undergrounding of high voltage transmission lines may be possible due to its cost and maintenance difficulties (the National Grid Company estimates that costs are between ten and fifteen times as much as overhead cables on pylons). However, there is greater scope for undergrounding low voltage distribution lines. This can be done at minimum cost when, periodically, lines are renewed. The City Council may be able to offer financial assistance to enable undergrounding to proceed, for example when new street lighting is installed where existing lighting makes use of electricity poles. Care should be taken to ensure that undergrounding of cables does not damage areas of potential archaeological importance, wildlife habitats or the root systems of trees. Environmental assessments, including ecological surveys, will be considered to be appropriate to accompany applications for major lines (66kV and above).

11.2 The City contains some 13km of the lower reaches of the River Wear. From its mouth to the A19 Bridge, the river cuts through the densely developed urban area, where the predominant riverside land use has been, and to a great extent remains, industry. Recent developments have been carefully designed to make a positive contribution to the urban riverside's appearance. Between the A19 and Fatfield, the Wear takes on a more rural character. This area is within the Green Belt.

11.4 The rural landscape is made up of several distinct areas, each with its own character:-

- The Don Valley is extensive intensively managed pastoral/ arable farmland to the north of Nissan. It is generally flat and has poor tree cover;

11.5 Much of the City's rural area is protected from development by designation as statutory Green Belt. Where it abuts the Green Belt the physical form of the built up area gives rise to an 'urban fringe' where there are particular land use demands to be reconciled. Increasingly the rural area is coming under pressure to accommodate 'urban' land uses, particularly for recreation, as more people turn to the countryside to satisfy their casual leisure needs, and for minerals exploitation because of the regional and national need. As detailed elsewhere, farming remains the predominant activity in the rural area and continues to have a profound impact on the character of the landscape. This is due in part to the emergence of new agricultural techniques, but also to management initiatives such as 'set aside'.

PLANNING POLICY CONTEXT

11.10 Strategic Guidance (1989) provides that:-

- a secure Green Belt should be established - broadly on the lines of that already existing - which takes proper account of likely development needs well into the 21st century;
- positive action should be sought to conserve and enhance the attractiveness of the countryside and improve public access;
- areas of exceptional value which present a positive, high quality image and identity, should be enhanced, with special attention to cross-boundary areas of strategic environmental importance; consideration should be given to the land use implications of the changes occurring in agriculture;
- areas and features of heritage importance should be defined, protected and enhanced;
- wildlife corridors should be protected and enhanced.

11.11 The recent White Paper 'Rural England' (1995) sets out the Government's environmental strategy/ policies for the countryside. These are based on the protection of the rural heritage and on creating the conditions for a healthy and growing rural economy. Its main aims are to:-

- conserve the countryside's natural assets;
- protect the best and most versatile agricultural land;
- promote rural diversification;
- reverse the decline in wildlife, sustaining the wealth of flora and fauna across the countryside and conserving rare species;
- maintain the diversity of rural landscapes;
- increase opportunities for people to enjoy the countryside for recreation.

These aspects are further developed in national planning guidance (PPG7 and PPG9).

11.12 The City's annual Countryside and Access Strategy addresses a number of issues including access, recreational facilities, promotion and community involvement. The document co-ordinates the Council's countryside policies and programmes and forms the basis of an annual bid to the Countryside Commission for funding.

11.13 The Great North Forest's 'Forest Plan' was approved in 1993. This contains a wide range of proposals for the achievement of the Community Forest which has particular implications for the rural areas of the City.

UDP COUNTRYSIDE AND NATURE CONSERVATION STRATEGY

11.15 To attain the objectives for the countryside and nature conservation set out in Part 1, the UDP policies are aimed to:-

- generally maintain the approved Green Belt boundary, with only minor alterations, and consider additions in areas of urban pressure;
- conserve the best and most important areas of the countryside for its heritage and wildlife habitats;
- allow for the continuation of rural activities and give support to the continuation of farming practices on the best land especially where these are influential in maintaining important landscapes and features;
- take into account the City's broader urban regeneration needs, and the specific rural locational needs e.g. minerals extraction;
- give maximum encouragement to the development of the Great North Forest in sympathy with the existing landscape and habitats.

POLICIES

CN1

IN THE RURAL AREAS THE CITY COUNCIL WILL:-

- (i) PROTECT AND ENHANCE AS NECESSARY BUILDINGS OF CHARACTER, OTHER IMPORTANT STRUCTURES AND LANDSCAPE FEATURES (INCLUDING RIVERS, PONDS, AND WATERCOURSES), ARCHAEOLOGICAL AND SCIENTIFIC SITES, SIGNIFICANT WILDLIFE HABITATS AND STRATEGIC/ LOCAL WILDLIFE CORRIDORS, TREES AND HEDGEROWS;
- (ii) ENCOURAGE THE CONTINUATION OF THOSE ACTIVITIES AND PRACTICES (E.G. FARMING, LAND MANAGEMENT, FORESTRY) WHICH HAVE CONTRIBUTED TO THE NATURAL BEAUTY AND LANDSCAPE DIVERSITY OF THE COUNTRYSIDE;
- (iii) RESIST DEVELOPMENT THAT IS INAPPROPRIATE DUE TO THE LAND USE CONCERNED OR BECAUSE IT WOULD HAVE A HARMFUL IMPACT ON THE LANDSCAPE BECAUSE OF ITS SITING, MATERIALS OR DESIGN;

(iv) MINIMISE THE ADVERSE EFFECTS OF DEVELOPMENTS WHICH HAVE A NEED FOR A PARTICULAR RURAL LOCATION (E.G. DWELLINGS ESSENTIAL FOR FARM OR FORESTRY WORKERS).

11.18 It is important that this change is fully assessed; the rural areas must not be regarded as an 'empty space' into which developments and activities can be fitted. Development must be acceptable to the overall environment.

11.19 The Countryside Commission's "Planning for a Greener Countryside" (1989) sets out a number of guiding principles in which town planning should operate:-

- natural beauty and landscape diversity should be conserved;
- 'new' countryside should be created wherever possible;
- green belts should serve a wider purpose, i.e. enhancing the natural beauty of the countryside and increasing opportunities for its quiet enjoyment;
- maximum environmental benefits should be secured from development that has to take place in the countryside;

11.21 The guiding principle in the wider countryside is that development should benefit the rural economy and maintain or enhance the environment. 'Urban' uses, such as housing or industry will not normally be appropriate in the open countryside. Particular emphasis will be placed on ensuring that any development is appropriate - and well related - to its landscape setting; any development in outlying areas will be expected to retain a large measure of those landscape features which give value to the area e.g. tree and hedgerow cover, walls and other field boundaries, etc. Some operations (e.g. mineral extraction) will require a rural location and in such cases, where considered appropriate under Policies M1 to M3, it will be necessary to lessen the impact on the surrounding area for example by the incorporation of screening or appropriate heavy landscaping. This could mitigate both visual and aural aspects of this development.

THE SUNDERLAND GREEN BELT

CN2

A GREEN BELT WILL BE MAINTAINED WHICH WILL:-

- (i) CHECK THE UNRESTRICTED SPRAWL OF THE BUILT UP AREA OF SUNDERLAND;
- (ii) ASSIST IN SAFEGUARDING THE CITY'S COUNTRYSIDE FROM FURTHER ENCROACHMENT;
- (iii) ASSIST IN THE REGENERATION OF THE URBAN AREA OF THE CITY;
- (v) PREVENT THE MERGING OF SUNDERLAND WITH TYNESIDE, WASHINGTON, HOUGHTON-LE-SPRING AND SEAHAM, AND THE MERGING OF SHINEY ROW WITH WASHINGTON, CHESTER-LE-STREET AND BOURNMOOR.

11.23 The statutory Green Belt formed an integral part of the broad strategy of the County Structure Plan to restrain the further spread of the Tyneside/ Wearside conurbation, concentrating investment within the existing built-up area. Sunderland's Green Belt was intended to prevent the merging of Sunderland with Washington, Houghton-le-Spring and Tyneside.

11.28 Whilst effectively achieving the purposes of restricting sprawl and the merging of neighbouring towns the effectiveness of the Green Belt will not only depend upon the control of development in Sunderland but, in peripheral areas, on other adjacent local authorities retaining (or proposing) their own Green Belt and associated policies/ proposals.

CN3

THE CONSTRUCTION OF NEW BUILDINGS INSIDE THE GREEN BELT IS INAPPROPRIATE UNLESS IT IS FOR THE FOLLOWING PURPOSES:-

- (i) AGRICULTURE AND FORESTRY;
- (ii) ESSENTIAL FACILITIES FOR OUTDOOR SPORT AND RECREATION, FOR CEMETERIES, AND FOR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT;
- (iii) LIMITED EXTENSION, ALTERATION OR REPLACEMENT OF EXISTING DWELLINGS;
- (iv) LIMITED INFILLING IN, OR REDEVELOPMENT OF, EXISTING MAJOR DEVELOPED SITES IDENTIFIED ELSEWHERE IN PART II OF THIS PLAN;
- (v) THE EXTRACTION OF MINERALS PROVIDED THAT HIGH ENVIRONMENTAL STANDARDS ARE MAINTAINED AND THAT THE SITE IS WELL RESTORED IN ACCORD WITH POLICIES M8 AND M9;
- (vi) THE RE-USE OR CONVERSION OF AN EXISTING BUILDING PROVIDING THAT THE BUILDING IS OF PERMANENT AND SUBSTANTIAL CONSTRUCTION AND CAPABLE OF CONVERSION WITHOUT MAJOR OR COMPLETE RECONSTRUCTION AND IT DOES NOT HAVE A MATERIALLY GREATER IMPACT THAN THE PRESENT USE ON THE OPENNESS OF THE GREEN BELT. PROPOSALS SHOULD ALSO ACCORD WITH POLICY CN11.

11.29 Most of the aspects of this Policy reflect those of the 1985 Tyne and Wear Green Belt Local Plan. They also accord with PPG2 (1995). The City Council will impose strict controls on the nature and form of development within the Green Belt, in order to protect its purpose and character, whilst recognising the need to diversify the rural economy by encouraging its positive use. Control of development will seek to achieve the following objectives for the use of land in Green Belts:-

- to provide opportunities for access to the open countryside for the urban population;
- to provide opportunities for outdoor sport and recreation near urban areas;
- to retain attractive landscapes and enhance landscapes near to where people live;
- to improve damaged and derelict land around towns;

- to secure nature conservation interest; and
- to retain land in agricultural, forestry and related uses.

CN5

CARE WILL BE TAKEN TO ENSURE THAT THE VISUAL AMENITIES OF THE GREEN BELT WILL NOT BE INJURED BY PROPOSALS FOR DEVELOPMENT WITHIN, OR CONSPICUOUS FROM, THE GREEN BELT.

11.37 The appearance of the Green Belt may be further enhanced by ensuring strict control of the form and 'footprint' of the development within or adjoining its boundary. Much of the Green Belt comprises attractive landscape (e.g. the rolling countryside to the south of Burdon village, the river valley and the extensive plain of the magnesian limestone escarpment) and therefore where development is permitted, its design will need to take account of potential impact on the wider landscape. The visual amenities of the Green Belt should not be injured by proposals which, although not prejudicial to the purposes of the Green Belt, might be inappropriate by reason of their scale, siting, materials or design.

CN6

IMPORTANT OPEN BREAKS AND WEDGES WITHIN AND BETWEEN SETTLEMENTS WILL BE RETAINED AND ENHANCED.

11.38 The retention of open breaks between settlements are long-standing elements of planning policy for the City. The Tyne and Wear Structure Plan also resisted intrusion into open countryside. These concepts remain relevant for a number of reasons, namely that they:-

- help to retain the distinct physical characteristics of the City's constituent communities
- assist in the regeneration of the older or poorer quality urban areas by focusing resources and investment into the built-up area
- provide open space lungs, sometimes incorporating leisure/recreational facilities which help to alleviate local deficiencies (e.g. the Ryhope-Silksworth crescent)

11.39 The protection and enhancement of the character of open and semi-rural areas formed by large tracts of amenity and recreational open space, agricultural land and areas of nature conservation interest, also is one of the main themes of this Plan. Area policies elsewhere in this document assist in the retention and enhancement of these open breaks.

11.40 In the much narrower open breaks and wedges, built development is likely to be restricted to the particular needs associated with specific proposals of the UDP or minor extensions to existing uses. Many breaks are also subject to tree-planting schemes or fringe enhancement, financed by the Council or Great North Forest initiatives. Exceptions to this policy will only be considered where a necessary facility cannot be accommodated within the urban framework.

The Urban Fringe

11.42 The Great North Forest will make a significant contribution to the enhancement of the urban fringe through woodland planting and the provision of access and recreational facilities. Any new developments will be carefully controlled so as not to introduce visually incongruous features into the sensitive fringe landscape. Apart from schemes financed by the City Council, other possible sources of funding for fringe initiatives include the Countryside Commission, Forestry Authority and derelict land grant from English Partnerships. Tree planting within former colliery settlements could be funded via the Single Regeneration Budget/ Coalfield Area Renewal Strategy.

The Rural Economy and Agriculture

CN8

DEVELOPMENT WHICH RESULTS IN THE IRREVERSIBLE LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 2 AND 3A) WILL NOT BE PERMITTED UNLESS IT CAN BE DEMONSTRATED THAT NO OTHER SITE EXISTS UPON WHICH THE DEVELOPMENT COULD REASONABLY BE LOCATED.

Recreation

CN12

PROPOSED RECREATION FACILITIES WILL BE ASSESSED ON THEIR APPROPRIATENESS TO THE RURAL AREA; MAJOR FACTORS IN THE CONSIDERATION OF PROPOSALS WILL BE:

- (i) THE SCALE OF CHANGE AND INTENSITY OF USE UPON THE EXISTING LANDSCAPE, AGRICULTURE AND FEATURES OF NATURE CONSERVATION IMPORTANCE;
- (ii) SUITABILITY OF ACCESS;
- (iii) THEIR ROLE IN ASSISTING THE CREATION OF THE GREAT NORTH FOREST; AND;
- (iv) THE EXTENT TO WHICH THEY SUPPORT POLICY L10.

11.59 The development of the Great North Forest could have a major role to play in the provision of sport and recreational opportunities for both local people and for the wider region. Low-key, informal recreation will be appropriate throughout the Forest area; more formal provision, or higher intensity activities, will need careful location, design and management to avoid undue intrusion or conflict with other interests, including agriculture and nature conservation. The GNF recreation strategy is therefore based on the creation of a range of major 'gateway' sites, six of which are located within the City - south of Follingsby, the Wear valley, Herrington Colliery, Rainton Meadows, Hetton Lyons/ Eppleton and Seaburn. The impact on the local landscape will be an important consideration.

11.60 These 'gateways' offer vehicular/ public transport accessibility linked to a network of multi-user routes for walking, cycling and riding. They will vary in character; from major areas offering a wider range

of facilities including information centres, basic refreshment facilities and toilets, to less intensively used sites providing access to the network and basic facilities such as car parking and information boards. They are not expected to be intensively developed with buildings.

LANDSCAPE & WOODLAND

Views of the City

CN13

THE CITY COUNCIL WILL PROTECT AND ENHANCE IMPORTANT PUBLIC VIEWS OF TOWNSCAPE, LANDSCAPE AND OTHER FEATURES OF VALUE (AS IDENTIFIED IN PART II), IN PARTICULAR AS PERCEIVED FROM TRANSPORT CORRIDORS AND WELL USED OUTDOOR VENUES. NEW DEVELOPMENT SHOULD BE LOCATED AND DESIGNED SO AS NOT TO UNDULY INTERRUPT OR PREJUDICE VIEWS OF RECOGNISED VALUE; OPPORTUNITIES TO ENHANCE SUCH VIEWS WILL ALSO BE TAKEN INTO ACCOUNT WHEN CONSIDERING PROPOSALS.

CN14

LANDSCAPING SCHEMES AND NEW DEVELOPMENTS PROMINENT FROM THE MAIN TRANSPORT ROUTES MUST BE LOCATED AND DESIGNED TO TAKE ACCOUNT OF THEIR IMPORTANT POSITION IN ENHANCING THE IMAGE OF THE CITY AND WILL BE RESISTED WHERE THEY WOULD SERIOUSLY DETRACT FROM IT. EXISTING USES WHICH DETRACT FROM VIEWS FROM THESE ROUTES WILL BE ENCOURAGED TO UNDERTAKE IMPROVEMENTS OR TO RELOCATE.

11.62 'Main transport routes' comprise the strategic route network, main line railways and the proposed route of Metro, all of which are shown on the Proposals Map. Only developments prominent from these routes will be subject to CN14. This will normally be those within approximately 100 metres of the transport route, though exceptions could arise due to local topography and the scale of the proposal.

11.63 Policies CN13 and CN14 apply to all types of development, though proposals for large buildings or open storage, or for dense landscaping, are those most likely to require detailed consideration. Many Plan proposals are on the larger sites which are located in particularly prominent positions adjacent to main transport routes so that their development will have a major impact upon the townscape. Proposals and landscaping or tree planting schemes will therefore be required to relate both to the immediate surroundings and to wider views. For example, it would not be acceptable for a large building backing onto a main transport route to have a poor appearance just because this was the rear of the building. Higher quality will be expected in such cases than might be the norm in less prominent locations. The colour and texture of materials will be important, as will the means of boundary enclosure. Those existing buildings or land uses whose appearance severely detracts from the overall impression gained of the City may be encouraged to undertake improvement schemes, to redevelop or, as a last resort, to relocate to more suitable sites when the opportunity arises. The City Council may be able to offer financial assistance in

some circumstances. Policies CN13/14 will be particularly important in relation to protecting and enhancing the quality of the Green Belt.

Woodlands and Forestry

CN15

THE CITY COUNCIL WILL PERMIT DEVELOPMENTS, SCHEMES AND OTHER INITIATIVES WHICH ASSIST IN CREATING THE GREAT NORTH FOREST (ON LAND BETWEEN AND AROUND THE MAIN URBAN AREAS) AND WHICH ARE IN ACCORDANCE WITH OTHER POLICIES OF THIS PLAN. DEVELOPMENTS WHICH WOULD ADVERSELY AFFECT THE CREATION OF THE FOREST WILL BE RESISTED.

11.64 The Great North Forest (GNF) is a joint initiative between the Countryside and Forestry Commissions and the five local authorities of Sunderland, South Tyneside, Gateshead, Chester-le-Street and Durham County. Its major objective is the long term restructuring of the countryside of south Tyne and Wear towards a robust, attractive and well-wooded landscape, providing extensive opportunities for recreation, education, nature conservation/ new habitats for wildlife as well as forestry and farming. About half of the Forest will be within the City taking in the open area running north-south between Sunderland and Washington/ Houghton-Hetton.

11.65 The GNF 'Forest Plan' will steer the overall creation of the Forest which will take place over the next 40-50 years. Overall, the average level of tree cover will be some 30%, but the actual intensity of new planting will be related to the landscape, topography and land utilisation of particular areas, involving a wide range of woodland types generally broad-leaved in character. The Plan stresses the need to relate new planting to variations in landscape. Uses and building developments (where approved) will be encouraged to incorporate tree planting and other elements to assist the creation of this Forest. The Forest Plan notes that the creation of the Forest is not a vehicle for allowing inappropriate new uses; new types of development must accord with overall rural and Green Belt Policies where these apply.

11.66 The City Council will implement (notably on its reclamation projects), and encourage additional tree planting and undertake woodland management schemes in support of this initiative. These are detailed in the Area Proposals. Assistance towards private initiatives will be pursued through Woodland Grants obtained through the Forestry Authority Woodland Grant Scheme.

CN16

THE CITY COUNCIL WILL SEEK TO RETAIN AND ENHANCE EXISTING WOODLANDS, TREE BELTS AND FIELD HEDGEROWS. IT WILL UNDERTAKE AND ENCOURAGE PLANTING OF NEW TREE BELTS AND WOODLANDS, IN THE MAIN OF NATIVE SPECIES, IN ORDER TO:

- (i) EMPHASISE AND ENHANCE THE BREAKS BETWEEN SETTLEMENTS IN ACCORDANCE WITH POLICY CN6;

- (ii) SOFTEN THE HARD VISUAL EDGE OF THE URBAN AREAS;
- (iii) ENHANCE THE MAIN TRANSPORT CORRIDORS, EMPLOYMENT AREAS AND WILDLIFE CORRIDORS (EXISTING AND PROPOSED);
- (iv) FURTHER GREEN THE URBAN ENVIRONMENT (WHERE POSSIBLE);
- (v) PROVIDE SHELTER BELTS TO SCREEN UNATTRACTIVE FEATURES, WHILST RETAINING AND ENHANCING PANORAMIC VIEWS;
- (vi) ASSIST IN THE CREATION OF THE GREAT NORTH FOREST, ALSO THE ENHANCEMENT OF THE GREEN BELT.

NATURE CONSERVATION

CN18

THE PROMOTION OF THE INTERESTS OF NATURE CONSERVATION WILL BE SOUGHT THROUGHOUT THE CITY; THE COUNCIL WILL WORK TOGETHER WITH NEIGHBOURING AUTHORITIES AND OTHER AGENCIES IN REGARD TO ASPECTS AFFECTING THE WIDER AREA. AREAS OF NATURE CONSERVATION INTEREST, PARTICULARLY THOSE OF NATIONAL IMPORTANCE, WILL BE PROTECTED AND ENHANCED; MEASURES WILL INCLUDE:-

- (ii) ENCOURAGING LANDOWNERS AND OCCUPIERS TO ADOPT MANAGEMENT REGIMES SYMPATHETIC TO NATURE CONSERVATION, ESPECIALLY IN WILDLIFE CORRIDORS;
- (iii) MAKING PROVISION IN DEVELOPMENT PROPOSALS FOR PRESERVATION OF HABITATS OR CREATION OF COMPENSATORY HABITATS;
- (iv) SEEKING OPPORTUNITIES IN DEVELOPMENT PROPOSALS OR OTHER SCHEMES FOR NEW HABITAT CREATION ON BOTH PUBLIC AND PRIVATE LAND;
- (v) IMPROVING ACCESS AND PROVIDING INTERPRETATION TO APPROPRIATE SITES OF WILDLIFE INTEREST; AND
- (vi) REFUSING INAPPROPRIATE DEVELOPMENT.

11.73 Despite being a major urban centre, the City retains numerous sites of nature conservation interest. They comprise SSSI's, SNCI's, LNR's and RIGS. A number of wildlife habitats and other features of natural interest have been lost due to new development, to changes in agricultural practices, or lack of proper management. This is a national as well as a local problem. It was concern over these losses which led to the preparation of the Tyne and Wear Nature Conservation Strategy. The latter has five main aims which are incorporated within the UDP:-

- to identify rare habitats and species and to promote their protection and management;

- to identify opportunities for nature conservation;
- to create and protect a network of wildlife corridors;
- to make areas of wildlife interest accessible to all people in the County;
- to generate interest and community involvement in natural history.

11.78 In assessing the appropriateness of any particular development proposal, consideration will be given to its possible effects on sites and features of nature conservation importance and to the continuity of wildlife corridors. The potential nature conservation interest of a development site will be given consideration by the Council at the pre-planning application stage or on receipt of an application. Where appropriate, precautions to protect important habitats will be included in the proposals. Where the value of a habitat is considered to be outweighed by the need for development, and no reasonable alternatives to the loss of the habitat can be found then they should be fully compensated for by new habitat creation (commensurate with the nature/ value of the site) preferably within the immediate vicinity. These measures will be achieved either by means of planning conditions or section 106 agreements. New habitat creation will be pursued, particularly via community-based initiatives for local improvement schemes. Grant assistance for measures such as pond creation, sowing of wildflower meadows and tree planting is available from the Countryside Commission and Great North Forest initiative. Those sites of natural interest and wildlife corridors, protected under the following policies, are indicated on the Proposals Map.

CN19

SPECIAL AREAS OF CONSERVATION, SPECIAL PROTECTION AREAS AND RAMSAR SITES, EITHER DESIGNATED OR PROPOSED FOR DESIGNATION, WILL BE CONSERVED. DEVELOPMENT WILL NOT BE PERMITTED UNLESS;

(i) IT IS DIRECTLY CONNECTED WITH OR NECESSARY TO THE MANAGEMENT OF THE NATURE CONSERVATION INTEREST OF THE SITE;

(ii) IT WOULD NOT ADVERSELY AFFECT THE NATURE CONSERVATION INTEREST OF THE SITE EITHER DIRECTLY OR INDIRECTLY; OR

(iii) THE DEVELOPER CAN DEMONSTRATE THAT THERE ARE IMPERATIVE REASONS OF OVERRIDING PUBLIC INTEREST FOR THE DEVELOPMENT AND NO ALTERNATIVE SITE IS AVAILABLE.

WHERE SUCH DEVELOPMENT DOES PROCEED, IT MAY BE SUBJECT TO PLANNING CONDITIONS AND OBLIGATIONS TO SECURE MITIGATION OR COMPENSATORY MEASURES, INCLUDING THOSE NECESSARY TO ENSURE THAT THE OVERALL COHERENCE OF NATURA 2000 IS PROTECTED.

CN21

DEVELOPMENT WHICH WILL ADVERSELY AFFECT A DESIGNATED OR PROPOSED LOCAL NATURE RESERVE, SITE OF NATURE CONSERVATION IMPORTANCE OR REGIONALLY

IMPORTANT GEOLOGICAL/ GEOMORPHOLOGICAL SITE EITHER DIRECTLY OR INDIRECTLY WILL NOT BE PERMITTED UNLESS:-

(i) NO ALTERNATIVE SITE IS REASONABLY AVAILABLE AND THE BENEFITS OF THE PROPOSED DEVELOPMENT WOULD OUTWEIGH THE REGIONAL OR LOCAL VALUE OF THE SITE;
OR

(ii) ANY LOSS OF NATURE CONSERVATION OR EARTH SCIENCE INTEREST CAN BE FULLY COMPENSATED ELSEWHERE WITHIN THE SITE OR IN ITS IMMEDIATE ENVIRONS THROUGH THE USE OF PLANNING CONDITIONS AND, WHERE APPROPRIATE, PLANNING OBLIGATIONS.

ALSO, IN THE CASE OF AN LNR, THE EFFECTS OF A PROPOSAL WILL BE CONSIDERED AGAINST THE NEED TO PROTECT THE FOLLOWING:-

(i) THE ECOLOGICAL INTEGRITY OF THE LNR;

(ii) THE CONTRIBUTION THE LNR MAKES TO EDUCATION ABOUT OR ENJOYMENT OF WILDLIFE AND NATURE CONSERVATION; AND

(iii) THE PROPER MANAGEMENT OF THE LNR.

11.80 The protection of wildlife species and habitats is particularly important in an urbanised area where sites can often be threatened by pressures and effects of development. In endorsing the Tyne and Wear Nature Conservation Strategy, recommendations for action to safeguard and protect important wildlife sites were agreed. There are three categories of these sites:-

- Sites of Special Scientific Interest (SSSI's). These are of national importance for their flora, fauna, or geological interest and thus are afforded special protection under the Wildlife and Countryside Act 1981. There are 16 SSSI's within the City, representing almost half of all such sites in Tyne and Wear.
- Local Nature Reserves (LNR's). Sites which are considered by the local authority and English Nature as having nature conservation, amenity or educational value can be protected by designating them as LNR's under the National Parks and Access to the Countryside Act 1949. The City's first LNR - at Barmston Pond in Washington - was declared in 1993 and other sites at Fulwell Quarries, Hetton Bogs, Joe's Pond, North Hylton Riverside and Tunstall Hills are being considered for similar designation.
- Sites of Nature Conservation Importance (SNCI's). These do not have statutory protection but are recognised on account of certain features which make them significant in a county or regional context. There are 68 SNCI's scattered throughout the City, many are of botanical interest while some support significant bird and amphibian populations. Over 25% of all such sites in Tyne and Wear are situated in Sunderland.

11.82 SSSIs, LNR's, SNCIs and RIGS are therefore those areas having the best examples of major habitat types, flora and fauna and geological features, not only within the local context but also in many cases at a regional and national level (the Magnesian Limestone Escarpment and Reef Limestone outcrops). It has not always been possible to protect SSSI's and SNCI's. Since 1986 when the last major review was undertaken two SSSI's and eight SNCI's have been adversely affected or lost completely. The

majority of these are generally located in open space or Green Belt locations; one site within the Nissan compound may be modified to permit the essential expansion of the Company's activities but this will be subject to compensatory habitat creation elsewhere within the complex.

11.83 The Council's concern for these features means that emphasis will be placed on their preservation and protection when development proposals are being considered. The Durham Wildlife Trust will be consulted where SNCI's are concerned.

CN22

DEVELOPMENT WHICH WOULD ADVERSELY AFFECT ANY ANIMAL OR PLANT SPECIES AFFORDED SPECIAL PROTECTION BY LAW, OR ITS HABITAT, EITHER DIRECTLY OR INDIRECTLY, WILL NOT BE PERMITTED UNLESS MITIGATING ACTION IS ACHIEVABLE THROUGH THE USE OF PLANNING CONDITIONS AND, WHERE APPROPRIATE, PLANNING OBLIGATIONS, AND THE OVERALL EFFECT WILL NOT BE DETRIMENTAL TO THE SPECIES AND THE OVERALL BIODIVERSITY OF THE CITY.

Wildlife Corridors

CN23

WITHIN THE WILDLIFE CORRIDORS AS INDICATED ON THE PROPOSALS MAP:-

- (i) MEASURES TO CONSERVE AND IMPROVE THE ENVIRONMENT WILL BE ENCOURAGED USING SUITABLE DESIGNS TO OVERCOME ANY POTENTIAL USER CONFLICTS;
- (ii) DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CONTINUITY OF CORRIDORS WILL NORMALLY BE REFUSED;
- (iii) WHERE, ON BALANCE, DEVELOPMENT IS ACCEPTABLE BECAUSE OF WIDER PLAN OBJECTIVES, APPROPRIATE HABITAT CREATION MEASURES WILL BE REQUIRED TO MINIMISE ITS DETRIMENTAL IMPACT.

11.88 The Tyne and Wear Nature Conservation Strategy introduced the concept of Wildlife Corridors. It is believed that by linking urban green areas to the surrounding countryside, it is possible to maintain or create 'corridors' along which wildlife movement and colonisation can take place. Such links include Strategic Wildlife Corridors (connecting towns with major rural areas) and Local Wildlife Corridors (which run largely within the urban areas). Certain rivers and streams and disused railway lines in the City also have an important function in this respect.

UDP Chapter 21 - Washington

21.1 The Washington and Springwell area, in the north-west of the City, is bounded by the Metropolitan Boroughs of South Tyneside and Gateshead to the north and west, the A19 to the east and the River Wear

to the south. It includes Washington New Town, the village of Springwell and the land between Washington and Sunderland. Springwell is the highest point, with Washington on a plateau below, sloping gently south east towards the Wear valley. This is a particularly attractive landscape feature, protected as part of the Green Belt.

21.6 Industry and commerce are particularly significant, giving the town a distinctive role in the City's economy. Washington has 56% (658ha) of the City's industrial land allocation and 59% (125ha) of available industrial land. There are fifteen industrial estates of various sizes, including the Nissan complex. Undoubtedly the area's excellent communication links make it a prime site for business development. The presence of the Nissan car company has had a significant impact in attracting other manufacturers and the local economy reflects the renewed buoyancy of this sector.

PLANNING STRATEGY

21.14 The strategy for the Washington and Springwell area can be summarised as follows:-

- Washington's advantages for the attraction of jobs and industry, particularly for inward investment, should be protected and promoted;

21.15 On the whole, the New Town - together with land developed by Nissan - has been built or extensively modernised over the last thirty years. Springwell village does not present any problems likely to need major restructuring. Consequently the whole area can be considered as stable with opportunities for enhancement and consolidation. Major developments are likely to be concentrated on completing the New Town's industrial allocations.

ECONOMIC DEVELOPMENT

Existing Employment Sites

WA1

ESTABLISHED INDUSTRIAL/ BUSINESS AREAS AND AVAILABLE SITES WITHIN THEM WILL BE RETAINED AND IMPROVED FOR THE PRIMARY USES INDICATED BELOW:

(5) NISSAN 354.00 HA

OFFICES, RESEARCH & DEVELOPMENT, LIGHT INDUSTRY, HOTELS (B1,C1) ONLY.

ANCILLARY USES AND EXCLUSIONS AS OUTLINED IN EC4 WILL APPLY UNLESS OTHERWISE STATED.

(EC4)

21.19 Originally a gross area of 376ha was allocated for Nissan and its related users in 1986. However this included four SNCI's one of which is now a Nature Reserve. The area now allocated in this Plan

amounts to 354 ha. The Severn Houses and Peepy Plantation SNCI's are no longer included in the allocation since Nissan has agreed they should not be developed; Barmston Pond nature reserve is now dealt with under WA22. In response to the Draft UDP, Nissan pointed out that the continued protection of Hylton Plantation SNCI may "cause a number of considerable practical problems as far as the Company's operations are concerned". The Council will seek to protect the Plantation until it is required by the company. In the event that the Company's operations require development of the SNCI, an environmental assessment will be carried out. Measures would be required to mitigate the impact of any development. This should compensate for loss of woodland, specifically through native broad-leaved woodland planting, open scrubland and wetland creation as well as utilising the potential of the newly planted areas around the perimeter of the Nissan site.

21.20 Since it has not been possible, during consultations, to establish Nissan's longer term land requirements with any degree of certainty, no expansion site has been identified in this Plan.

Tourism and Visitor Facilities

WA3

THE PROVISION AND/OR IMPROVEMENT OF VISITOR FACILITIES AND OTHER WORKS TO ENHANCE THE ATTRACTION OF THE FOLLOWING WILL BE ENCOURAGED:

- (1) NORTH EAST AIRCRAFT MUSEUM;

PROPOSALS WHICH ADVERSELY AFFECT THESE ATTRACTIONS WILL NORMALLY BE RESISTED.

(EC8)

Attractions:

(1) North East Aircraft Museum With the largest collection of aircraft in the North of England, the museum is presently in the process of a £100,000 expansion programme partly funded through grants from the Council. The Council will encourage the Museum's continued development.

BUILT ENVIRONMENT

Environmental Identity

WA17

THE CITY COUNCIL WILL SEEK TO MAINTAIN THE ENVIRONMENTAL IDENTITY OF WASHINGTON NEW TOWN BY:

- (i) PROTECTING LANDSCAPED AREAS AND OPEN SPACE FROM DEVELOPMENT;

(ii) REQUIRING NEW DEVELOPMENT TO ACHIEVE AND MAINTAIN THE HIGH STANDARD OF LANDSCAPING WITHIN THE NEW TOWN;

21.59 Where development or redevelopment takes place, proposals should respect the planning characteristics of the town, particularly the substantial areas of landscaping and open space which should be retained. The Council will also encourage developers, particularly of residential schemes, to continue to meet the higher levels of open space which currently exist in Washington, even though they may be above those normally found elsewhere in the City, in accordance with one of the original design goals (see para. 21.3).

21.60 Although residential and industrial uses are largely separated by village perimeter roads or dual carriageways, there is a comprehensive network of footpaths and subways. This creates a high level of amenity, as well as permitting local residents to walk or cycle to their place of work, thereby encouraging the use of more sustainable forms of transport.

COUNTRYSIDE AND NATURE CONSERVATION

The Green Belt

WA19

A GREEN BELT AS SHOWN ON THE PROPOSALS MAP WILL BE MAINTAINED IN THE FOLLOWING LOCATIONS:

(1) NORTH OF WASHINGTON BETWEEN THE NEW TOWN AND THE CITY BOUNDARY WITH THE NEIGHBOURING METROPOLITAN BOROUGH OF GATESHEAD AND SOUTH TYNESIDE;

(CN2)

21.65 The area north of Washington was originally identified as an important open break in the 1968 review of the Durham County Development Plan. The Green Belt Local Plan included this area to prevent the merging of Washington with Gateshead and South Tyneside, an approach which is still supported by corresponding proposals in both these authorities. It embraces the settlement of Springwell in the north west corner of the City close to the boundary with Gateshead, thus helping maintain its distinctive identity.

21.66 North of Washington - beginning at the western edge of the City boundary at the A194(M)/A1(M) intersection, the Green Belt boundary runs along the northern edge of the A194(M) to the Peareth Hall Road bridge. It follows the southern edge of the Washington Golf Course (excluding the Moat House Hotel) to the A195. From there it runs south along the edge of the A195, east along Stephenson Road continuing east along the southern edge of the Northumbria Centre playing fields then south and eastwards along a footpath/track to the Leamside railway line. It then runs southwards along the eastern edge of the railway to the A1290 and follows the northern edge of the A1290 to Washington Road, via the southern boundary of the Aircraft Museum to the A19, which is followed northwards to the City boundary. The defined Green Belt excludes Springwell village where, beginning at the Stoney Lane/Mount Lane junction, the boundary is

drawn tightly against the edge of the built up area to the rear of Broom Court, Beech Grove, Wordsworth Crescent, Windsor Road and along the western edge of the industrial estate. From there it follows the railway line across the B1288 around the edge of Red Hill House, Derwent and Warren Lea; along the rear of Fairhaven, Uplands Way, Heugh Hill and Highbury Avenue/Highbury Close to the southern edge of Peareth Hall Road; along the rear of Penshaw View, Mitchell's Buildings and the Poplars to rejoin Stoney Lane.

Trees and Woodlands

WA21

THE CITY COUNCIL WILL ENCOURAGE AND UNDERTAKE PROGRAMMES OF INTENSIVE PLANTING OF TREE BELTS AND WOODLANDS USING IN THE MAIN LOCALLY NATIVE SPECIES IN THE FOLLOWING LOCATIONS:

- (1) WITHIN AND ADJACENT TO THE EXISTING NISSAN COMPLEX WHERE POSSIBLE;
- (2) ON GREEN BELT LAND NORTH OF WASHINGTON ROAD;
- (4) ON LAND ADJACENT TO SEVERN HOUSES (A1290) WASHINGTON ROAD IMPROVEMENT;

(CN16)

21.76 The Structure Plan noted that the eastern half of Tyne and Wear had limited tree cover. The Great North Forest Plan notes that the newer planting around areas such as Washington can form a key base from which to promote further planting. Although the highway network in Washington generally promotes a green image, the areas in this proposal are considered appropriate for further planting:-

- The Nissan site - much of it still has an open appearance although the considerable amount of landscaping work is now beginning to mature. This must be maintained and further opportunities to intensify planting should be taken wherever possible, bearing in mind the need for security and possible further expansion;
- The land north of Washington Road up to the River Don, where it forms the City boundary, has been identified in the Great North Forest Plan as being suitable for extensive mixed forestry with a diverse range of species managed for recreation and timber production. As well as having potential as a gateway recreation site for the forest, it is adjacent to an area which has experienced substantial development since 1986 and which could be subject to further development pressure if the nearby Nissan company continues to expand. Advance planting could help to create links between multi-user routes and strategic footpaths (see also WA26, WA27).
- At Severn Houses, in the Green Belt, the Washington Road re-alignment would provide an opportunity for selective tree planting adjacent to a valuable area of wetland either side of the existing road. This could be actively managed with the SNCI at Severn Houses and Barmston Pond LNR to create an important environmental and leisure resource.

PERSONAL MOBILITY

Multi-User Routes

WA26

THE FOLLOWING ARE IDENTIFIED AS STRATEGIC MULTI-USER ROUTES AND WILL BE PROTECTED FROM DEVELOPMENT UNLESS REQUIRED AS PART OF A PUBLIC TRANSPORT CORRIDOR. WHERE STRETCHES ARE ALREADY IN EXISTENCE THEY WILL BE IMPROVED; OTHERWISE NEW LINKS WILL BE PROVIDED TO COMPLETE THE ROUTES PROPOSED:-

(1) FROM EIGHTON BANKS THROUGH SPRINGWELL AND ALONG THE RIVER DON TO LINK UP WITH THE ROUTE IN NORTH SUNDERLAND TO THE COAST;

(2) ALONG THE FORMER SUNDERLAND TO CONSETT MINERAL RAILWAY FROM THE CITY BOUNDARY AT RICKLETON TO FATFIELD, ON TO THE RIVER WEAR AT COX GREEN AND VIA PATTINSON ROAD, BARMSTON LANE , NORTH OF THE WILDFOWL TRUST, TO THE A1231, LINKING WITH (3);

(3) EAST HOUSE FARM TO NORTH HYLTON VIA THE LEAMSIDE LINE CORRIDOR, BARMSTON POND AND SOUTH OF THE A1231;

(T8)

21.84 These routes will provide a safer environment for long distance users of various forms of non-motorised transport such as cyclists and horseriders as well as pedestrians. They also help cater for the growing demand for informal recreation in the countryside (see also para. 8.34). Associated landscaping measures could also be used to provide opportunities to develop or improve wildlife habitats.

- The River Don route is part of a link from Chopwell Woods (in Gateshead Borough) to the coast at Seaburn. It will provide access to attractive countryside and link through to new recreation facilities in North Sunderland as well as the River Don walkway, currently being promoted by South Tyneside. (See also WA13.1). From the City boundary at Eighton Banks/Springwell, the route follows the northern edge of the Quarry reclamation area, past the Bowes Railway museum along the track to Whittle Burn to the A194(M). Crossing the A194(M) at the junction with the A195, the route then follows the City boundary to Hylton Bridge Farm crossing the A19 via the A1290 road bridge.
- The route from East House Farm to the River Wear links two key parts of the Green Belt. From the City Boundary, it follows the Leamside line corridor south to the A1231, then eastwards along the southern and eastern boundary of Barmston Pond LNR (WA22) down Barmston Lane and across the A1231. It continues east along the southern edge of the A1231 until the track south to Woodhouse Farm then east to the A19. Much of this route passes through land allocated for industry, though some of it is not yet in use. Wherever possible, the path will be integrated into associated landscaping. The path will link the area north of the A1290, where the Great North Forest proposals will promote wider public access to the countryside, with the River Wear valley which has a well-established network of footpaths.

21.85 Implementation of these proposals will depend on agreement from landowners and the availability of resources. Proposals for the Great North Forest on the land adjacent to the River Don and north of

Springwell Village may provide the impetus for establishing the route through to North Sunderland and the East House Farm to North Hylton route.

Provision for Cyclists

WA29

CLEARLY DEFINED, WELL DESIGNED CYCLE ROUTES WITH APPROPRIATE CONNECTIONS TO ADJACENT USES AND TO STRATEGIC MULTI-USER ROUTES WILL BE PROVIDED IN THE FOLLOWING LOCATIONS:

(1) ALONG WASHINGTON ROAD (A1290) FROM CONCORD TO THE A19;

(T9)

HIGHWAYS, TRAFFIC MANAGEMENT AND FREIGHT

Road Proposals

WA30

LAND WILL BE RESERVED FOR THE FOLLOWING ROAD PROPOSALS:-

(1) A1290 WASHINGTON ROAD IMPROVEMENT IN THE VICINITY OF SEVERN HOUSES;

(2) NISSAN ACCESS A1290 IMPROVEMENT FROM THE NISSAN ENTRANCE TO THE A19.

(T13)

21.92 The Washington road network is not likely to need further development in the plan period except for the following improvements.

- A1290 Washington Road (Severn Houses) Improvement - This proposal is to remove the two existing right-angled bends. The scheme will be assessed in the light of possible further development of the Nissan site. It must also respect the revised boundaries of the Severn Houses SNCI. Proximity to the level crossing on the Leamside Line could constrain the junction with the existing road, if the line is re-opened, as proposed.
- A1290 Nissan Access Improvement - Although the main access for Nissan from the A19 is presently from the A19/A1231 junction, the continuing development of the site can be expected to generate higher traffic levels. Whilst access from the A1290/A19 junction can meet present demand, improvements to the stretch of road between the Nissan access and the A19 may become necessary. In this case the traffic impact at the A19/A1290 junction would also have to be addressed, as set out in T14 and Development Control Guidance.

C.2.2 Sunderland City Council Core Strategy

Relevant Extracts

Regional Context

As a replacement to the loss of the statutory regional tier of plans, all councils and public bodies must now collaborate on strategic cross-boundary issues. Locally, to comply with this duty to cooperate, a draft protocol has been prepared to formalise the arrangements to consider such cross-boundary issues as the respective development plans are being prepared. In preparing Sunderland's Core Strategy, there has and continues to be an ongoing dialogue with our neighbouring authorities (primarily Durham CC, Gateshead MBC and South Tyneside MBC) to ensure a co-ordinated approach towards the delivery of each other's proposals.

Some of the matters that have and will continue to require ongoing cooperation are shown on Figure 1 and can be summarised as follows:

Economic Prosperity

- The potential to extend the proposed strategic employment site north of Nissan into Green Belt land within South Tyneside. The two councils have also worked together on the recent City Deal bid to secure the economic regeneration of the area
- The impact of emerging initiatives and decisions taken by the North East LEP and Combined Authorities
- The North East LEP's Enterprise Zone (in 2011) totals some 117 hectares with sites in Sunderland, Newcastle, North Tyneside and Blyth. The Sunderland element is some 32 hectares and comprises 3 sites in the vicinity of the Nissan Car Plant. The Enterprise Zone benefits from, amongst other things, a package of financial incentives and more simplified planning requirements through Local Development Orders

Environment

- Strategic cross -boundary green infrastructure corridors.
- The role and function of the Green Belt between Sunderland and South Tyneside

Washington

Key issues and constraints

- The characteristics of the New Town and its villages, such as the separation of conflicting land uses and substantial landscaping and open space, should be protected

Opportunities and growth

- Washington's location on the strategic road network makes it highly marketable for industry and business
- Sunderland's designation as a Low Carbon Economic Area places the city, and particularly Nissan, at its geographical centre
- The North of Nissan site will add significantly to the portfolio of sites capable of attracting inward investment
- Development in the Ultra Low Carbon Enterprise Zone will intensify land uses for employment.

With the success of the Nissan Plant, Washington has and continues to play a major role in the local and regional economy due to the availability of modern, high quality, business accommodation and access to major road networks. In addition to Nissan, areas such as Turbine Park (part of the Ultra Low Carbon Enterprise Zone) and some of the Washington Estates are key to the local economy as major locations for new and emerging low carbon businesses, and as such are recognised as Primary Employment Areas.

Employment Land Reviews (2009 and 2012) highlighted the need to seek a release of land to accommodate potential demand in the Washington area in the future. Due to the constrained nature of the area, this requirement was considered to be best met in the form of a large site to the north of the existing Nissan car plant.

The main issue concerning connectivity stems from the development of the proposed

Strategic Site to the north of Nissan as this will generate significant levels of traffic. The council is liaising with the Highways Agency and other transport partners to ensure that the site can be operated effectively within the highway network. In the longer-term there may be a need to carry out major improvements to the network.

The town is flanked by Green Belt. To the north it separates Washington from Tyneside (and includes the Minerals Safeguarded Area at Springwell), whilst to the south it runs along the river valley to prevent encroachment into the Wear Valley. The Strategic Site to the north of Nissan will involve development of land within the Green Belt. An amendment to the Green Belt boundary will be investigated as part of the Green Belt Review being undertaken by the Council.

Chapter 1: Spatial Development, Growth and Regeneration in Sunderland

Policy CS1.1 - To ensure a sustainable pattern of development in the city, the priority for new development will reflect the following spatial principles:-

3. Washington will be a key provider of land for economic development; only a minor amount of new housing is proposed

Policy CS1.3 - To ensure a sustainable pattern of development in the city, the release of land will reflect the following Sequential Approach

- i. Suitable, viable and deliverable previously-developed sites and buildings within urban areas, particularly around public transport nodes;
- ii. Other suitable, viable and deliverable locations within urban areas not identified as land to be protected for nature or heritage conservation or recreational purposes;
- iii. Suitable, viable and deliverable sites in locations adjoining urban areas, particularly those that involve the use of previously-developed land and buildings; and
- iv. Suitable, viable and deliverable sites in settlements outside urban areas, particularly those that involve the use of previously-developed land and buildings.

Where viable, development has been focussed on brownfield sites, but in order for the city to thrive, consideration has had to be given to the release of some greenfield land in order to secure long-term regeneration and maintain a supply of land for development purposes.

Due to its strategic location on the trunk road network and its key role at the centre of the Low Carbon Economic Area, Washington's main role is as a centre for economic development. This will accord with the key aims of the Sunderland Economic Masterplan and reflect the opportunities afforded by the declaration of the Ultra Low Carbon Enterprise Zone adjacent to the A19 and the ongoing success of Nissan. The development of the 20ha strategic site on land to the north of Nissan (Policy CS3.2) will expand the land portfolio in this key location and generate exceptional economic benefits for the city.

Chapter 2: Key Regeneration Sites

- There is support for a strategic site to the North of Nissan. It should be a business park for a range of employment uses. Development would have good access to the national road network but there would need to be improved public transport access to the area

Policy CS2 - A number of locations are identified where major development or redevelopment will assist in the regeneration of the city. These comprise:-

1) Strategic Sites at:-

- ii. Land to the North of Nissan (employment)

As outlined in Policy CS3.2, the development of the two Strategic Sites at Vaux/Farrington Row and to the north of Nissan will each provide specific - and significant – regeneration benefits within different parts of the city and within different sectors of the economy. These sites represent opportunities to diversify the local economy over the long term, driving the demand for occupations in new skill areas.

Chapter 3: Developing the City's Economic Prosperity

Any major incursion into the Green Belt requires detailed justification and should only be pursued if the council can demonstrate that there are no alternative means of satisfying need.

North of Nissan Strategic Site

- The site would be developed as a strategic employment site for the city, accommodating major employers. As emphasis would be given to new developments supporting low carbon technology, the city's economy would become increasingly diversified
- The site is currently located within the city's Green Belt*. Any development would lead to a reduction in the site's biodiversity potential
- Presently there is limited public transport infrastructure serving the site. Therefore its development could lead to an increase in greenhouse gas emissions as private and commercial vehicles access the area
- As a major site, a travel plan must also be developed. This would help reduce emissions, ensure that air quality does not deteriorate significantly, increase accessibility to the site and reduce congestion
- To mitigate the likely adverse impacts from energy use within new buildings, a higher level of building control, planning and sustainability standards could be applied

These measures are detailed considerations and are to some extent addressed by Policy DM6 Caring for the City's Environment, which for example, requires developers to provide Sustainability Statements.

*A strategic Green Belt Review is being prepared jointly with neighbouring South Tyneside Council which will identify the impacts of loss of Green Belt land in this location. At the date of this assessment this evidence was not available.

Policy CS3.2 - Strategic Sites, which are central to the regeneration of the city, will be delivered at the following locations:-

ii) Land to the North of Nissan (20ha)

As shown by Figure 6, the City Council will support the development of land to the

North of Nissan for strategic economic development use.

Development on the site will comprise land uses in use classes B1b (research and development), B1c (light industry), B2 (general industrial) and B8 (storage and distribution). Emphasis will be given to particular developments which support low carbon technologies. Offices (B1a) will only be acceptable when ancillary to the wider development and should not be of a scale where they impact upon the deliverability of office sites in the City Centre. The site will be developed to accommodate major employers and should be in accordance with an agreed masterplan. Piecemeal development will not be acceptable. Due to its location, a high standard of design and landscaping will be sought to minimise its impact on the landscape.

North of Nissan: The council's 2009 Employment Land Review highlighted the need to seek a release of land to accommodate potential demand for employment land in the Washington area in the future. This

requirement is confirmed in the 2012 Update of the ELR. Due to the constrained nature of the Washington conurbation, this requirement was considered to be best met in the form of a large (20ha) new site to the North of Nissan. With the emergence of the Low Carbon Economic Area, the designation of the Ultra Low Carbon Vehicle Enterprise Zone and the ongoing success of Nissan, the site is ideally located to capitalise on the emerging low carbon economy. It will allow the delivery of key elements of the Economic Masterplan.

The potential uses for the site would be principally within the low carbon technologies/advanced manufacturing sectors. A masterplan will be prepared to guide the development of the site; piecemeal development will not be acceptable as the site is critical to attracting strategic economic inward investment to Sunderland and needs to be developed in a cohesive and comprehensive manner.

The site is located on land currently designated as Green Belt. However, the nature and scale of the economic benefits gained through the development of the site are significant and will not only be confined to the City, in all probability extending to the outlying Region. It is therefore considered that the ability of this key site to assist in the regeneration of the economy of the wider North East will constitute the “exceptional circumstances” required to amend the boundary of the Green Belt in this location.

The Policy sets out the council’s spatial strategy for delivering economic growth and prosperity and its commitment to investment in education, skills and training. New development can contribute towards this strategy by generating opportunities for employment and training for local people and by encouraging the use of local businesses and the voluntary and community sectors. Equally, the presence of a skilled and trained workforce will be a major attractor to new employers seeking to invest in the city.

It is the council’s intention to make best use of its planning responsibilities to increase the economic prosperity of the city and, in particular, to ensure that local residents and businesses benefit as a result. This will be achieved through the inclusion of ‘social and economic clauses’ in planning obligations which will encourage the adoption of processes by developers, contractors and “end users” that will help to stimulate economic growth.

The preferred economic growth scenario (Masterplan ++) indicates that some

81ha of land will be required in Sunderland to support emerging industries and businesses over the next 20 years. This has informed the policy direction of the Core Strategy. As part of this, a 20ha strategic site to the north of Nissan is proposed to accommodate companies requiring a location close to the factory.

However, it is clear that there is significant demand from major manufacturing companies for land and sites over and above this, with the main focus being in the vicinity of Washington.

The City Council’s Business and Investment Team (BIT) continue to receive significant numbers of enquiries from companies who wish to locate in the city. It is clear that similar enquiries have been made to neighbouring councils.

A considerable number of these enquiries comprise large floorplate schemes for major manufacturing companies seeking a base in the area. Some of these companies are suppliers to Nissan. Many of these enquiries come to fruition and are successfully located on appropriate sites. However, the large size of some of the proposals means that they cannot be accommodated on available sites in existing employment areas in Sunderland (or South Tyneside). Effectively, because of the lack of suitable sites, these valuable economic development proposals – and the significant job creation opportunities they would bring – cannot be realised.

These proposals represent opportunities to capture significant investment in the city, but the current inability to find readily available sites means that these opportunities are often lost to other parts of the country. It is unlikely that there are existing suitable sites in the urban part of the conurbation due to the built-up nature of the area, limited site size or other physical constraints. However the possibility of developing on sites in the built-up area needs to be examined and discounted.

Nevertheless, it is likely that the need will arise to consider exploring locations outside of the built-up area where new land for economic development could be brought forward to meet this demand.

Government has emphasised that there is a need to secure economic growth, particularly in new sectors such as advanced manufacturing. There is also an emphasis on the need for plans to be based on robust evidence which takes account of market signals as well as the need to supporting new and emerging sectors. For this reason, the development of a “National Advanced Manufacturing Park” in this location is a key component of the council’s recent bid to Government under the City Deal initiative. The bid is supported by South Tyneside Council.

Work will continue on identifying actual land requirements. The outcome of this will be reflected in the next stage of this Core Strategy.

Therefore, working jointly with South Tyneside, further assessments are being undertaken to establish an understanding of the market demand over a 20-year period. This will particularly focus on the major mobile investment opportunities as well as the automotive, advanced manufacturing and offshore renewable sectors.

Should this evidence demonstrate there is a need which cannot be met within the existing employment land portfolios, the two councils will work jointly to meet this need formally through the development plan system. This may include the preparation of a joint development plan document.

Chapter 7:

Caring for the City’s Environment

Delivery of Spatial Objectives

Green Infrastructure - Protect the city’s biodiversity, geological resource, countryside and landscapes, including the River Wear, the coast and the Magnesian Limestone

Escarpment and seek opportunities to enhance that resource where possible, whilst ensuring that all homes have good access to a range of interlinked green infrastructure.

Policy CS7.1 - The City Council will ensure that the city's environment remains one of its key assets, and its importance is recognised and capitalised on by:-

- a) seeking resource efficiency and high environmental standards within developments in the city;
- b) protecting and conserving the city's natural environment;
- c) protecting, preserving and enhancing the built heritage and culture of the city;
- d) protecting local environmental quality

Policy CS7.2 - Those parts of the built environment that make a positive contribution to local character, that establish a distinctive sense of place and which represent the unique qualities of Sunderland will be protected, conserved and enhanced.

Policy CS7.5 - The openness of the countryside around existing built-up areas of the city will be secured by maintaining the broad extent of the Green Belt. The broad extent of the Tyne and Wear Green Belt (except land North of Nissan referred to below) will be maintained to:-

- a) Check the unrestricted sprawl and encourage the regeneration of the built-up area
- b) Assist in safeguarding the city's countryside from further encroachment
- c) Preserve the setting and special character of historic settlements
- d) Prevent the merging of Sunderland with Tyneside, Washington Houghton-le-Spring and Seaham and the merging of Shiney Row and Houghton-le-Spring with Washington, Chester-le-Street and Bournmoor

Land to the north of Nissan will be de-allocated from the Green Belt to accommodate the proposed Strategic Site (CS3.2ii).

A strategic review of the existing Green Belt will be undertaken and inform this Core Strategy where necessary.

Minor boundary amendments will be undertaken as part of the Allocations DPD.

Policy CS7.6 - The City Council will protect, conserve and enhance the varied landscape character within the city and the separate identity of its settlements, through the retention of important open-breaks and wedges between settlements.

Policy CS7.7 - The City Council will:-

- a) Protect, conserve, enhance and review designated ecological and geological sites of international, national and local importance;
- b) Ensure that development does not adversely impact upon existing locally distinctive priority habitats and species and makes the fullest contributions to enhancing their biodiversity, both through on-site measures and by contribution to local biodiversity improvements;
- c) Ensure that development does not adversely impact upon local geodiversity assets.

Policy CS7.8 - The City Council will :-

a) Establish a network of strategic and district Green Infrastructure Corridors comprising linked green spaces. These strategic corridors will connect the city to neighbouring authorities with the:

iii. Green Belt and open countryside west of A19

iv. Northern boundary Green Belt

b) Maintain, protect and enhance the integrity and connectivity of the proposed Green Infrastructure corridors in line with the emerging Green Infrastructure Strategy

c) Protect, conserve and enhance the quality, community value, function and accessibility to the city's green space and wider green infrastructure, especially in areas of deficiency

The maintenance of the broad extent of the Green Belt boundaries is an important factor in directing new development to urban areas. A significant amendment to the Green Belt boundary is proposed to accommodate the Strategic Site to the North of Nissan. The release of this site is vital to secure the ongoing development of the city's economy.

The council seeks to complete an interconnected network of green infrastructure (GI) corridors that enable safe and convenient movement for wildlife, walkers and cyclists. A network of good quality GI can assist the city in meeting several of its spatial objectives by improving land for recreation purposes, improving local access and biodiversity, assist in mitigating against climate change and enable sustainable drainage. A GI Strategy for the city will be developed to support these key objectives.

Chapter 11: Infrastructure/Developer Contribution

CS11 - The City Council will ensure new developments:-

- a) Do not adversely impact on the city's existing infrastructure
- b) Provide appropriate additional physical and social infrastructure where necessary, to serve the needs arising from development.

c) Enhance infrastructure by contributing to services and facilities where necessary, to serve the needs of the development

Contributions that may be required include the following:-

- i. open space and recreation (including leisure and sports facilities)
- ii. strategic green infrastructure and biodiversity enhancement/mitigation
- iii. transport (including footpaths, bridleways, cycleways, highways, public transport, car parks and travel planning)
- iv. community facilities (including meeting halls, youth activities, play facilities, library and information services, cultural facilities and places of worship)
- v. employment, Training and Enterprise and Targeted Recruitment
- vi. education, health and social care and community safety
- vii. enhancement of historic environment
- viii. utilities infrastructure and renewable energy
- ix. emergency and essential services
- x. environmental improvements
- xi. drainage/flood prevention and protection
- xii. waste recycling facilities
- xiii. public art and heritage

Development Management Policies

Policy DM2.1 - Development proposals for the Strategic Sites must be supported by either a masterplan or development framework, which includes a delivery strategy. Development

Proposals must:-

- a) provide the appropriate level of physical, social, health, green and transport infrastructure necessary, to achieve a sustainable development and create a sense of 'place'; and
- b) have regard to all policies within this document

c) demonstrate through the use of detailed drawings and a written statement how they have successfully addressed the elements of the site and its surroundings, including:-

- i. urban form, such as building lines, frontages, plot sizes and patterns, building heights, storey heights and massing
- ii. architectural quality, such as colour, type, source and texture of detailing and materials used
- iii. natural features, such as topography, trees, boundary treatments, planting and biodiversity
- iv. visual context, such as location and scale of landmarks, strategic and local and other site specific views

Policy DM7.8 - Development affecting a listed building will be required to conserve its integrity and special interest, having particular regard to the protection and restoration of its historic fabric, features and plan form, its boundary enclosures, setting and views of it, its group value and contribution to local character.

Applications for proposals affecting the setting of a listed building will be required, where appropriate to be supported by technical and illustrative material that enables the impact of the proposal to be properly assessed.

The City Council will support development proposals that secure in a sensitive manner the future and return to beneficial use of listed buildings at risk. Priority will be given to the re-use of listed buildings in development schemes.

The demolition of listed buildings will only be considered in exceptional circumstances. Any proposal to demolish a listed building will be required to be supported by a feasibility study that has robustly explored all options to conserve the building, satisfies the requirements of paragraph 133 of the NPPF, and clearly justifies the case for demolition. Consent for demolition will not be given until redevelopment proposals have also been agreed and a programme of recording of the listed building has been initiated.

Policy DM7.15 - Proposals for development in the Green Belt should accord with Chapter 9 of the NPPF 'Protecting Green Belt Land'.

The council will impose strict controls, in accordance with the NPPF, on the nature and form of development within the Green Belt. The construction of most types of new building in the Green Belt is inappropriate development, and will be resisted, in order to protect the Green Belt's purpose and character, unless there are 'very special' circumstances which outweigh the harm to the Green Belt. The 'very special' circumstances required to justify inappropriate development will not be considered to exist unless the harm (by reason of inappropriateness and any other harm) is clearly outweighed by other considerations. Proposals for development within the Green Belt will be considered against the relevant provisions within the NPPF and policy DM7.18.

Policy DM7.17 – When considering development proposals or change of use which would result in the irreversible loss of agricultural land consideration will be given to:-

- a) the quality of the agriculture land being considered, preference being for the use of poorer quality land (Grades 3b-5)
- b) Positive sustainability factors (including any reduction in the need to travel)
- c) The effect on farm size, structure and viability
- d) The recommendations of the Department of the Environment and Rural Affairs and other relevant bodies
- e) the feasibility of restoration to an equivalent grade of agricultural land

Where the above can not be adequately satisfied planning permission will not normally be granted.

Policy DM7.18 - Development proposals in the countryside will require special justification for planning permission to be granted. Proposals should be necessary for the efficient operation of agriculture, horticulture, forestry and other rural businesses.

All development should be well designed, in keeping and in scale with its location, and sensitive to the character of the countryside and local distinctiveness.

Policy DM7.19 - Development proposals in areas of high landscape value, or where it is considered necessary by the City Council, will be required to include landscaping schemes which retain or enhance existing landscape features or offer appropriate mitigation measures for loss of landscape features to reflect local landscape character.

Policy DM7.20 - New proposals should retain all trees, woodlands and hedgerows of amenity and wildlife value. Consideration must be given to both individual merit as well as general contribution to amenity and their interaction as part of a group within the broader landscape setting. Where trees, woodlands and hedgerows cannot be retained, justification, mitigation and compensation measures should be outlined in a planning statement. There should be an emphasis on native species in rural, urban fringe and semi natural areas. Urban areas may include a combination of native and non-native species with the aim of promoting increased bio-diversity.

Where on-site compensation cannot be provided, a financial contribution of the full cost of appropriate replacement and successful establishment will be required.

Development near trees must be carried out to the relevant British Standards currently BS 5837.

Housing development schemes that include the planting of new trees must follow the recommendations of the National House Building Council's Practice.

No new developments are to be positioned where they will be excessively dominated by or be solely under the crown of protected trees.

An arboricultural report must be undertaken by a qualified person and be submitted as part of any proposal which impacts upon trees.

The Council will seek the retention and protection of trees which are subject to Tree Preservation Orders (TPOs) and those trees within Conservation Areas which make a valuable contribution to its character and appearance.

Applications proposing the felling of TPO trees and/or trees within Conservation Areas must be accompanied by supporting justification and will be considered on their own merits with regard to their amenity value and contribution to the character of an area.

Applications proposing the felling of TPO trees must also include details of a suitable scheme of re-planting to replace the removed trees.

Policy DM7.21 - Development proposals adjacent to a designated site (including its buffer zone) will contribute to its long term positive conservation management as agreed in writing with the City Council.

Development and land use changes that are considered to have an unacceptable adverse effect on priority habitats or species, or would cause fragmentation of wildlife corridors, including stepping stones, and do not include appropriate mitigation measures will not be considered favourably.

Developments are required to implement measures in agreement with the City Council that protect and aid the recovery of priority species populations.

Where development results in significant harm to biodiversity an alternative habitat will need to be provided to sustain or enhance current populations and facilitate the survival of an individual or group of species. Failure to do this will render proposals unacceptable.

Policy DM7.22 – Development proposals must protect, enhance and support multifunctional Green Infrastructure through the following means:-

- i. Removing corridor gaps and reducing areas of corridor weakness
- ii. Supporting the management of existing wildlife corridors and Green Infrastructure networks
- iii. Reconnecting fragile habitats that are susceptible to fragmentation by intensive land use, transport routes or urban development
- iv. Applying climate change mitigation and adaptation measures
- v. Developing walking and cycling routes through the corridors, and
- vi. Supporting the development and enhancement of formal and natural greenspace provision and supporting local landscape character.

The provision and design of Green Infrastructure must be compatible with the habitats and/or species for which a site has been designated or it is desirable to retain or promote across a given area.

Where Green Infrastructure is to be implemented as part of a development proposal, a long term maintenance/management plan will be required to ensure the long term durability of the Green Infrastructure.

Policy DM 11 - Where appropriate, the provision of new infrastructure will be required to be provided on site. Where this is not possible, the applicant will be expected to provide infrastructure off-site but within close proximity to the proposed development site.

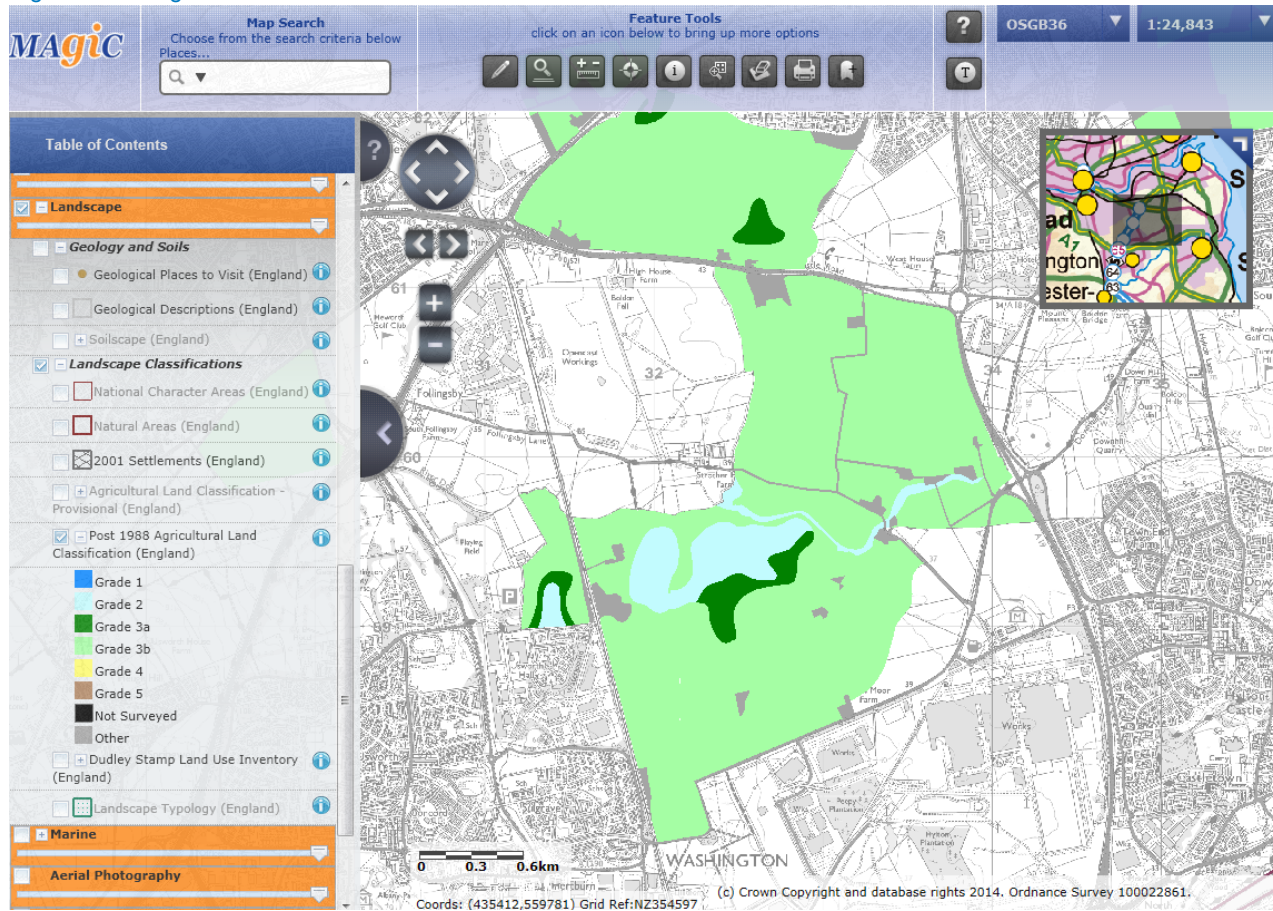
In instances where neither on-site nor off-site provision is appropriate the developer will be required to submit robust justification demonstrating why. In this instance a commuted payment is likely to be sought.

In determining the nature and scale of any planning obligation, specific site conditions and other material considerations including viability will be taken into account.

Where necessary the applicant will be required to provide detailed information on how and when the infrastructure will be implemented and once implemented how the infrastructure will be maintained and managed in its longevity.

Appendix D. Agricultural Land Map

Figure D.1: Agricultural Land



Source: <http://www.magic.gov.uk> accessed 16/06/14

Appendix E. Road Network

- E.1 Highways Agency Testos Roundabout Improvement Preferred route announcement (7 Pages)**
- E.2 Adopted Highways MMD-319684-C-DR-00-XX-0004 A (1 Page)**

Testos Roundabout Improvement **A19**

Preferred route announcement



Introduction

During 2009, the Highways Agency held a public consultation exercise to seek the views of local residents, businesses and other key stakeholders on our proposals to improve the A19/A184 junction. However the proposals were then suspended due to a lack of funding.

In the autumn statement 2013 the Minister included the A19 Testos as a potential scheme to be developed further and in March 2014 we carried out a targeted exercise to validate the outcome of the 2009 consultation.

This leaflet summarises the consultation results and presents the preferred route, announced by the Secretary of State on 03 June 2014

Scheme objectives

The scheme objectives are to;

- Improve road safety at the junction
- Relieve congestion associated with the roundabout layout
- Minimise the environmental impact of the proposals



Public consultation

The Agency held several public consultation events between March and June 2009. We held 6 exhibitions and distributed in excess of 26,000 leaflets containing a questionnaire to residents and businesses in the local area.

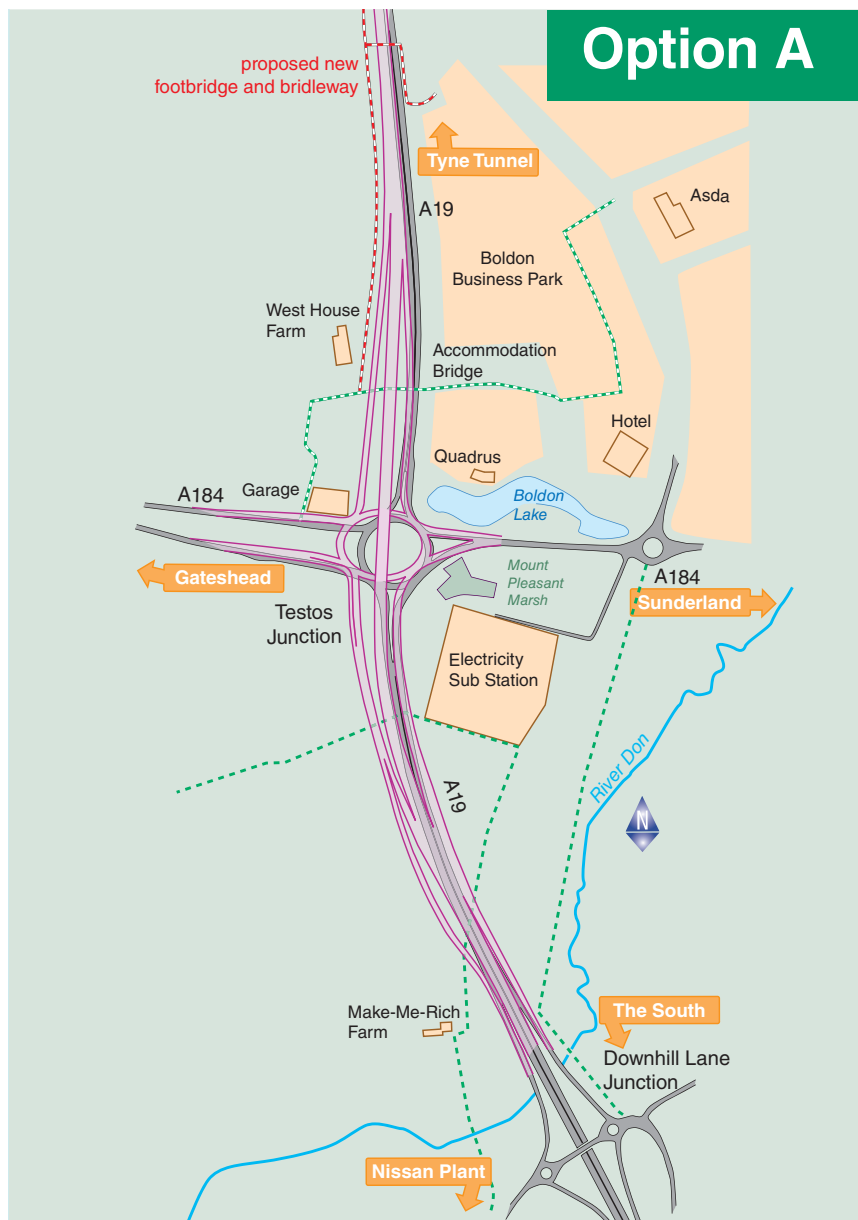
We also sought the views of other key stakeholder groups, including local councils, environmental groups and non-motorised user groups.

Three options were presented to the public

Preferred option – Option A

The preferred option is an improvement scheme following the existing A19. It involves raising the A19 carriageway above the existing ground level on an embankment and carrying it over the existing roundabout, slightly to the west, via two bridges.

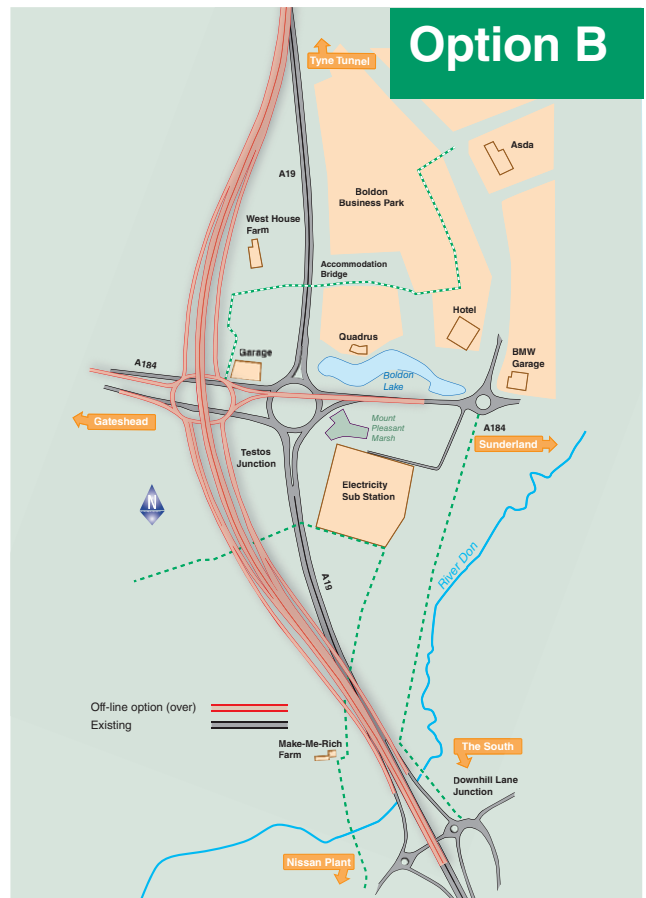
New connector roads are required between Testos Junction and the next junction to the south, at Downhill Lane, because of the short distance between them.



Recommended options

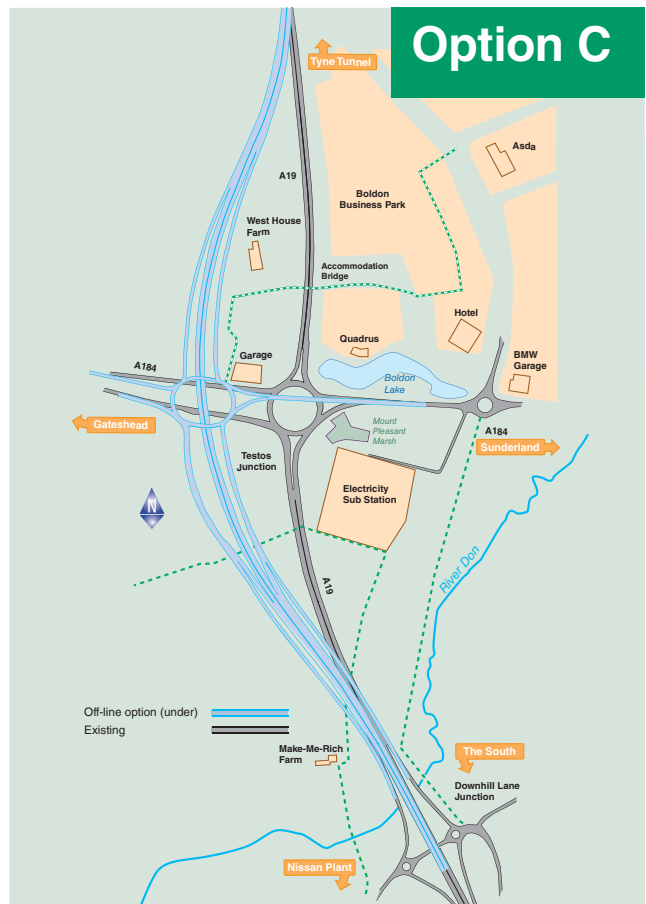
Option B

Option B is a similar layout to option A with the roundabout located approximately 300m west of the existing one.



Option C

Option C also locates the roundabout approximately 300m west of the existing one, but has the A19 passing beneath a raised roundabout.



Responses to the public consultation

A total of 393 people attended the public consultation exhibitions held in 2009. We received 885 completed questionnaires during the consultation period. From the consultation 85% of respondents believed that there was a need to improve the junction and 66% were very comfortable with the preferred option.



Validation exercise

In February 2014 we issued letters and information leaflets to key stakeholders, including Sunderland, Gateshead and South Tyneside Councils, Nissan and affected landowners and tenants.

86% of responses were positive and we consider that this validates the results of the 2009 public consultation.

Decision of the Secretary of State for Transport

The Secretary of State for Transport has considered the views expressed by the public and agrees that Option A should be the preferred route, confirming that the improvements to the Testos Junction should be;

- an improvement scheme at the current junction
- raising the existing A19 carriageway using an embankment and two bridge structures to carry it above the existing roundabout
- providing access to Downhill Lane using two parallel link roads connecting to the south facing slip roads

What happens next

Option A will be designated as the preferred route for upgrading the A19/A184 Testos Junction.

The preferred route announcement will allow the land in the vicinity of the scheme to be protected from development.

The scheme is considered to be a nationally significant infrastructure project (NSIP) and will, therefore, be considered by the Planning Inspectorate.

Further public and stakeholder consultation will be completed to aid the design of the preferred route in more detail to identify the land that will need to be acquired to construct the scheme. Scheme development will involve the design of the new layout, drainage requirements, pedestrian, cyclist and equestrian access and appropriate environmental mitigation measures.

Once this consultation and preferred route development work has been completed, the Planning Inspectorate procedure requires the preparation and publication of a draft development consent order and draft environmental statement. A further round of consultation will then take place on these published documents.

This consultation will give the public and key stakeholders a further opportunity to consider and comment on the more detailed proposals. The Planning Inspectorate will then consider all comments before coming to a final decision.

It is hoped that subject to successful approval by the Planning Inspectorate, and the availability of funding, construction work on the scheme could commence in the latter part of 2016/17 financial year.

Further Information

Copies of the plan showing the preferred route will be given to the Local Authority for planning and development purposes.

We have also prepared a report which summarises the responses to the Public Consultation.

Further scheme details and the above report can be found on the highways agency website at:

<http://www.highways.gov.uk/roads/road-projects/A19-Testos-Junction-Improvements>

Scheme email address

a19testosjunctionimprovements@highways.gsi.gov.uk

If you need help using this or any other Highways Agency information, please call **0300 123 5000** and we will assist you.

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

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or email psi@nationalarchives.gsi.gov.uk.

This document is also available on our website at www.highways.gov.uk

If you have any enquiries about this publication email

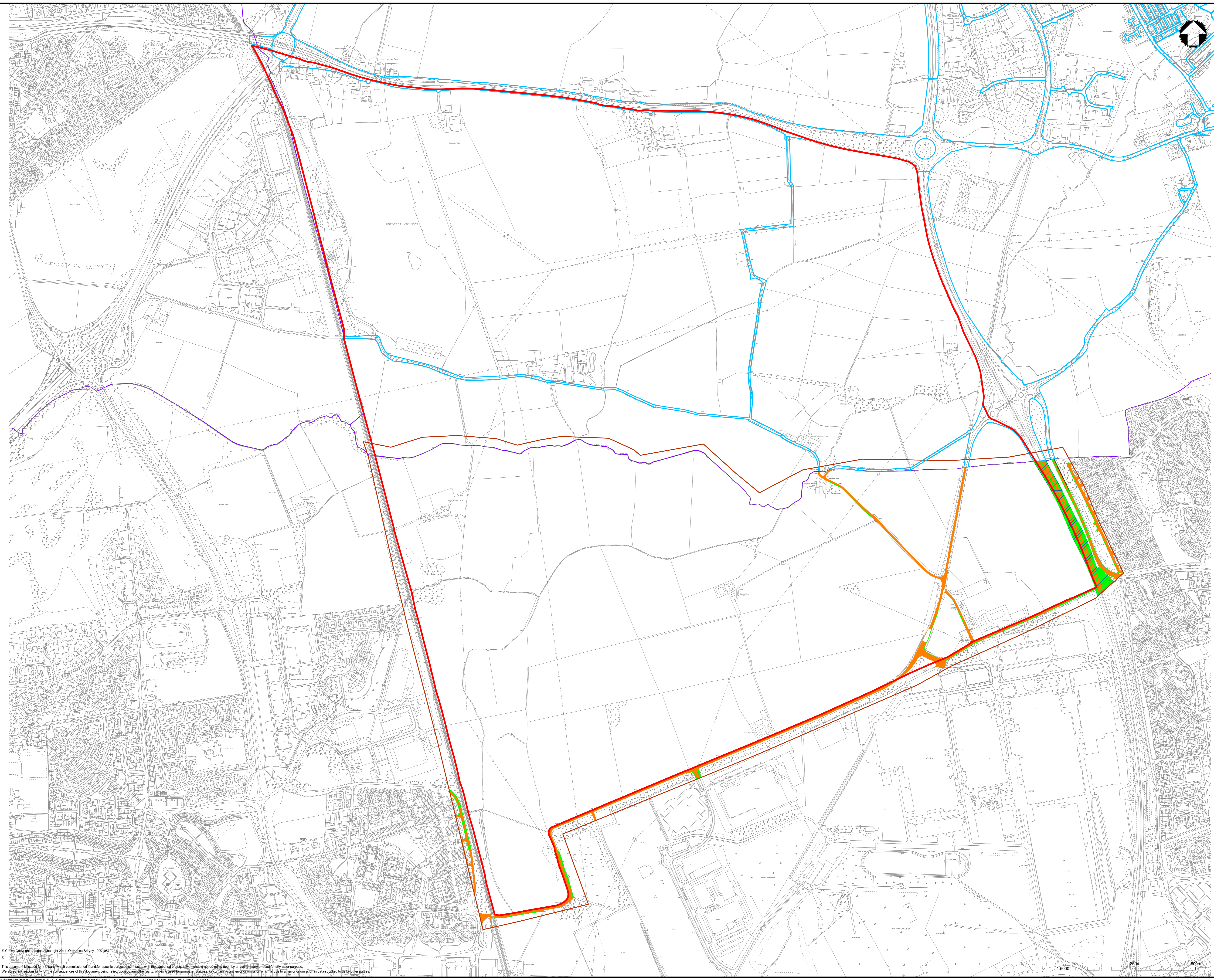
ha_info@highways.gsi.gov.uk or call **0300 123 5000***.

Please quote the Highways Agency publications code **PR16/14**

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Notes


1. Limits of Adoption have been provided by South Tyneside County and Sunderland City Councils, June 2014. No information has been provided by Gateshead Council.

Key to symbols

- Site Boundary
- South Tyneside Limit of Adoption
- Adopted Highway
- Sunderland Council Limit of Adoption
- Adopted Highway
- Adopted Highway Verge
- Design Build Finance and Operate
- Extent of Adopted Highways Information Provided by Sunderland City Council
- County Boundaries

Reference drawings

Rev	Date	Drawn	Description	Ch'g'd	App'd
P1	04.07.14	SW	Preliminary Issue	NW	SL



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www.mottmac.com



South Tyneside Council

Title

**International Advanced Manufacturing Park
Engineering Assessment Report
Existing Limit of Adopted Highways**

Designed	N Watson	N Watson	Eng check		
Drawn	S Weston	S Weston	Coordination		
Dwg check	N Watson	N Watson	Approved	S Longshaw	S Longshaw
Scale at A0	Status	Rev	Security		
1:5000	PRE	P1	STD		
Drawing Number	MMD-319684-C-DR-00-XX-0004				

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MMD-319684-C-DR-00-XX-0004.dwg Jul 4, 2014 4:16PM
w223595

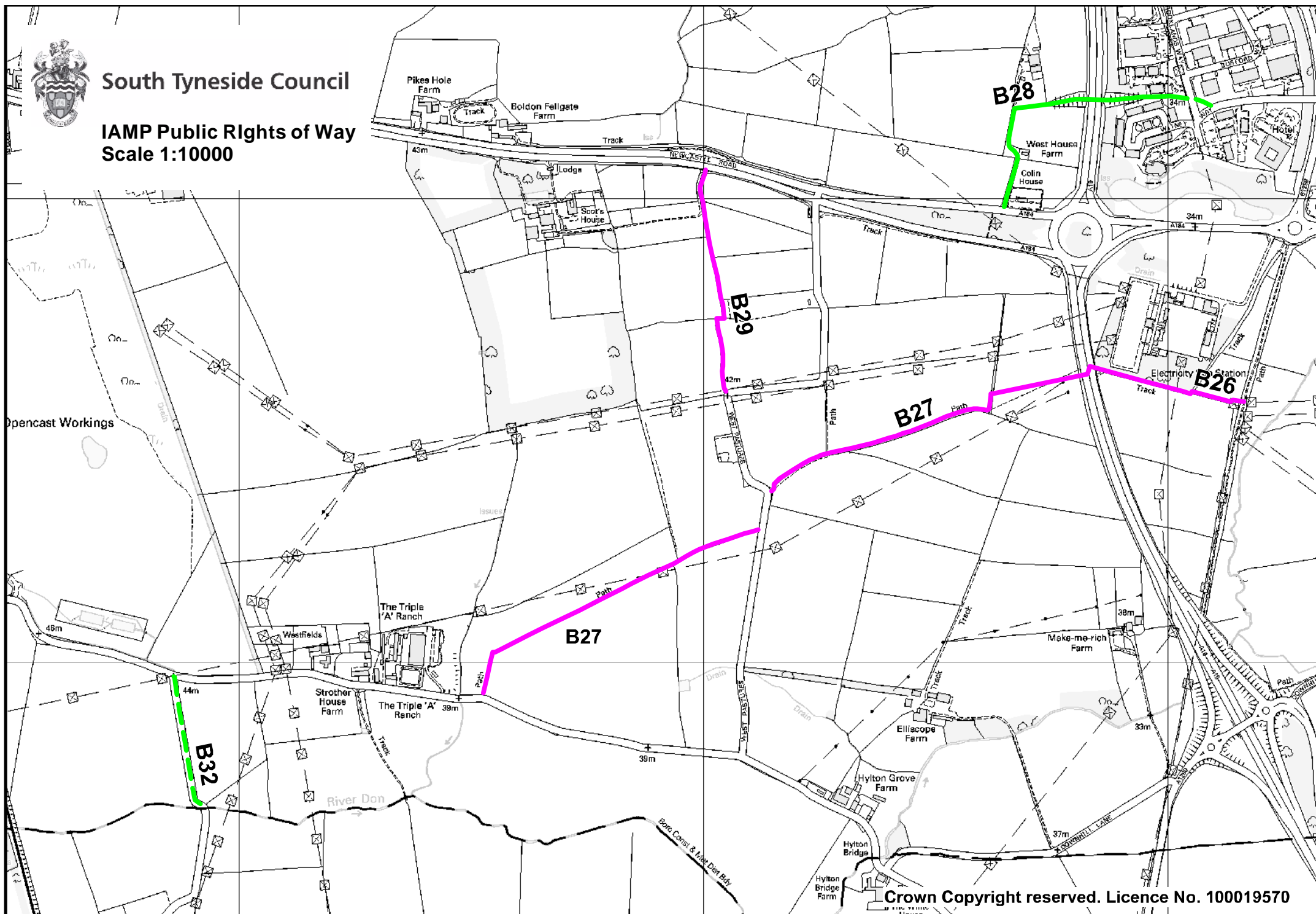
Appendix F. Public Rights of Way

- F.1 South Tyneside Council IAMP Public Rights of Way Map (1 Page)**
- F.2 South Tyneside Council Revised Definitive Map and Statement of Public Rights of Way (4 Pages)**
- F.3 South Tyneside Council Public Path Extinguishment Order – Byway B26 (5 pages)**
- F.4 Sunderland City Council IAMP Highway Status, Drawing 08/ED/4615 (1 Page)**
- F.5 Sunderland City Council Order for Extinguishment of Public Rights of Way – Washington (3 Pages)**
- F.6 South Tyneside Council Site Specific Allocations Development Planning Document – Proposals Map (1 Page)**



South Tyneside Council

IAMP Public Rights of Way
Scale 1:10000



**Revised Definitive Map & Statement of Public Rights of Way
Prepared by the Borough of South Tyneside
under the Wildlife and Countryside Act 1981 relating to**

(former) Urban District of Boldon

DEFINITIVE STATEMENT

Relevant Date: 1st August 2012

Hereby Certified as the Revised Definitive Map & Statement of Public Rights of Way
Prepared by the Borough of South Tyneside under the Wildlife and Countryside Act 1981
relating to (former) Urban District of Boldon

THE COMMON SEAL of The Council of)

the Borough of South Tyneside was hereunto)

affixed this 13th day of September 2012)

in the presence of:)

.....
Mayor E. Leek

No. in Seal Register:



Revised Definitive Map & Statement of Public Rights of Way
Prepared by the Borough of South Tyneside under the Wildlife and Countryside Act
1981 relating to (former) Urban District of Boldon

DEFINITIVE STATEMENT

Relevant Date: 1st August 2012

Area: Boldon
Status: Footpath **Path No:** B27

Name of Path:

OS Sheet:

Starting Point: 430 yards south of starting point of footpath No. 26

Description: Westwards through fields to West Pastures Road and then south west through fields to Strother House Lane 265 yards east of Strother House

Ultimate Destination: Strother House Lane

Width:

Construction: Earthen

Notes

(The following information does not form part of the Definitive Statement)

Marked on Rights of Way Act 1932 Map
Repairable at public expense

Details of Features ...1) Wooden stile at starting point 2) Wooden stile into first field 3) Wooden stile (obstructed) and hurdles into second field 4) Low rails into third field 5) Gap in fence into West Pastures Road 6) Wooden stile into first field from west side of West Pastures Road 7) Gap in hedge into second field west of West Pastures Road 8) Low wooden rails at termination of footpath in Strother House Lane

Revised Definitive Map & Statement of Public Rights of Way
Prepared by the Borough of South Tyneside under the Wildlife and Countryside Act
1981 relating to (former) Urban District of Boldon

DEFINITIVE STATEMENT

Relevant Date: 1st August 2012

Area: Boldon

Status: Footpath **Path No:** B29

Name of Path:

OS Sheet:

Starting Point: Newcastle Road 300 yards east of Scot's House

Description: Southwards through fields

Ultimate Destination: West Pastures 140 yards north of "West Pastures"

Width:

Construction: Earthen

Notes

(The following information does not form part of the Definitive Statement)

Marked on Rights of Way Act 1932 Map
Repairable by public expense

Details of Features 1) Wooden rails at starting point (ONSTRUCTED BY FIELD GATE NAILED ACROSS OPENING) 2) Gap in fence (OBSTRUCTED BY MEANS OF WOODEN RAILS AND BARBED WIRE) into second field 3) Low wooden rails into third field 4) Wooden stile onto West Pastures Road

**Revised Definitive Map & Statement of Public Rights of Way
Prepared by the Borough of South Tyneside under the Wildlife and Countryside Act
1981 relating to (former) Urban District of Boldon**

DEFINITIVE STATEMENT

Relevant Date: 1st August 2012

Area: Boldon
Status: Restricted Byway **Path No:** B32

Name of Path:

OS Sheet:

Starting Point: Class 3 Road 63 400 yards west of Strother House Farm

Description: Southerly direction then easterly for 35 yards along the Urban District Boundary and crosses the Urban District Boundary by a cart bridge into the Washington Urban District

Ultimate Destination: Urban District Boundary

Width: 3 metres

Construction: Slag and ash

Notes

(The following information does not form part of the Definitive Statement)

Used by public for many years

Details of Features: Stone built Cart Bridge

**PUBLIC PATH EXTINGUISHMENT ORDER
HIGHWAYS ACT 1980 SECTION 118**

The Council of the Borough of South Tyneside

**Restricted Byway, Boldon No B26
(Testos Substation to Make Me Rich Farm)
Public Path Extinguishment Order 2013**

**PUBLIC PATH EXTINGUISHMENT ORDER
HIGHWAYS ACT 1980 SECTION 118**

The Council of the Borough of South Tyneside

**RESTRICTED BYWAY BOLDON No. B26
(TESTOS SUBSTATION TO MAKE ME RICH FARM)
PUBLIC PATH EXTINGUISHMENT ORDER 2013**

This order is made by South Tyneside Council ('the authority') under section 118 of the Highways Act 1980 because it appears to the authority that the footpath described in paragraph 1 below is not needed for public use.

BY THIS ORDER

1. The public right of way over the land situated from Abingdon Way / Newcastle Road roundabout to Downhill Lane, West Boldon, Tyne and Wear and shown by a continuous bold line on the map attached to this order and described in the Schedule to this order shall be extinguished after 28 days from the date of confirmation of The Council of the Borough of South Tyneside, Restricted Byway, Boldon No. B26 (Testos Substation to Make Me Rich Farm) 2013.

SCHEDULE

DESCRIPTION OF SITE OF EXISTING PATH

Section A - B

Restricted byway B26 commencing at Grid Reference NZ 3425, 6090 (Point A) at south of Abingdon Way / Newcastle Road roundabout proceeds in a south westerly direction for approximately 1270 metres passing Make Me Rich Farm to Grid Reference NZ 3399, 5975 (Point B).



South Tyneside Council

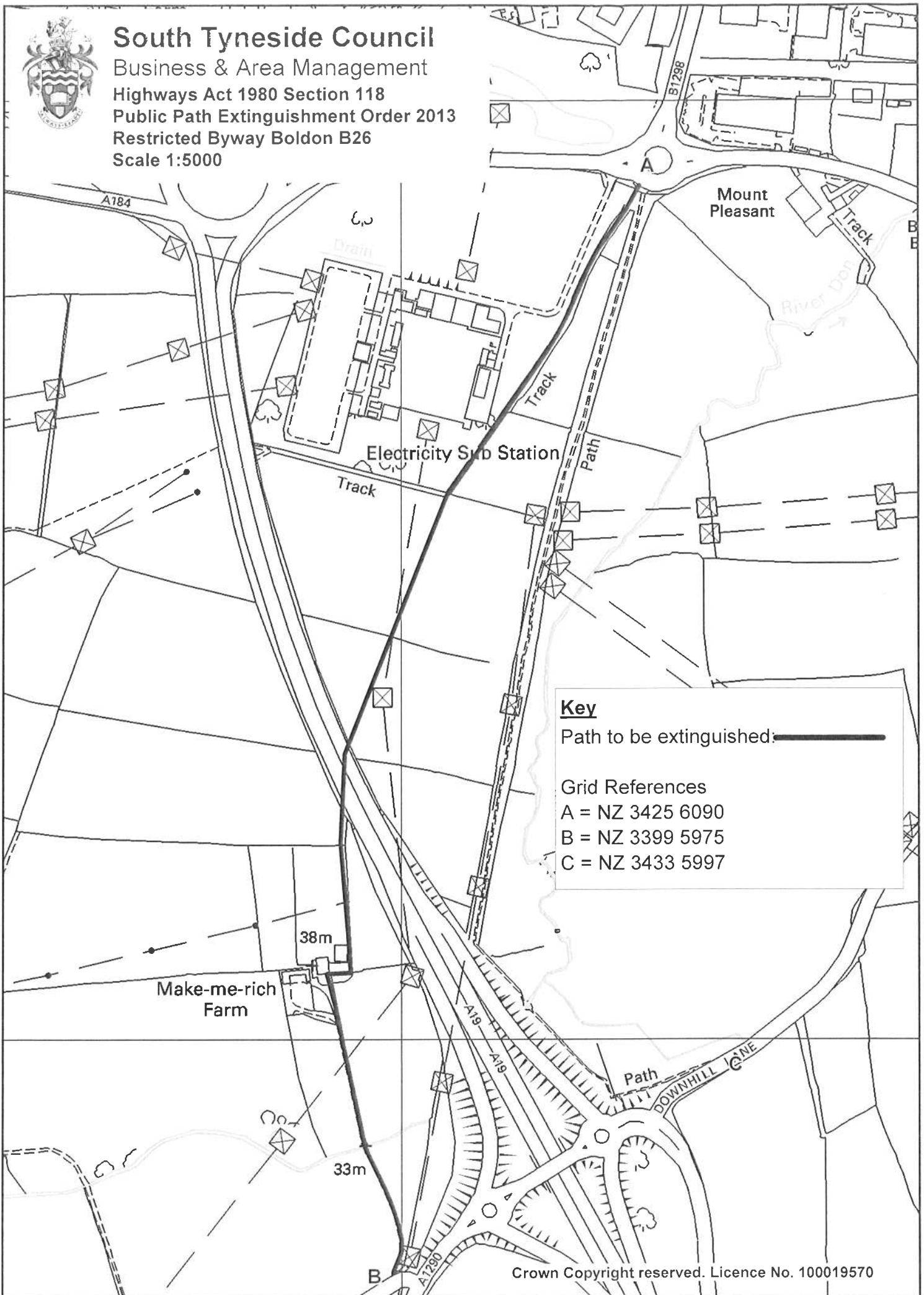
Business & Area Management

Highways Act 1980 Section 118

Public Path Extinguishment Order 2013

Restricted Byway Boldon B26

Scale 1:5000



Key

Path to be extinguished: 

Grid References

A = NZ 3425 6090

B = NZ 3399 5975

C = NZ 3433 5997

THE COMMON SEAL of The Council of)
The Borough of South Tyneside was hereunto)
affixed this 15th day of August 2013)
in the presence of:)



.....
.....

Mayor

.....
.....

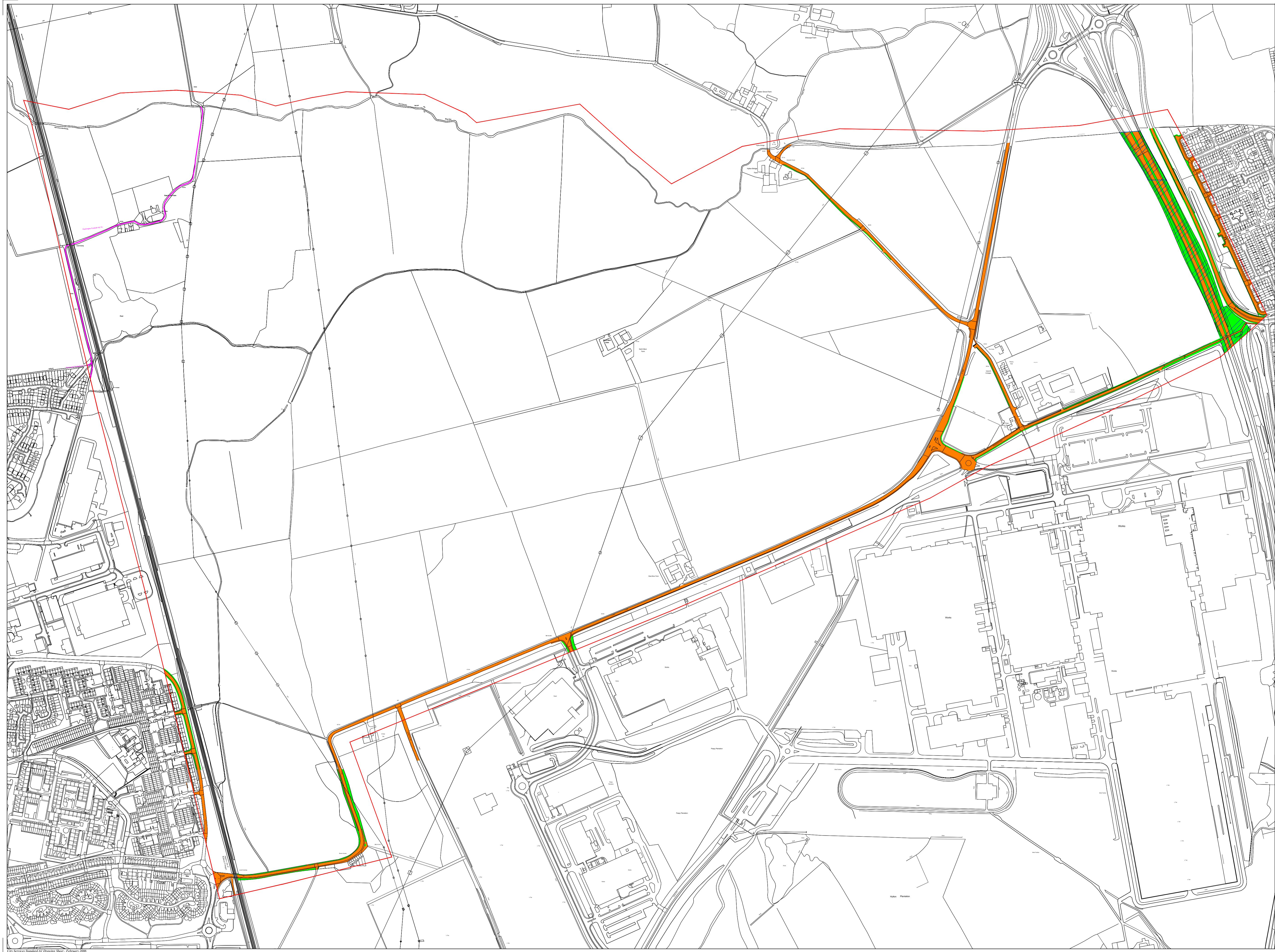
an Authorised Officer

No. in Seal Register:

Confirmed as an unopposed Order

Signed

Date 10th October 2013



- Adopted Highway
- Adopted Highway Verge
- Public Right of Way

This information is provided to indicate the extent of adopted highway and should not be used for any other purpose. Every effort has been made to ensure the information is reliable and accurate. However, Sunderland City Council cannot accept any responsibility for the loss thereof caused by Sunderland City Council.

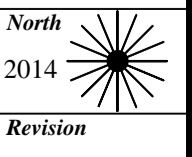
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Office of the Chief Executive
 Streetscene Jack Crawford House
 Commercial Road
 Sunderland SR2 8QR
 Telephone: 0191 520 5555
 Web: www.sunderland.gov.uk

Project	Highway Status
Scheme	IAMP Info Required
Contact	G. Carr
Scale	N.T.S.
Date	May 2014
Drawing No.	08/ED/4615



NO. 17

DOE 6046

(2nd March

1972)

NEW TOWNS ACT 1965

ORDER FOR THE EXTINGUISHMENT OF PUBLIC RIGHTS OF WAY

WASHINGTON DEVELOPMENT CORPORATION

URBAN DISTRICT OF WASHINGTON

WHEREAS (1) by virtue of section 23(1) of the New Towns Act 1965, the Secretary of State for the Environment (hereinafter called "the Secretary of State") may by order extinguish any public right of way over land which has been acquired and is for the time being held by a development corporation for the purposes of the New Towns Act 1965;

(2) the Washington Development Corporation have applied to the Secretary of State for an order extinguishing the public rights of way over the footpaths described in the schedule hereto, in the urban district of Washington, shown coloured red on the map, being rights of way to which the said Act applies;

(3) the Secretary of State has caused a notice to be published in accordance with the provisions of section 23(2) of the said Act, and no objection to the proposals has been made;

NOW THEREFORE the Secretary of State, in exercise of the powers given to him in that behalf, hereby orders as follows:-

1. The public rights of way over the footpaths described in the schedule hereto and shown coloured red on the map shall be extinguished as from the date of this order.

2. The expression "the map" means the map prepared in duplicate signed by an Assistant Secretary in the Department of the Environment and marked "Map referred to in the Urban District of Washington (Washington Development Corporation: Part of Footpath No. 23 and Footpath No. 24) Rights of Way Order 1972", one duplicate of which is deposited and available for inspection at the offices of the Washington Development Corporation and the other at the offices of the Secretary of State.

3. This order may be cited as the Urban District of Washington (Washington Development Corporation: Part of Footpath No 23 and Footpath No 24) Rights of Way Order 1972.

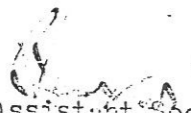
SCHEDULE

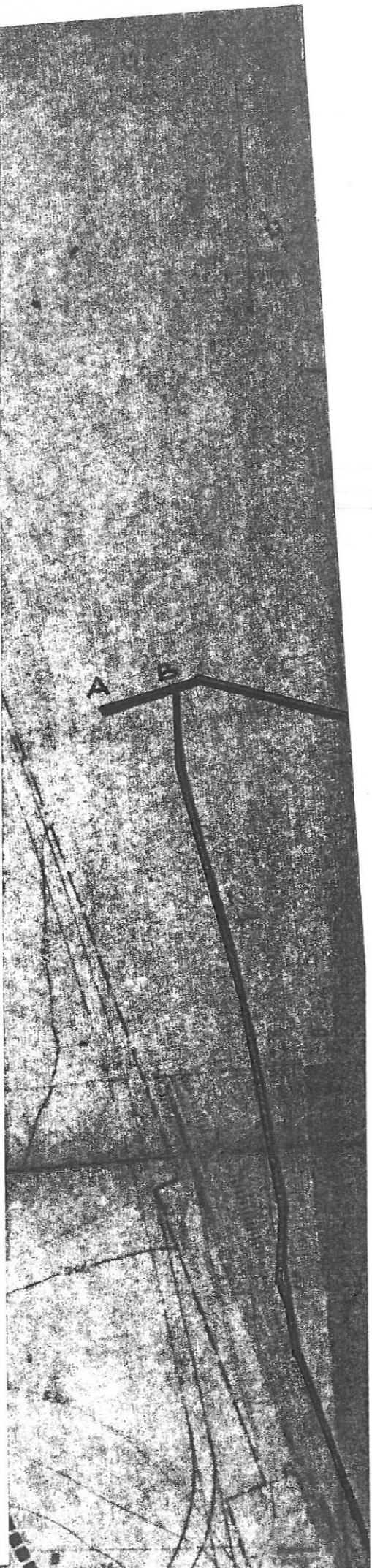
i. That part of footpath No 23 from a point immediately to the east of Jews Crossing on the British Rail Leamside branch line at a point marked 'A' on the map, extending in an easterly and then in a south-easterly direction for a distance of 369 yards to its junction with the Washington to Sunderland road B1289 at a point marked 'C' on the map.

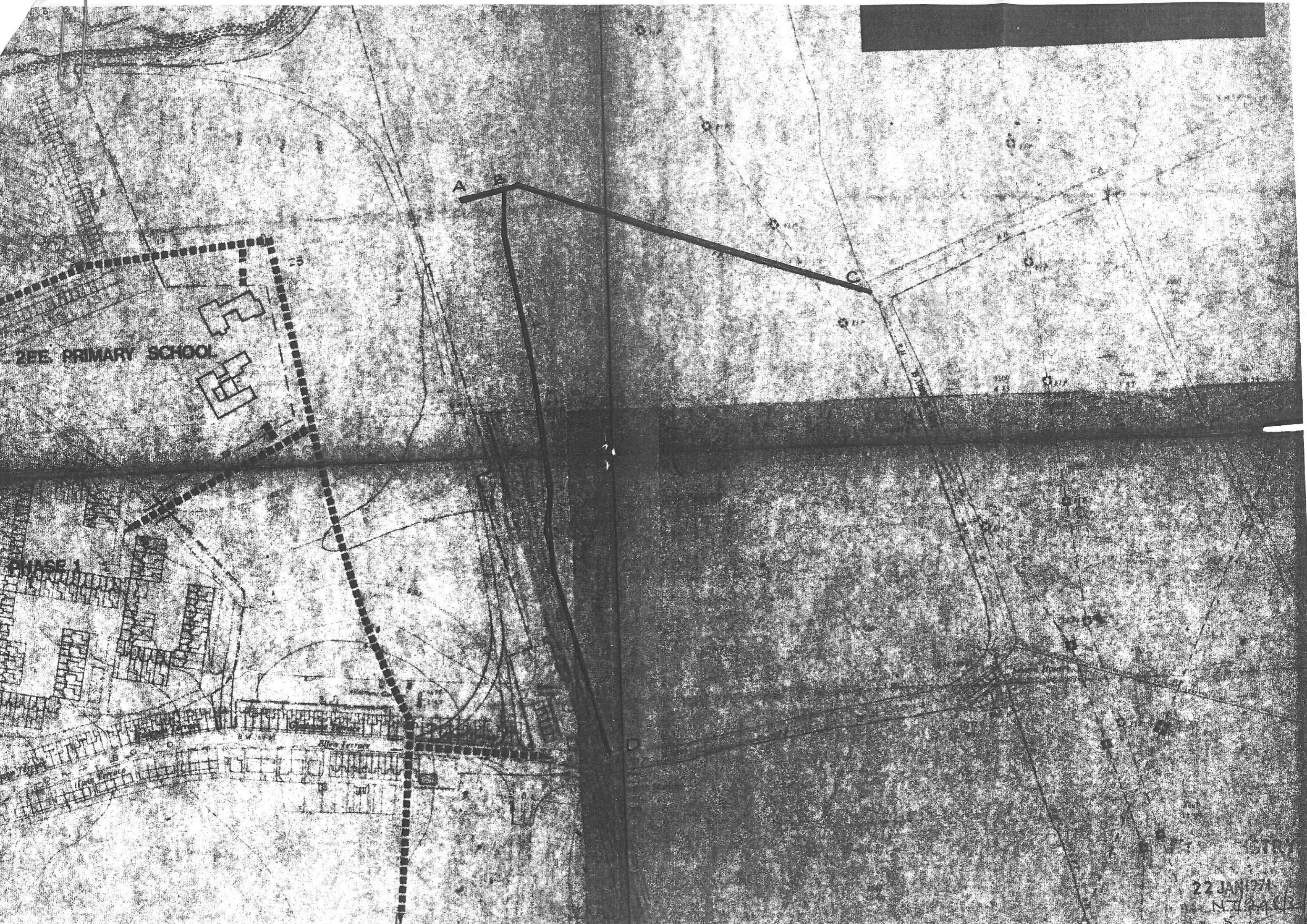
ii. Footpath No. 24 from its junction with footpath No. 23 at a point marked 'B' on the map extending in a southerly direction for a distance of 494 yards to its junction with the aforesaid B1289 road immediately to the east of the Usworth Station level crossing at a point marked 'D' on the map.

Signed by authority of
the Secretary of State

2nd March 1972.


(B TAYLOR)
An Assistant Secretary
in the Department of
the Environment.





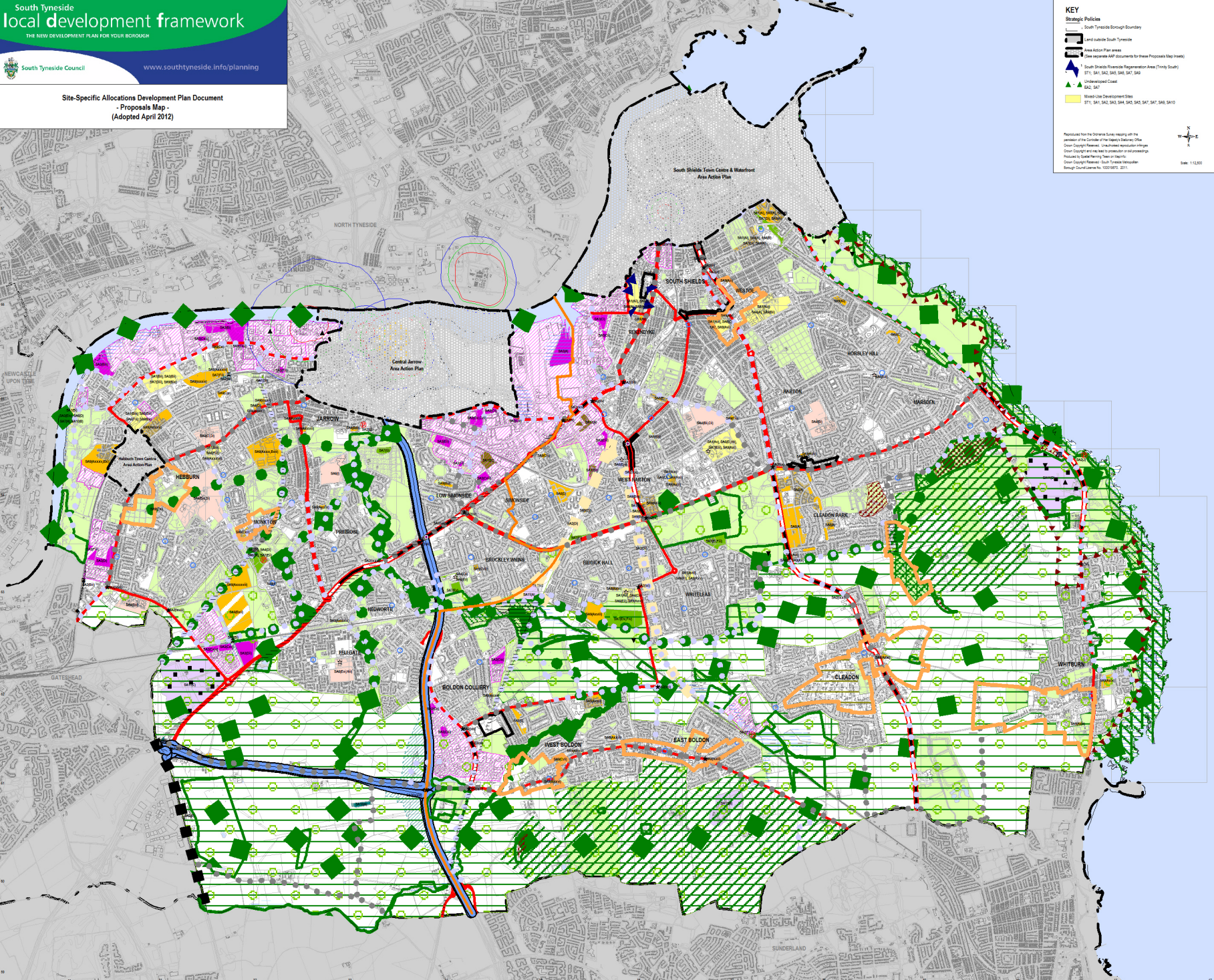
2EE PRIMARY SCHOOL

PHASE 1

Elles Terrace

22 JAN 1971
N. J. 2913

Site-Specific Allocations Development Plan Document
- Proposals Map -
(Adopted April 2012)



KEY Strategic Policies

- South Tyneside Borough Boundary
- Local Plan South Tyneside
- Local Plan North Tyneside
- See separate MAP documents for these Proposals Map sheets
- South Shields Riverside Regeneration Area (Trinity South)
- Underground Cable
- Mixed-Use Development Sites

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Scale: 1:1,000

Improving Accessibility

- Proposed Cycleways SA2
- Proposed Footways/Cycleways SA1, SA2, SA3
- Subsidised for Proposed New Metro Station (with Landlord) SA1, SA2, SA3
- Subsidised Route Option for Possible Metro Line Extension SA2
- Proposed Metro Quaiway (Trinity Shopping Zone) SA2
- Liverpool Railway Line Subsidising SA2
- Link Road Network (A166/A168, A168, A170) SA1, SA2
- Strategic Route Network SA2
- Strategic Junction Improvements SA2
- Strategic Road Improvements SA2
- Landscaping Subsidised for Proposed Tyneside Roundabout Grade Separation A1, SA2
- Car Parking Improvements SA2
- Air Quality Management Area (AQMA) DM1

Delivering Economic Growth and Prosperity

- Economic Development Sites SA2, SA3
- Economic Development Expansion Sites SA3
- Preferential Industrial Areas (PIA) SA1, SA2, SA3
- Heritage or Planning Restrictions SA3, SA11
- HSE COM Development Priority Zone SA2, DM1
- HSE COM Inner Consultation Zone SA2, DM1
- HSE COM Middle Consultation Zone SA2, DM1
- HSE COM Outer Consultation Zone SA2, DM1

Delivering Sustainable Communities

- Shopper-Centred Shopping Centres SA1, SA2, DM2, DM3, SA3, SA4, SA5, SA6, SA7, SA8
- Local Neighbourhood Shopping Centres SA1, SA2, SA3, SA4, SA5
- Market Development Sites SA1, SA2, SA3
- Social, Community and Leisure Facilities SA1, SA2, SA3, SA4, SA5, SA6, SA7, SA8, SA9
- Community Hubs and Local Access Points SA1, SA6, SA7
- Housing Starter Area Boundary SA2, SA3, SA4, SA5
- Housing Improvement Areas SA2, SA3, SA4, SA5
- Housing Sites (Pre-2010) SA2, SA3, SA4, SA5, SA6, SA7, SA8, SA9
- Housing Sites (2010-2020) SA2, SA3, SA4, SA5, SA6, SA7, SA8
- Children's Recreation Provision Areas SA1, SA2, SA3, SA4, SA5, SA6, SA7, SA8, SA9, SA10, SA11
- Play and Traveler Sites SA2, SA3, SA4, SA5, SA6, SA7, SA8, SA9, SA10, SA11
- Strategic Recreational Open Spaces and Playing Fields SA2, SA3, SA4, SA5, SA6, SA7, SA8, SA9, SA10, SA11
- Proposed Recreational Open Spaces and Playing Fields SA1, SA2, SA3, SA4, SA5, SA6, SA7, SA8, SA9, SA10, SA11
- Linked Open Space System (LOSS) SA2, DM1, SA7

Capitalising on our Environmental Assets

- Historic Interest/Heritage - Scheduled Ancient Monument SA1, DM1
- Important Archaeological Sites SA2, DM1
- Conservation Areas SA1, DM1, SA10-10.20
- Green Belt SA1, DM1, DM2, DM3, SA4, SA7, SA10, SA11
- Green North Tyneside (GNT) SA1, DM1, DM2, SA4, SA7, SA10, SA11
- Northumbria Coast European Special Protection Area (SPA) and International Protection Site (IPSI) SA1, SA2, SA3, DM7, DM8
- Dunstan Causeway European Special Area of Conservation (SAC) (Site 1020) SA1, SA2, SA3, DM7, DM8
- Site of Special Scientific Interest (SSSI) SA1, SA2, SA3, DM7, DM8
- Local Wildlife Sites (LWS) SA1, SA2, DM7, DM8
- Local Nature Reserves (LNR) (Site 1015) SA1, SA2, DM7, DM8
- Local Green Spaces (LGS) SA1, SA2, DM7, DM8
- Areas of High Landscape Value or Landscape Significance SA1, DM7, DM8
- Historic Commons SA3, DM7
- Quarry - Minerals Extension DM2, DM3, SA11
- Landfill Site SA2, DM1
- Land Remediation Sites SA1, DM7, DM8
- Waste Control SA12
- Waste Management Transfer Station SA2, DM3, SA12
- Waste Management Sites SA1, SA2, SA12
- Flood Risk Zone 3 - High Probability and Fundamental Floodplain SA2, SA1, SA3, SA9
- Flood Risk Zone 2 - Medium Probability SA1, SA2, SA3, SA9
- Coastal Change Management Area (CCMA) SA2, DM3, DM4, DM5
- Proposed Strategic Flood Management Plan 1 in 100 year erosion zone SA1, SA2, SA3, SA9
- Minerals Safeguarding Area (MSA) - coincides with the borough boundary DM1, DM2, DM3, SA11

Appendix G. Existing Utilities

G.1 Follingsby Lane, South Tyneside and Sunderland Service Search. Ref:31430.

Issued as CD

Appendix H. New Utilities

- H.1 NWL Pre Development Enquiry Response – Water Supply. Dated 02 July 2014
Ref:14NO308CEB (2 Pages)**
- H.2 Northern Gas Land Enquiry Response. Dated 10 June 2014 (2 Pages)**
- H.3 Budget estimate for electricity connection at Proposed Development, West
Baldon, South Tyneside. Enquiry No: ENQ5267053, QUO5251169. Dated 03
July 2014 (5 Pages)**

Ext: 36603
Direct Line: 0191 419 6603
Email: niki.mather@nwl.co.uk
Our Ref: 14NO308CEB
Your Ref:

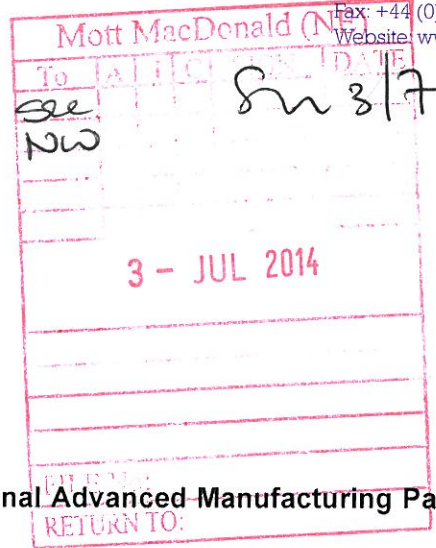
Leat House, Pattinson Road, District 15,
Washington, Tyne & Wear, NE38 8LB, UK
Telephone: +44 (0) 845 604 7468
Fax: +44 (0) 191 419 6768
Website: www.nwl.co.uk

Wednesday, 02 July 2014

Mott MacDonald Ltd
St. Ann's Wharf
112 Quayside
Newcastle upon Tyne
NE1 3DX

Dear Mr. Nick Watson,

Re: Pre-Development Enquiry – International Advanced Manufacturing Park, West Boldon



Further to the Pre-Development Enquiry regarding the above proposed development received at this office 26th June 2014, I am now able to provide the following response.

The following has been based upon the information in your completed application form and accompanying correspondence. Therefore, should any of the information now be different, please ensure that you inform Northumbrian Water Ltd of the changes as further Network Modelling may be required and our response may also change, leading to this response being invalid.

In making our response Northumbrian Water assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control.

Appropriate method statements and risk assessments must be provided to Northumbrian Water to gain approval for any trial hole investigations at least 5 working days in advance of starting any work onsite.

We have also carried out a review of your application and can confirm the following:

Water Network

Northumbrian Water is pleased to inform you that a new water supply can be made available for this proposed development from our existing water mains network and can confirm that there will be no abnormal costs incurred.

Standard Charges for service connections up to 32mm outside diameter (OD), are detailed in our Charges Scheme and are available on our website www.nwl.co.uk. If you do not have access to the internet and require a copy of these charges, then please contact our Customer Services Department on 0845 717 1100. The current standard Water and Sewerage Infrastructure Charges applicable per unit are also detailed in Northumbrian Waters Charges Scheme.

Should you decide to proceed with this development, a fully completed water supply application form (Domestic / Non-Domestic) will be required. These are available to download from our website www.nwl.co.uk. If you do not have access to the internet and require a copy of these charges, then please contact our Customer Services Department on 0845 717 1100.

Please note Northumbrian Water Limited only guarantee a minimum pressure of 15m in respect to potable water for both domestic and non-domestic use. Suitable high level storage should be installed to flats over 2 stories in accordance with the Water Supply (Water Fittings) Regulations 1999.

Water Efficiency Information

Water efficiency information can be found on our website by following the web link below:

http://www.nwl.co.uk/using_water_wisely.pdf

or alternatively, the Environment Agency also provides useful information by following the next web link:

www.environment-agency.gov.uk/subjects/waterres/287169/?version=1&lang=e

Please note that this response is valid for 1 year only and you should resubmit your proposals should this period lapse prior to your development beginning.

This response is not an approval of your sewer connection. Prior to making the connection you must submit a completed application form along with the necessary supporting documents for the connection to be approved. Further details regarding making a new sewer connection along with the relevant application forms can be found on our website at:

<http://www.nwl.co.uk/business/dev-sewerage-services.aspx>.

Should you require any further assistance or information, then please do not hesitate to contact me at niki.mather@nwl.co.uk or alternatively on 0191 419 6603, please quote our reference number above in any future correspondence.

Yours sincerely,



Mr. Niki Mather
Technical Support Advisor
New Development

Watson, Nicholas A

From: Diane Watson <DWatson@northerngas.co.uk>
Sent: 10 June 2014 10:50
To: Watson, Nicholas A
Cc: Graham Davison
Subject: FW: Land enquiry
Attachments: IAMP Enquiry - Gas.pdf

Hi Nick

Further to your enquiry of 5th June 2014, I can advise that it should be possible to supply the proposed site from our Medium Pressure infrastructure, without the need for reinforcement, based on the information you have provided.

Please note, this response is on a best endeavors basis and does not guarantee the availability of gas.

If you require any further assistance please do not hesitate to contact us.

Regards
Diane

Diane Watson | Network Support Officer
Northern Gas Networks

Direct Line: 0113 3970038
Website: dwatson@northerngas.co.uk

From: Graham Davison
Sent: 06 June 2014 09:33
To: Diane Watson
Subject: Land enquiry

Hi Diane.

As discussed.

Rough cords are 433757,559304

Thank you

Graham Davison | I&C Customer Design
Northern Gas Networks

Direct line: 0845 901 2454
Website: www.northerngasnetworks.co.uk

Registered Head office: Northern Gas Networks, 1100 Century Way, Thorpe Park Buisness Park, Colton, LS15 8TU

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The following companies are registered in England and Wales and have their registered office at 1100 Century Way, Thorpe Park Business Park, Colton, Leeds, West Yorkshire. LS15 8TU

Company Name Company Number

Northern Gas Networks Holdings Ltd. 521 3525

Northern Gas Networks Ltd. 516 7070

Northern Gas Networks Finance Plc. 557 5923

Northern Gas Networks Operations Limited company number 352 8783

Name: Craig Carter

Tel: 0845 0702703

Our Ref: ENQ5267053, QUO5251169

Date: 03 July 2014

Mr Watson
Mott Macdonald
St Ann's Wharf 112 Quayside
Newcastle Upon Tyne
NE1 3DX

Dear Mr Watson

Budget estimate for electricity connection at Proposed Development, West Boldon, South Tyneside.

Enquiry No: ENQ5267053, QUO5251169

Thank you for your enquiry about this site. As you requested, I am pleased to provide you with a budget estimate for the work we believe we will need to carry out to the Northern Powergrid (Northeast) Limited distribution system to provide an electricity connection to this development.

We calculate our budget estimates by making assumptions about the work we will need to do based on similar work we have carried out in the past. We have not visited the site, analysed the electricity network in the area or carried out any technical studies. Therefore, the budget estimate we have given may differ from the amount in any later quotation.

I hope that this budget estimate is helpful to you. You should read it alongside the attached information which outlines any assumptions we have made and any aspects of the work that are likely to significantly change the charges.

We have used the information you have provided to process your application. We may also pass your details to a market research company who conduct customer satisfaction surveys on our behalf.

We aim to give the best possible service and I hope this information meets your needs. If you have any questions about the information in this letter, please contact me on the above number.

Yours sincerely

A handwritten signature in black ink, appearing to read "Craig Carter".

CRAIG CARTER

Budget estimate for a New electrical connection to the distribution system of Northern Powergrid (Northeast) Limited

Your request

I understand that you need a distribution capacity of **10MVA**. We have based this budget estimate on providing you with this capacity.

Should the full 15MVA distribution capacity be required, then detailed studies will need to be carried out and a new primary substation may need to be established on the site.

Providing the connection

To provide this connection, our initial investigations have shown that we will need to:

- Extend the existing high voltage underground distribution system to a position on the site and install a ground mounted substation. From this substation we will install underground low voltage distribution cables throughout the site and lay underground service cables to mutually acceptable service positions.

When calculating the budget estimate, we have assumed that:-

- we will not need to reinforce the local electricity network or carry out associated works that may be required to provide you with the load you have requested
- sufficient spare capacity exists within the local network
- there is adequate space to accommodate the additional switchgear and terminate the new circuit(s) at Hedworth and West Southwick primary substations
- any substation will be sited next to the public highway with 24 hour, 365 days a year unrestricted vehicular access
- you will carry out all civil works on your site, including the construction of suitable substation accommodation built to our specification
- you grant us a lease, at no cost, for the substation accommodation
- we can obtain wayleaves and any other statutory consents for the cable route. If we need to obtain any wayleaves or consents from any third parties, there will be no charge or conditions imposed upon us
- you will carry out all excavations on site
- we can provide the connection along the most direct and economical route and there are no abnormal ground conditions along that route
- the work will be carried out during normal working hours of 9am to 5pm between Monday and Friday
- there are no disturbing loads, e.g. motors, welders
- your proposals will not affect any street furniture, e.g. street columns, bollards, traffic lights
- your proposals will not affect any existing assets, i.e. site entrance diversions, diversions across the site, substation re-locations

- any generation that you install complies with the associated Engineering Recommendations
- any equipment that you install which produces harmonics complies with the associated Engineering Recommendation
- any equipment you install that is classed as 'disturbing' complies with the associated Engineering Recommendation

The connection budget estimate

Based on the above criteria and assumptions, we estimate that the cost of providing a connection to this site will be in the region of **£2,600,000 plus VAT @ 20.0%**

If you would like a quotation

This letter is not an offer to provide a connection and the above budget estimate is for guidance only. It is not a quotation and you cannot accept it and instruct us to start work.

If you wish to proceed with the provision of this connection and require a quotation, please write to:

Northern Powergrid
Network Connections
Cargo Fleet Lane
Middlesbrough
TS3 8DG

Please send us a completed application form, ensuring you provide the following minimum information. You can find all our application forms on the Northern Powergrid website www.northernpowergrid.com.

- Customer name and address (correspondence address), other contact details and preferred method of contact
- Site address
- Site plan at an appropriate scale to indicate the site boundary, the layout of buildings and roads and where the customer expects a substation(s) to be required, the proposed location of the substation(s). The plan should be free of unnecessary detail and be suitable for use as a background layer for the Distributor proposal drawing.
- Proposed location of each metering point
- Letter of authority where the applicant is acting as an agent of the customer
- Date when the customer requires the connection(s) to be made
- Maximum capacity (kVA) at each metering point to be connected (for domestic premises the Distributor may require a description of the premises and whether electric space and water heating is to be installed)
- Technical details of any electricity generator that is required to operate in parallel with the supply
- Technical details of any customer owned equipment that is likely to cause disturbance to the electricity supply (i.e. large motors, welders etc.)

We will then send you a quotation detailing our charges and terms of contract.

Timescale if you accept a quotation

If you accept a quotation from us, we may need up to **12-18 Months** to provide the connection particularly if difficulties are encountered in obtaining the necessary consents, wayleaves, materials, etc.

Competition in connection

Under competition regulations, other companies may be able to carry out some aspects of this work. If you choose to use another company, you must ensure that they are accredited by 'Lloyds Register' to undertake the work.

Northern Powergrid records

If you need copies of Northern Powergrid mains records you can get these by contacting us using the following contact details:-

Northern Powergrid
Records Information Centre
New York Road
Shiremoor
Newcastle upon Tyne
NE27 0LP

Tel. 0191 2294294 or 0191 2294296

Appendix I. Archaeology

I.1 Northern Archaeological Associates - Historic Environment Desk-Based Assessment Site South Of Newcastle Road (A184) And West Of A19 West Boldon South Tyneside Report Number 14/59

Issued as CD

Appendix J. Landscape

- J.1 Sunderland City Council Email regarding landscape designations. Dated 28 May 2014 (1 Page)**
- J.2 Ecological Data Search Map (includes LWS and Great North Forest Heritage Trail) (1 Page)**
- J.3 Natural England Map of AONB, National Parks and the Broads (1 Page)**
- J.4 Sunderland City Council Email regarding TPOs. Dated 10 June 2014 (1 Page)**

Watson, Nicholas A

Subject: FW: IAMP Info Required [RESTRICATED]

From: Gary Clasper [<mailto:Gary.Clasper@sunderland.gov.uk>]

Sent: 28 May 2014 14:17

To: Sara Dunlop; Andrea King

Cc: John Scott; Vince Taylor; Claire Harrison

Subject: RE: IAMP Info Required [RESTRICATED]

Hi Sara

The information on key planning designations – primarily the adopted UDP – is on our Local Plan website see the interactive UDP at <http://www.sunderland.gov.uk/index.aspx?articleid=1785>

We have no Local or Nationally designated landscape areas.

I have contacted officers elsewhere in the Council for information on TPO's and protected species and hope to get back to you by tomorrow's deadline – if not I will forward the information to Simon directly

Regards

Gary

From: Sara Dunlop [<mailto:Sara.Dunlop@southtyneside.gov.uk>]

Sent: 28 May 2014 11:25

To: Andrea King; Gary Clasper

Cc: John Scott

Subject: FW: IAMP Info Required [RESTRICATED]

This email has been classified as: RESTRICTED

Hi Andrea / Gary

Please see email below from Simon Longshaw of Mott McDonald who is carrying out the Desktop Engineering Study for the IAMP site. John Scott and I met with Simon and his colleague Chris Jolley yesterday for a kick off meeting and I agreed to co-ordinate the relevant information required to carry this out.

Please refer to Simon's list below, please could you forward me the documents and I will collate these to send over to Simon. We need these as soon as possible please, I will be off on Friday so it would be great if I could have these by 4pm tomorrow so that I can send before the weekend please.

Gary, I will be at the IAMP meeting in the morning if it's easier to provide these on CD.

Any problems, please let me know.

Many thanks

Sara

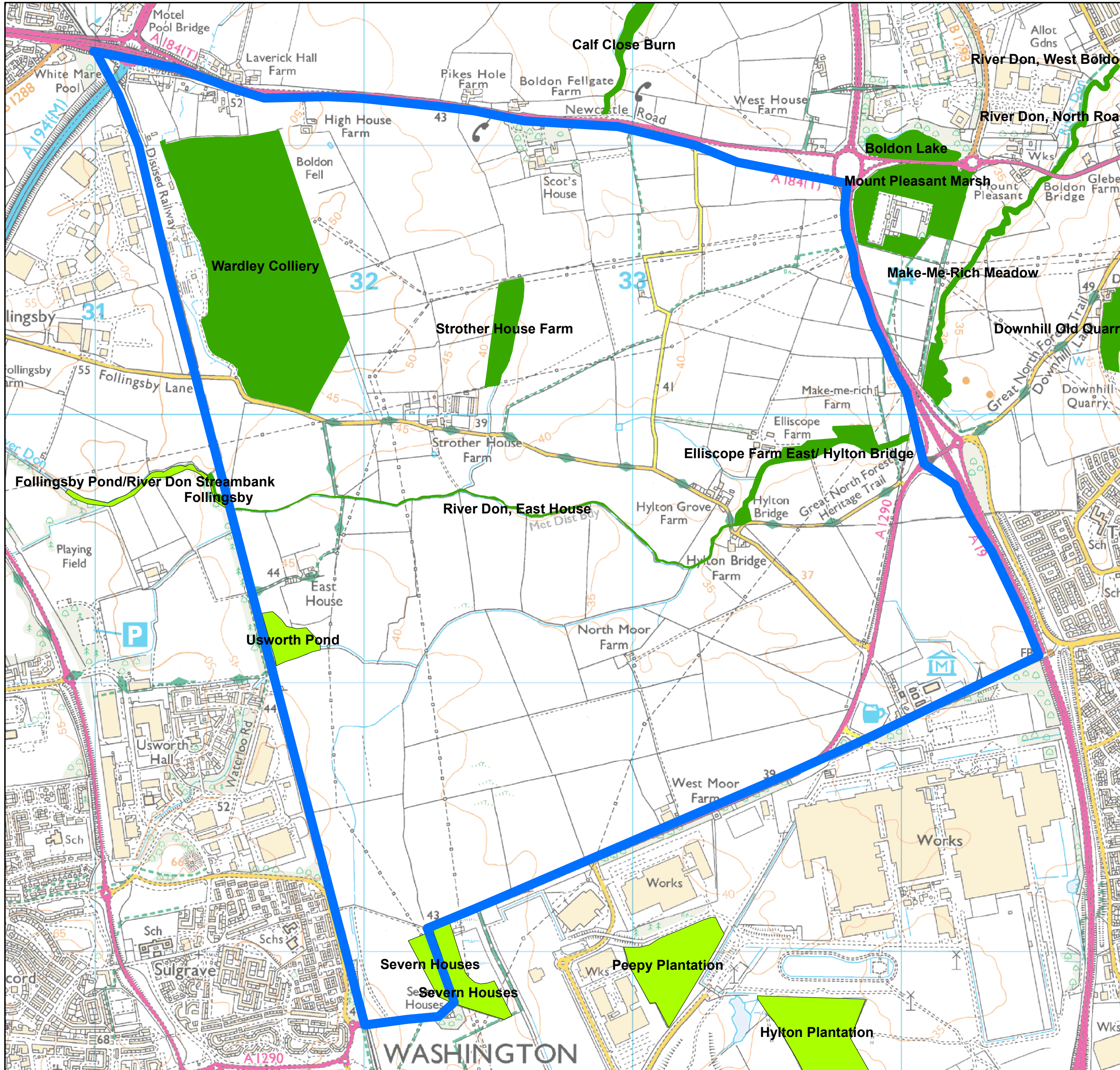
From: Longshaw, Simon T [<mailto:Simon.Longshaw@mottmac.com>]

Sent: 28 May 2014 11:06

To: Sara Dunlop

Cc: Watson, Nicholas A




Subject: IAMP Info Required



ECOLOGICAL DATA SEARCH - STATUTORY & NON STATUTORY SITES

International Advanced Manufacturing Park

**MOTT MACDONALD
PLOT PRODUCED: 3 June 2014**

-  International Advanced Manufacturing Park
-  South Tyneside Local Wildlife Sites
-  Sunderland Local Wildlife Sites

Produced by



**Environmental Records
Information Centre
North East**

**Great North Museum: Hancock
Barras Bridge
Newcastle upon Tyne
Tyne & Wear
NE2 4PT**

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Areas of Outstanding Natural Beauty, National Parks and the Broads



Watson, Nicholas A

From: Gary Clasper <Gary.Clasper@sunderland.gov.uk>
Sent: 10 June 2014 16:47
To: Watson, Nicholas A
Cc: Longshaw, Simon T; Sara.Dunlop@southtyneside.gov.uk; Claire Harrison
Subject: RE: IAMP Info Required [RESTRICTED]

Hi Nick

I've asked Jan Tuthill in the Engineers to supply you with the additional highways information.

With regard to the other items:-

1. I have had a constraints search returned from our Development Control team and this does not highlight any TPO's in the Sunderland portion of IAMP
2. We have no recent bespoke information on agricultural land quality
3. I'll ask Claire Dewson from our Countryside Team if she's aware of the presence of any protected species – we are undertaking a comprehensive ecological survey of this area as part of the suite of evidence documents that are being prepared to support IAMP

Hope this helps

Gary

From: Watson, Nicholas A [mailto:Nicholas.Watson@mottmac.com]
Sent: 09 June 2014 14:46
To: Gary Clasper
Cc: Longshaw, Simon T
Subject: FW: IAMP Info Required [RESTRICTED]

Hi Gary,

Thanks for the information provided so far, the adopted highways / rights of way map looks very useful – please could you provide this in CAD (dwg) format? I noticed the south west corner of the site (in the vicinity of Severn Houses & the A1290) has been omitted from your plan – please could you extend your boundary to include this area (IAMP boundary plan attached for reference).

Also, I'd just like to check if there's been any progress on getting info on the following items?:

1. Tree Preservation Orders
2. Protected species (ERIC NE have been contacted and provided some info, if the Council have any it would still be useful)
3. Agricultural land (again, other info is available – but confirmation from yourselves would be useful)

Thanks again for your help.

Regards,

Nick

From: Gary Clasper [mailto:Gary.Clasper@sunderland.gov.uk]
Sent: 09 June 2014 14:15

Appendix K. Wildlife Information

K.1 IAMP Report – Protected Species Records

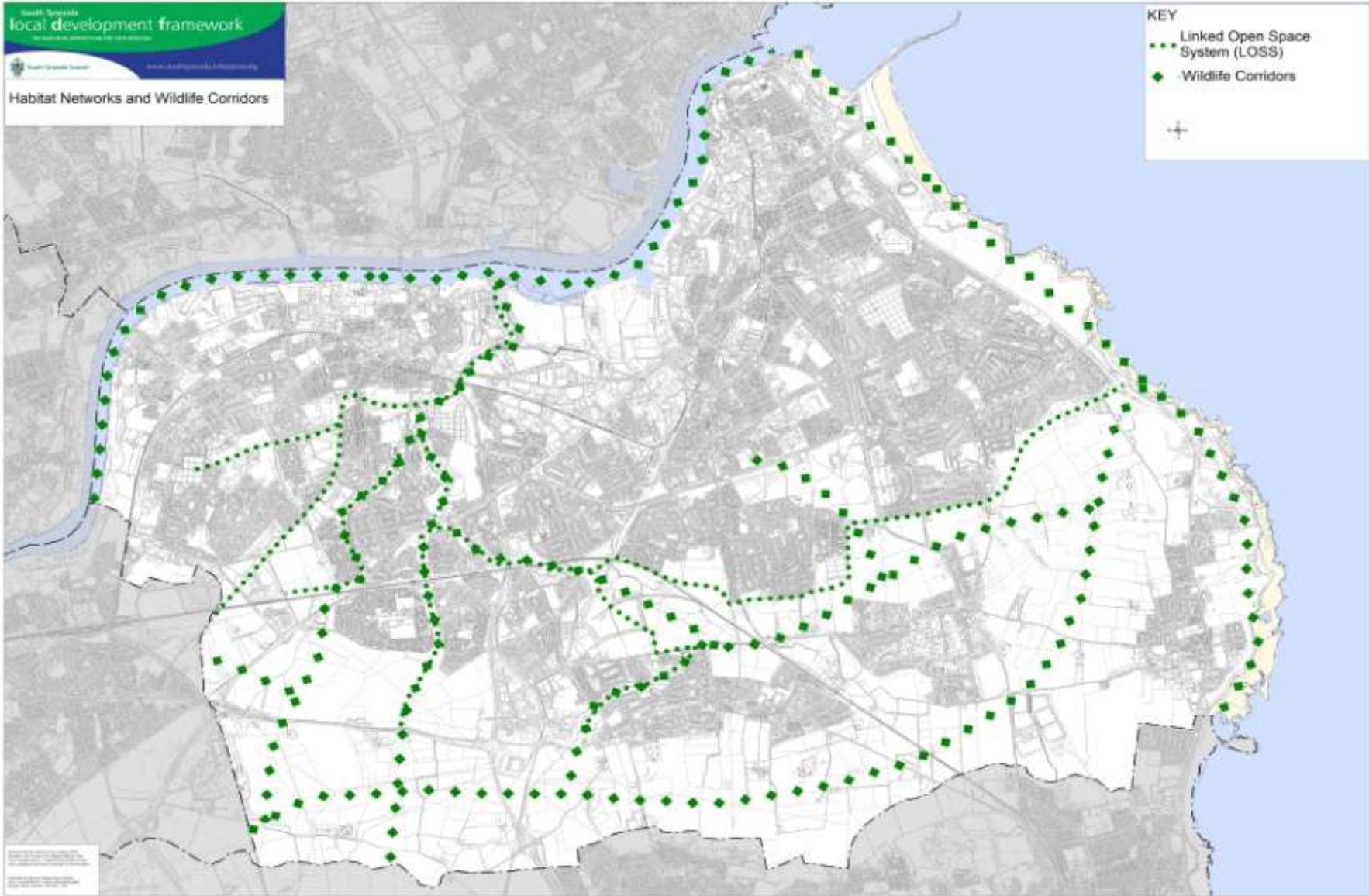
Issued as CD

K.2 South Tyneside Council Habitat Networks and Wildlife Corridors Map (1 Page)








K.3 Sunderland City Council UDP Map (1 Page)

K.4 South Tyneside Council Local Wildlife Sites and Local Geodiversity Sites extracts (12 Pages)

Figure 10.2 Primary Habitat Networks and Wildlife Corridors







Economic Development

-  Areas to be Retained and Improved
EC2/4/9/15, S13, B1
-  New Sites
EC2/6
-  Improvements to Commercial Buildings
EC4, B1
-  Sites for Mixed Use
EC5/9, S13
-  Development Sites
EC2/5/9
-  Tourism
EC8
-  Enterprise Zones
EC10

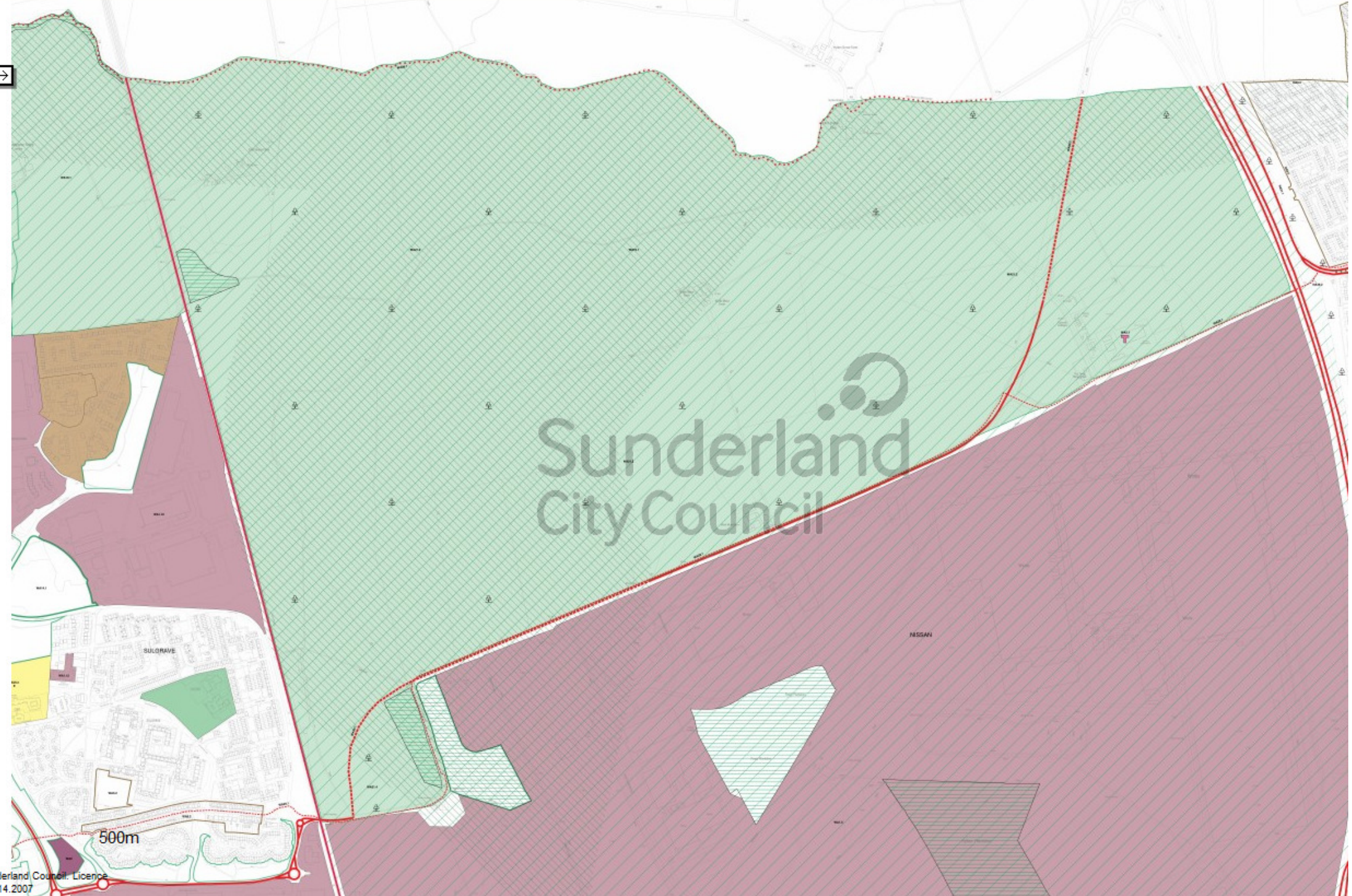
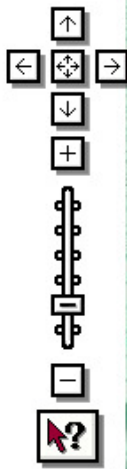
Countryside and Nature Conservation

-  Green Belt
CN2/3/4/5
-  Employment Uses in the Green Belt
CN3
-  Important Settlement Breaks and Green Wedges
CN6
-  Important Panoramic Views
CN13/14
-  Great North Forest
CN15
-  Trees/Woodland
CN16, B1
-  Sites of Special Scientific Interest
CN20
-  Local Nature Reserves
CN21
-  Sites of Nature Conservation Importance
CN21
-  Wildlife Corridors
CN23

Minerals and Waste Disposal

-  Mineral Workings and Restoration
M1/9
-  Safeguarded Mineral Resources
M3
-  Eastern Limit of Shallow Coalfield Area
M5
-  Waste Treatment/Waste Disposal
M12/13/20

- LINKS
- KEY
- HELP
- POLICY INFO
- SEARCH
- WRITTEN STATEMENT



Development Management Policies DM7
Local Wildlife Sites – Protected Area with
Amended Boundary

Site reference number: ST39
OS grid reference: NZ334596
Approximate size: 3.5 hectares

Durham Biodiversity Action Plan priority
habitats present

- a) River,
- b) Broadleaf woodland,
- c) Scrub.

Selection criteria
Sites qualify as a Local Wildlife Site if they contain
significant areas of one or more priority habitats as
defined in the Durham Biodiversity Action Plan.

Public access
There is no public access, but the site can be
partially overlooked from the road at Hylton
Bridge.

14) Elliscope Farm East/ Hylton Bridge

The site consists of two small woodlands and the linking section of the River Don, leading east from Hylton Bridge Farm. Elliscope Farm East is a linear, mature broadleaf plantation dominated by sycamore, with ash and elder. The understorey has bramble and species-poor neutral grassland. At the eastern end there is a small pond with reed canary-grass and branched bur-reed. Hylton Bridge is a small mature broadleaf plantation with a varied canopy of sycamore, ash, beech, horse chestnut, lime and crack willow. The understorey comprises hawthorn, hazel and rowan, with some woodland ground flora such as wood false-brome, hairy brome, greater stitchwort and wood avens.

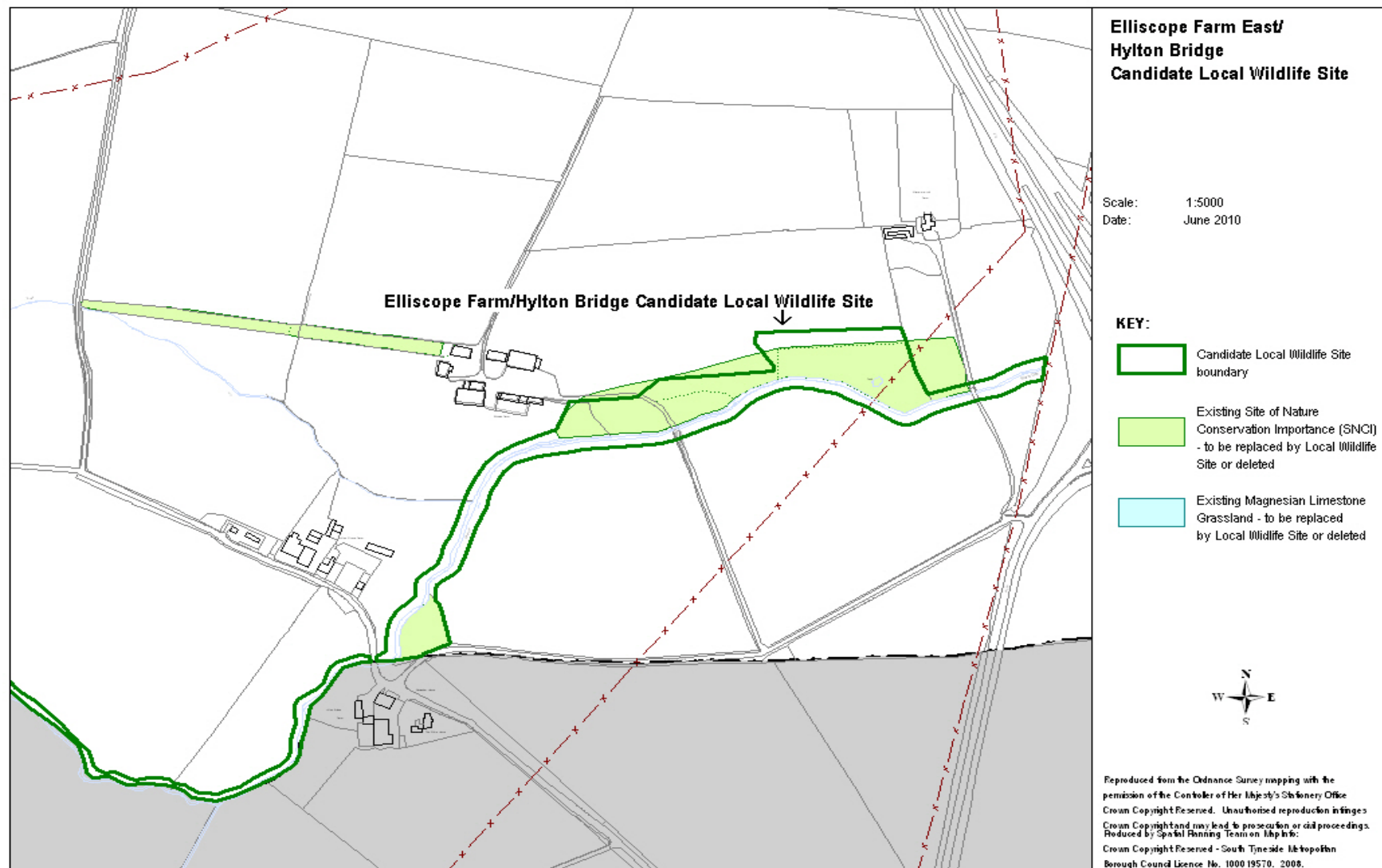
The Don here has mostly unmodified riverbank, with features such as meanders, eroding earth cliffs, riffles and pools, and dead wood. Substrates vary from coarse silts to gravel, cobbles and the occasional boulder. The aquatic and marginal vegetation within the river channel typically includes branched bur-reed, reed canary-grass, fool’s watercress and Himalayan balsam. Recent surveys have recorded occupied breeding habitat for water vole and use by otter. The riverside margins are mostly covered in dense scrub, but in parts there is coarse herbaceous vegetation such as false oat-grass, Yorkshire fog, creeping bent, hogweed, bramble, creeping thistle and great hairy willowherb. The adjacent fields are a mixture of arable and permanent pasture.

Sites qualify as a Local Wildlife Site if they contain significant areas of one or more priority habitats as defined in the Durham Biodiversity Action Plan. At least one of the priority habitats must meet the relevant threshold values whilst smaller areas of other adjacent priority habitats, or those forming a mosaic, should be included in the designation.

Elliscope Farm East/Hylton Bridge qualifies because it:

- a) Forms part of a section of the River Don which has particular habitat features (as described above) which are beneficial to wildlife. It also provides occupied breeding habitat for water vole and is used by otter.
- b) Contains approximately 1.5 hectares of scrub, as defined in the Durham Biodiversity Action Plan i.e. ‘scattered or dense stands of naturally regenerating locally native tree and shrub species, generally under 5m tall’.
- c) Holds approximately 1.5 hectares of broadleaf woodland. The definition of broadleaf woodland is ‘all woodland which is not ancient (established since 1600) and which contains predominantly broadleaf species. This includes plantation as well as semi-natural or secondary woodland.’

Elliscope Farm East and Hylton Bridge were designated as separate Sites of Nature Conservation Importance in the Unitary Development Plan (1999). It is proposed that the boundary of Elliscope Farm East is to be amended to reflect the situation on the ground more accurately and that the two sites are to be combined, incorporating the linking stretch of the



Development Management Policies DM7
Local Wildlife Site – New Site

OS grid reference: NZ335596
Approximate size: 1.4 hectares

Durham Biodiversity Action Plan priority
habitats present:

- a) River
- b) Scrub

Sites qualify as a Local Wildlife Site if they contain significant areas of one or more priority habitats as defined in the Durham Biodiversity Action Plan.

Public Access:

There is no public access, but the site can be partially overlooked from the bridges at Waterloo Road and Follingsby Lane.

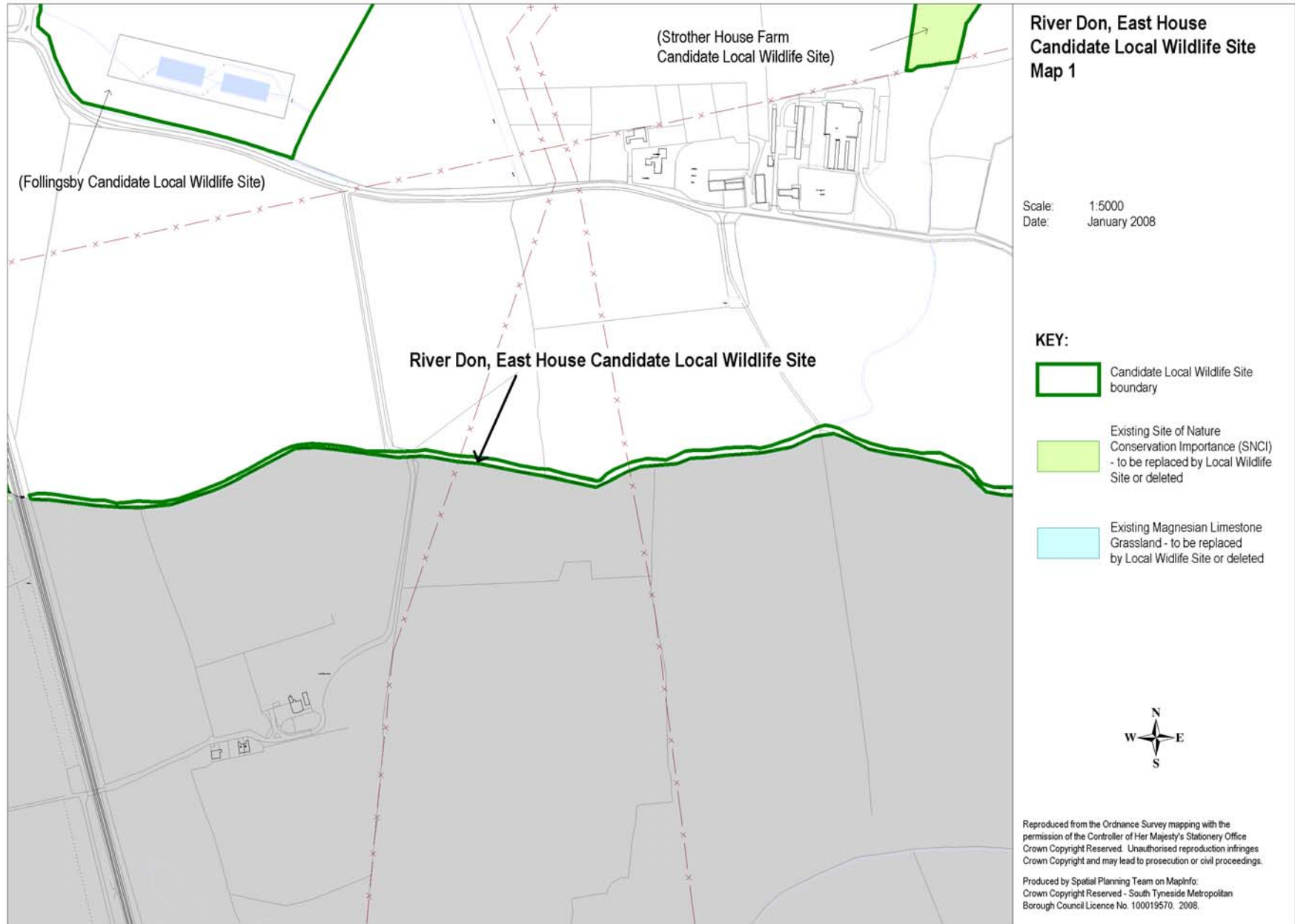
33 River Don, East House

The site consists of a section of the River Don between East House Farm and Hylton Bridge Farm. In this stretch the Don has mostly unmodified riverbank with features such as meanders, eroding earth cliffs, riffles and pools, and dead wood. Substrates vary from coarse silts to gravel, cobbles and the occasional boulder. The aquatic and marginal vegetation within the river channel typically includes branched bur-reed, reed canary-grass, fool's watercress and Himalayan balsam. The riverside margins typically have coarse herbaceous vegetation such as false oat-grass, Yorkshire fog, creeping bent, hogweed, bramble, creeping thistle and great hairy willowherb. There are also areas of scattered scrub. The adjacent fields are mostly arable, with some permanent pasture. Recent surveys have recorded occupied breeding habitat for water vole and use by otter. Breeding birds using the vicinity include yellowhammer, reed bunting and grey partridge, whilst large numbers of fieldfare and redwing are present in winter.

Sites qualify as a Local Wildlife Site if they contain significant areas of one or more priority habitats as defined in the Durham Biodiversity Action Plan. River Don, East House qualifies because it:

- a) Forms part of a section of the River Don which has particular habitat features (as described above) which are beneficial to wildlife. It also provides occupied breeding habitat for water vole and is used by otter.
- b) Contains scrub, as defined in the Durham Biodiversity Action Plan i.e. 'scattered or dense stands of naturally regenerating locally native tree and shrub species, generally under 5m tall'.

It is proposed that River Don, East House is designated as a Local Wildlife Site.





Development Management Policies DM7
Local Wildlife Site – Existing Protected Area

Site ref. no.: ST18
OS grid reference: NZ325603
Approximate size: 3.3 hectares

Durham Biodiversity Action Plan priority
habitats present:

a) Lowland fen habitats

Sites qualify as a Local Wildlife Site if they contain significant areas of one or more priority habitats as defined in the Durham Biodiversity Action Plan.

Public Access:

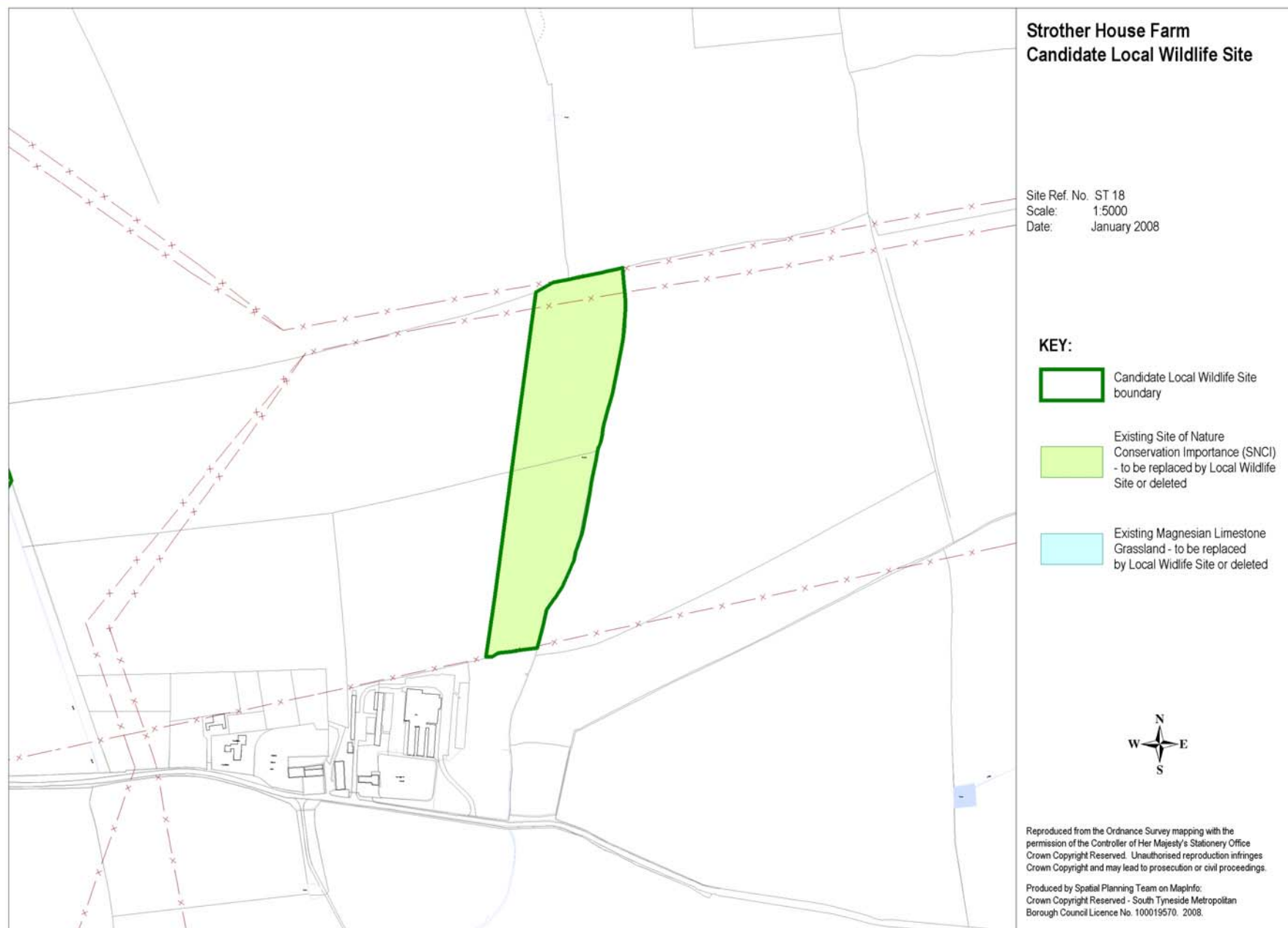
There is no public access to the site.

42) Strother House Farm

The site is situated to the north of Strother House Farm. It comprises an area of marshy ground approximately 0.3ha in extent, bounded by a ditch to the south and east. Tall, unmanaged grassland holds species such as tufted hair grass, creeping bent, false oat-grass and reed canary grass. A variety of herbs are present including meadow vetchling, tufted vetch, marsh woundwort, great hairy willowherb, meadowsweet, hemlock water-dropwort and wild angelica. Small hollows may hold water seasonally. The remainder of the site, to the north, is arable land bounded by a ditch. Plants growing on and around the ditch include hawthorn, bramble, umbellifers and bush vetch together with wetland species such as meadowsweet, yellow iris and reed canary grass.

Strother House Farm qualifies as a Local Wildlife Site because it has more than 0.25 hectares of lowland fen habitats. These meet the definition in the Plan i.e. 'Wetlands overlying both peat and mineral soils and fed by groundwater as well as rainwater...Hydrology varies between and within fen types, from water table above ground for much or most of the year, to water table near the surface for only part of the year. Swamp, *Phragmites australis* Reedbed and Marsh are synonyms for certain types of fen community on particular substrates, with particular dominant species or with particular hydrology.'

Strother House Farm was designated as a Site of Nature Conservation Importance in the Unitary Development Plan (1999). It is proposed that an equivalent status is retained but that the name is changed to Local Wildlife Site, in keeping with Government guidance.



Development Management Policies DM7
Local Wildlife Site – New Site

OS grid reference: NZ315605
Approximate size: 43.9 hectares

Durham Biodiversity Action Plan priority
habitats present:

- a) Early successional brown field land
- b) Ponds
- c) Scrub

Sites qualify as a Local Wildlife Site if they contain significant areas of one or more priority habitats as defined in the Durham Biodiversity Action Plan.

Public Access:
There is no public access to the site.

50) Wardley Colliery

This is a former colliery site mostly comprising a large raised area of colliery spoil. It is the largest 'early successional brown field' site in South Tyneside and its nature and size mean that it is considered to be the most valuable example of its type in South Tyneside.

Most of the vegetation has arisen by natural colonisation with the result that there is a mosaic of varied habitats ranging from bare ground, through sparse grasslands on nutrient-poor soils to coarser grasslands. Where the sparser communities occur low nutrient levels contribute to botanical diversity by increasing stress levels which deter coarser, faster growing species and result in delayed vegetation succession. The result in places is a diverse mosaic of fine grasses and nectar-rich herbs as demonstrated by the list at a) below, together with species such as eyebright and sheep's fescue. The more mature grasslands are species-rich in places, with plants such as lesser knapweed, meadow vetchling and goatsbeard. Each species of plant has its own associated invertebrate fauna, which in turn attracts particular predators and parasites.

Parts of the site to the north and east have been reclaimed and planted with trees whilst scattered scrub has also developed in places. In the centre of the site a permanent pond, approximately 0.2 hectares in extent, has developed (dating from at least 1999). The pond holds sparse marginal vegetation such as spike-rush and jointed rush and is used by at least one species of damselfly, the large red damselfly. There are also two rectangular water bodies to the south of the site and a number of ditches and wet areas around the perimeter with species such as reedmace.

The topography of the site features sheltered hollows, eroding areas and south/west facing slopes. The bare ground heats up quickly in the sun to provide ideal conditions for warmth loving invertebrates. It also provides nesting sites for burrowing species such as solitary mining bees and wasps.

The site holds wall brown and dingy skipper butterflies, both of which are priority species in the UK Biodiversity Action Plan and feature on the England Biodiversity List, 2008 relating to the NERC Act (2006) Section 41 – Habitats and Species of Principal Importance in England. Dingy skipper is also a priority species in the Durham Biodiversity Action Plan.

Territorial behaviour was observed in June 2008 that suggested the presence of breeding lapwing and skylark. Grey partridge were also present. All three are priority species in the UK Biodiversity Action Plan and the Durham Biodiversity Action Plan. They are also listed in the England Biodiversity List, 2008 and the RSPB Red List 2009. In addition two bird species that are scarce in the borough, red-legged partridge and long-eared owl, have been recorded as occurring on the site (Durham Bird Club, 2008).

In 2010 a substantial volume of material was temporarily stored at the northern end of the site in connection with the construction of the new Tyne Tunnel. All of the material was subsequently removed and the site was returned to a condition that favours its natural recolonisation in keeping with its setting within an early successional brown field site.

Sites qualify as a Local Wildlife Site if they contain significant areas of one or more priority habitats as defined in the Durham Biodiversity Action Plan. Wardley Colliery qualifies because it has:

a) More than 0.5 hectares of early successional brown field land as defined in the Plan. To meet the definition there must be some mosaics of open ground, less than 30% shrub or tree cover, and the site may contain one or more of the plants from the list in *the* Durham Biodiversity Action Plan habitat definition. A survey from 2008 estimated the proportion of bare ground to be approximately 40-50% and the proportion of shrub/tree cover to be approximately 5%. Recent surveys have found the following plants from the list:

Birds foot trefoil	frequent
Fairy flax	frequent
Hawkweeds (<i>Hieracium</i> sp)	frequent
Kidney vetch	frequent
Mouse ear hawkweed	frequent
Common centaury	occasional
Common spotted orchid	occasional
Mignonette	occasional
Yellow-wort	rare

The main criteria for brownfield land of high nature conservation value are one or more of the following;

- Habitats typical of the soil/substrate conditions concerned which demonstrate the characteristic mosaic of bare ground, pioneer communities, flower-rich grassland and other habitat patches with associated structural and topographical features.
- Areas that have retained bare ground and pioneer communities over an extended period, demonstrating arrested succession.
- Areas that support either the last remaining examples where the habitat was formerly widespread/extensive, or rare/specialised types of this habitat for example where the nature of the substrate is particularly unusual.
- Presence of UK BAP priority species, Durham BAP priority species or Red Data Book/List species.
- Importance for a significant assemblage of key species groups.

The site demonstrates at least the first four of the above and, possibly, the last as well.

b) Ponds, as defined in the Durham Biodiversity Action Plan ie 'a temporary or permanent water body between 5 square metres and two hectares in surface area, which holds areas of open water at least part of the year. The definition excludes garden ponds.' In addition South Tyneside Council has adopted the definition for ponds of high value from DEFRA Higher Level Stewardship Farm Environment Plan, WO7, which requires that they should 'Contain at least 15 naturally occurring, floating, submerged, and/or marginal plants and/or support high value species of plant or animal.' The survey of 2005 did not look in sufficient detail at the ponds to assess whether or not they meet the full criteria, but regardless of this they form a valuable component of the mosaic of habitats on the site.

c) Scrub, as defined in the Durham Biodiversity Action Plan i.e. 'scattered or dense stands of naturally regenerating locally native tree and shrub species, generally under 5m tall'.

It is proposed that Wardley Colliery is designated as a Local Wildlife Site.





Appendix L. Envirocheck and Coal Authority Reports

L.1 IAMP Envirocheck Report Ref: 56696506_1_1

Issued as CD

L.2 IAMP Coal Authority Report Ref: 51000538877001

Issued as CD

L.3 South Tyneside Employment Site Envirocheck Report Ref: 44335726_1_1

Issued as CD

L.4 South Tyneside Employment Site Coal Authority Report Ref: 51000227060001

Issued as CD

Appendix M. UXO Information

- M.1 Zetica Regional Unexploded Bomb Risk Tyne and Wear (2 Pages)**
- M.2 Zetica Pre-Desk Study Assessment, Usworth South Tyneside (1 Page)**

REGIONAL UNEXPLODED BOMB RISK

TYNE AND WEAR

DENSITY OF BOMBS PER BOROUGH			
Borough	High explosive	Anti-personnel	Incendiary
Sunderland	369	0	118
Boldon	149	0	64
South Shields	196	0	19
Gateshead	16	0	0
Seaham	89	0	14
Jarrow	28	0	0
Chester le Street	29	0	0
Washington	15	0	4
Tynemouth	229	0	46
Newcastle	152	0	0
Wallsend	57	0	15
Amble	18	0	0
Whitley Bay	103	0	14



- OTHER WWII TARGETS**
- military
 - transport
 - utilities
 - industry
 - docks
 - other

- BOMB RISK**
- high
 - moderate
 - low

- BOMB TONNAGE**
- >1000
 - >500
 - >100
 - >0
 - unverified

The information in this regional UXB risk map is derived from a number of sources and should be read in conjunction with the "Users' Guide" (printed overleaf). Zetica cannot guarantee the accuracy or completeness of the information or data.

This map covers regions of coast with beaches, estuaries and alike. Further consideration of the bomb risk is required in these areas. The often inaccessible nature and changing ground conditions (e.g. movement of silt that may contain ordnance) means that historical bombing records for these areas are often poor or inaccurate and further assessment of the bomb risk may be required as part of a site specific study.

A FOUR-STEP PROCESS



Risk assessment and method statement from a qualified explosive ordnance clearance (EOC) operative.



Surface geophysical survey to allow shallow groundwork.



MAGCONE detects UXBs and obstructions on piling layout to the no-risk depth.



Detected UXBs can be dealt with by our EOC engineers and a Clearance Certificate issued for the site.

For more details on this and related services, telephone: +44 (0) 1993 886682 or visit our website: www.zetica.com

zetica

BOMB MAP USERS' GUIDE

Sources of information and explanation of bomb risk

Why?

Unexploded bombs (UXB) still present a risk to construction projects long after the end of the Second World War (WWII). UXBs often entered the ground unnoticed at high velocity and penetrated to a depth of several metres. Here they remain – vulnerable to disturbances from construction work. Beyond the depth of shallow excavation work, the greatest risk is to piling, drilling and probing crews. A piling rig could repeatedly hit a UXBs with considerable force before the crew realises an obstruction has been impacted. It could then be up to 72 hours before the detonator activates.

Who?

The responsibility for avoiding UXB risk usually lies with construction companies or house builders particularly those who are redeveloping urban sites. In addition, project engineering or environmental consultants are expected to advise their clients of a site's history. Other interested parties include those organisations whose employees are physically at most risk from intrusive works, normally piling companies, drillers or probing operators.

How?

UXB risk should be assessed for every site, but especially those in known heavily bombed areas or those situated near war-time strategic installations that were priority targets for enemy aircraft, for example, airfields. Zetica's regional bomb risk map is therefore a first point of reference from which the relative, potential abundance of UXBs can be judged. Consultants then advise their clients that an ordnance-risk desk study is required, which they may obtain from external sources. Construction companies or house builders who assess their own risk could choose to come direct to Zetica.

When?

Do not wait for the piling or drilling company to be on site before thinking about UXB risk – it will inevitably cause delays and higher costs. Request the regional bomb risk map from Zetica as soon as a site is being considered, and then use it to help you or your clients to decide if an ordnance-risk desk study is required.

Where?

Maps can be obtained for any county in England, Scotland, Wales or Northern Ireland – or for any London borough. They can help determine the areas that were most heavily bombed – but no part of the country should be considered 100% safe from UXB risk. Even remote rural areas can have a high risk if, for example, they were locations for decoy airfields or beacons that were lit to fool enemy pilots into thinking they had located a burning city that had been successfully hit by others in the raid.

How to use this regional map

This map is designed to give you an indication of the potential risk from UXBs in your area. If you are conducting work that involves excavation, piling or other disturbance of the ground, then you should use the map to identify the category of risk for your site.

The risk boundaries are a guide, compiled from data based on the political areas for which records are held; being just outside a high-risk area does not mean there is no UXB risk. You should use the map to assist in your decision of whether to investigate the UXB risk further.

Information on the regional risk remaining from UXBs in the UK

Zetica has built the largest UXB database of its kind in the UK. It includes a unique digital library of bomb census data, and maps showing key strategic points and bombing densities from the First and Second World Wars. The main sources of information include records from central government (Public Records Office), the Ministry of Defence, and the German Luftwaffe.

Using information from this database, Zetica has published maps of UXB risk on a regional, county and borough scale. The maps indicate relative degrees of UXB risk based on available records for bombing densities and known targeted areas for regions within the UK. The risk is broken down into individual boroughs, towns or cities. The data are based on the historical boroughs and are then overlaid onto the modern map. It is important to note that more-detailed research may be required for individual sites, particularly where proximity to a potential WWII target means the local risk may be higher.

High risk

Areas designated as high risk are those that show a high density of bombing hits (50+ bombs per 1000 acres) and abundant potential WWII targets. In high-risk regions, further action to mitigate UXB risk is considered essential.

Moderate risk

Moderate-risk regions are those that show a bomb density of between 11 and 50 bombs per 1000 acres and that may contain potential WWII targets. Action to mitigate the risk is considered essential, albeit more likely that a reduced scope of work is required compared with that needed for high-risk regions.

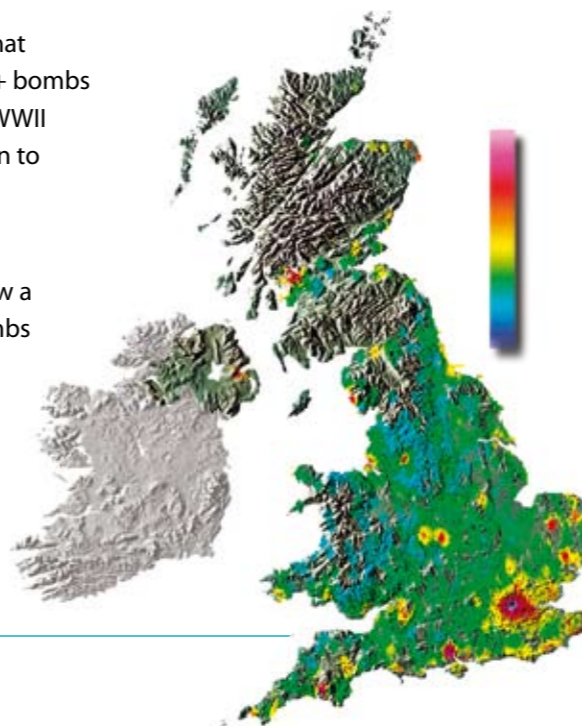
Low risk

Low-risk regions are those with a bombing density of up to 10 bombs per 1000 acres. These areas are considered to have a significant but low UXB risk. In general, further action to mitigate the risk is considered prudent, although not essential. Care is required when assessing the risk for specific sites where the risk may be higher because of local wartime activity.

Other WWII targets

Other regions with the risk of UXBs are key strategic points as defined by the government during WWII as representing potential enemy targets. Where these exist outside areas mapped as high, moderate or low risk, a site-specific assessment of the UXB risk may be required.

Relative UXB risk across UK



What to do if...

...you have a site that has a potential UXB risk

In the absence of current legislation requiring you to address the risk from UXBs, your responsibilities under health and safety legislation and regulations such as construction design and management require that you address all identified risks. The first stage is to request further advice from a professional adviser such as Zetica, or to gain more site-specific information by commissioning an ordnance-risk desk study. Then a strategy to deal with the risk can be established that is tailored to your proposed work.

...you find a suspect item or require advice

If during site works you find a suspect (ordnance-related) item, it is very important that you do not touch or move it (even if it has already been moved by an excavator). If it is clearly ordnance related, then dial 999 and ask for the police. Ensure that the area around the item is kept as clear as possible without placing yourself at risk. If you are unsure and do not wish to cause undue alarm, or you just require some advice, then you can call Zetica. We have experienced qualified UXB specialists on hand who can offer support and advice during any site works.

More-detailed procedures should be established in advance if you are in an area where the risk of finding a UXB is shown to be significant (moderate to high).

Site-specific desktop studies

Zetica is able to provide high-quality, site-specific UXB risk information for any residential, industrial or commercial property in the UK. These desktop studies provide details of the bombing density within an area and for the site itself, in order to indicate the risks of UXBs still being present. A risk assessment is provided to facilitate informed decision making on whether any further risk mitigation measures are required.

Pre-Desk Study Assessment

Site:	Usworth, South Tyneside
Client:	Mott MacDonald
Contact:	Nick Watson
Date:	28 th April 2014
Pre-WWI military activity on or affecting the Site	None identified.
WWI military history on or affecting the Site	None identified.
WWI strategic targets (within 5km of Site)	The following strategic targets were located within the vicinity of the Site: <ul style="list-style-type: none"> ■ Royal Flying Corps (RFC) operational airfield, in close proximity to the Site. ■ Transport infrastructure. ■ Usworth Colliery and other industries important to the war effort. ■ Anti-aircraft defences.
WWI bombing	None.
Interwar military history on or affecting the Site	None identified.
WWII military history on or affecting the Site	Aircraft are recorded as crashing in close proximity to the Site.
WWII Strategic Targets (within 5km of Site)	The following strategic targets were located in the vicinity of the Site: <ul style="list-style-type: none"> ■ Royal Air Force (RAF) Usworth, in close proximity to the Site. ■ Transport infrastructure. ■ Usworth Colliery and other industries important to the war effort. ■ Anti-aircraft anti-invasion defences.
WWII Decoys (within 5km of Site)	4No.
WWII Bombing	<p>During WWII the Site straddled the boundary between the former Urban Districts (UD) of Washington and Felling, and was close to the boundary of Gateshead County Borough (CB). Washington UD officially recorded 15No. High Explosive (HE) bombs with a low bombing density of 2.8 bombs per 405 hectares (ha).</p> <p>Felling UD officially recorded 17No. HE bombs with a low bombing density of 5.1 bombs per 405ha and Gateshead CB recorded 16No. HE bombs with a low density of 3.6 bombs per 405ha.</p> <p>Although the regional bombing densities were low, RAF Usworth was attacked on at least 4No. occasions during WWII and there are readily available records of HE bombs and Incendiary Bombs (IBs) falling on and in close proximity to the Site.</p>
Post-WWII Military Activity on or affecting the Site	None identified.
Recommendation	Given that the Site was located in close proximity to RAF Usworth, which was associated with aircraft crashes and bombing raids during WWII, a detailed desk study is recommended to assess and potentially zone the Unexploded Ordnance (UXO) hazard level on the Site.

This summary is based on a cursory review of readily available records. Caution is advised if you plan to action work based on this summary. It is possible that further research may change the level of identified hazard.