



**South Tyneside Council**

**item 4**

## **Cabinet**

Date: 8<sup>th</sup> September 2021

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# **Report of the Examiner for the draft East Boldon Neighbourhood Plan**

Report of George Mansbridge, Corporate Director Regeneration and Environment

Cabinet Portfolio/Lead Member: Councillor Mark Walsh, Lead Member for Regeneration and the Economy

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### **Purpose of Report**

1. To seek Cabinet approval for the progress of the East Boldon Neighbourhood Plan in accordance with the requirements of Planning and Compulsory Purchase Act 2004.

## Background

2. The East Boldon Neighbourhood Area and corresponding East Boldon Neighbourhood Forum (the '**NF**') were formally designated at South Tyneside Council's Cabinet meeting on 3 January 2018 for the purposes of carrying out Neighbourhood Planning activities in the East Boldon area of the Borough.
3. A draft East Boldon Neighbourhood Plan (the '**Plan**') has been prepared by the **NF**, which is a 'qualifying body' under the Neighbourhood Planning legislation which entitles them to lead the neighbourhood plan making process.
4. The Forum have been assisted in compiling the Plan by a planning consultant and have also received technical support from South Tyneside Council. The Forum have also obtained technical support via 'Locality, an organisation that provides neighbourhood planning support. This support was in the form of the preparation of a Housing Needs Assessment (a supporting evidential document) by consultants.
5. The Plan at Appendix 2 is supplemented by a policies map, shown at Appendix 3 and both are the draft 'referendum version' i.e. as modified in accordance with the Examiner's recommendations.
6. The Examination was conducted through written representations and the Examiner's Report was received by the Council on 21 July 2021. The Examiner is suitably qualified and is independent of the NF and the Council; that is to say she does not have any interest in land that may be affected by the Plan and nor does she have any professional commissions in the area currently.
7. The Examiner was required to consider:
  - a. whether the Plan met the 'Basic Conditions' (see below).
  - b. whether the Plan met the statutory requirements for a neighbourhood plan laid down in Sections 38A and 38B of the Planning and Compulsory Purchase Act 2004 (the '**2004 Act**'); and
  - c. whether the area for any referendum should extend beyond the neighbourhood area to which the Plan relates;
8. The Examiner has concluded that, subject to certain modifications being made to the Plan, the requirements of a. and b. above are met. The Examiner has therefore recommended that the Plan should be submitted to a referendum with these modifications. As to c., the Examiner has recommended that the area for the referendum should not extend beyond the East Boldon Neighbourhood Area.

## Response to the Examiner's Recommendations

9. Cabinet is now required to consider the recommendations made by the Examiner (including the reasons for them) and decide what action to take in response to them.
10. Cabinet similarly must now be satisfied that the Plan meets the necessary Basic Conditions, complies with Ss.38A and 38B of the 2004 Act and is compatible with European Convention rights. The Basic Conditions are that:
  - Having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the Plan;
  - The Plan contributes to sustainable development;
  - The Plan in general conformity with the strategic policies of the Council's development plan for the area; and
  - The Plan is compatible with relevant European Union obligations (as incorporated into UK law).
11. If Cabinet concludes the Plan meets these requirements, either originally or as modified (whether or not modifications are recommended by the Examiner) it **must** proceed to hold a referendum on it. The only modifications that Cabinet may make are those needed to ensure it complies with the matters specified in paragraph 7 above, or those for the purpose of correcting errors.
12. Cabinet is therefore now required to consider what actions to take in response to the recommendations of the Examiner. The options available are:
  - a. Approve the Plan for the purposes of a referendum, with the modifications suggested by the Examiner;
  - b. Approve the Plan for the purposes of a referendum but reject some / all of the modifications recommended by the Examiner (with reasons);
  - c. Do not approve the Plan to go forward to referendum (with reasons).
13. Officer assessment is that with the modifications recommended by the Examiner the Plan meets the legal requirements. Therefore, **option a.**

**above is recommended.** There are not considered to be grounds on which to reject any of the findings of the report, and therefore there are considered insufficient grounds to pursue options b. and c. above.

14. Cabinet must also consider if it is appropriate to extend the area in which the referendum is to take place to include other areas beyond the Neighbourhood Area boundary. Having regard to the Examiner's recommendation, officers' view is that the boundaries of the referendum area should be coterminous with the Neighbourhood Area.
15. The question to be asked at the referendum is prescribed by the Neighbourhood Planning (Referendum) Regulations 2012, and so would be,

*'Do you want South Tyneside Council to use the neighbourhood plan for East Boldon Neighbourhood Area to help it decide planning applications in the neighbourhood area?'*

### **Next Steps**

16. If Cabinet approves the officer recommendations, it must publish a statement of its decision (including reasons). The Council will then have 56 working days from publication of that decision to hold a referendum on the Plan. It is currently envisaged that the referendum will be held on 21 October or shortly thereafter.
17. A copy of the above statement and any person who asked to be notified of the decision will be sent to the NF and any person who asked to be notified of the decision.

### **Financial and Value for Money Implications**

18. Local Planning authorities can claim £20,000 grant from the Ministry of Housing, Communities & Local Government from when they issue a decision statement detailing their intention to send the plan to referendum (as set out under Regulation 18 of the Neighbourhood Planning (General) Regulations 2012). The grant is expected to cover the cost of the referendum.

### **Legal Implications**

#### Decision on the Examiner's Recommendations

19. The local authority must decide what action to take in response to each recommendation made by the Examiner's Report within 5 weeks of receiving the report unless the Council proposes to not accept the Examiner's recommendations or has agreed additional time with the NF. Officer advice is that there is no legal basis to disagree with any of

the Examiner's recommendations. The NF has agreed to an extension of time for Cabinet to consider what action to take at the 8 September Cabinet meeting.

20. As soon as possible after making the decision on the Examiner's recommendations the local authority is required to publish on the website and in such other manner as is likely to bring the Plan to the attention of people who live, work or carry on business in the neighbourhood area a statement of the decision taken (with reasons).

#### Date by which the Referendum must be held

21. The Council must hold the referendum within 56 working days that a decision to hold one has been made unless the Council and the NF agree a different timetable.
22. The 2004 Act provides that if the more than 50% of those who vote in the referendum do so in favour of the Plan then it must be made (brought into legal effect) by the local planning authority. That will require a further formal decision of the Council. The Council will be required to take that decision within 8 weeks of the result.

#### **Risk and Opportunities Implications**

23. The neighbourhood planning process has afforded an opportunity to the local community to guide an influence a document that will, if it proceeds to referendum and if more than 50% of those who vote do so in favour of the Plan and if it subsequently made by the local planning authority, form part of the development plan for South Tyneside.
24. The Plan if made shall not fetter the council in discharging its functions in connection with preparing its own emerging Local Plan.
25. If the local planning authority does not carry out its responsibilities in relation to receiving the Report of the Examiner for the East Boldon Neighbourhood Plan then it could be judged to be in breach of its statutory duties.

#### **Equality and Diversity Implications**

26. There are not considered to be any equality impacts relating to the recommendations of this report.

#### **Environmental and Sustainability Implications**

27. Promoting sustainable development is an explicit requirement of any development planning document. The Plan has been subject to screening by the Council for the purposes of both strategic environmental assessment (**SEA**) and habitats regulation assessment (**HRA**). The SEA Screening assessment concluded that the Plan

would not result in significant environmental effects and therefore a SEA environmental report was not required. The HRA Screening also concluded that the Plan would not result in likely significant effects on the habitats' designations within South Tyneside and therefore a HRA Appropriate Assessment was not required.

## **Recommendations**

28. Cabinet is recommended to:

- Agree the recommendations set out in the Examiner's Report (see Appendix 1) are incorporated into the draft East Boldon Neighbourhood Plan.
- Agree that the draft East Boldon Neighbourhood Plan and associated Policies Map, with all the modifications recommended by the Examiner, proceeds to referendum.
- Authorise the Corporate Director Regeneration and Environment, in consultation with the Lead Member for Regeneration and Economy, to make any minor, non-material, amendments to the draft East Boldon Neighbourhood Plan, prior to the referendum being announced.
- Agree that the referendum area corresponds with the designated boundary of the East Boldon Neighbourhood Area, as recommended by the Examiner.

## **Reasons for Recommendations**

29. The reason for the recommendations is so that the Council fulfils its statutory obligations as required by the relevant legislation.

# **EAST BOLDON NEIGHBOURHOOD DEVELOPMENT PLAN**

## **Submission Draft Version**

**A report to South Tyneside Council  
into the examination of the  
East Boldon Neighbourhood Development Plan  
by Independent Examiner, Rosemary Kidd**

Rosemary Kidd, Dip TP, MRTPI

NPIERS Independent Examiner

21 July 2021

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## 1.0 Summary

- 1.1 The East Boldon Neighbourhood Development Plan has been prepared to set out the wishes of the community of East Boldon. The boundary of the neighbourhood plan area encompasses the East Boldon area of the Cleadon and East Boldon Ward, with a small section of the Boldon Colliery Ward of South Tyneside.
- 1.2 I have made a number of recommendations in this report in order to make the wording of the policies and their application clearer, including improvements to the clarity of the mapping of sites referred to in policies, to ensure that the Plan meets the Basic Conditions. Section 6 of the report sets out a schedule of the recommended modifications.
- 1.3 The main recommendations concern:
  - The deletion of Policies EB8 and EB19;
  - Clarification of the wording of policies and the supporting text; and
  - the improvement of the mapping of policies.
- 1.4 Subject to the recommended modifications being made to the Neighbourhood Plan, I am able to confirm that I am satisfied that the East Boldon Neighbourhood Plan satisfies the Basic Conditions and that the Plan should proceed to referendum.

## 2.0 Introduction

### Background Context

- 2.1 This report sets out the findings of the examination into the East Boldon Neighbourhood Plan.
- 2.2 The community of East Boldon lies within the district of South Tyneside. The boundary of the neighbourhood plan area encompasses the East Boldon area of the Cleadon and East Boldon Ward, with a small section of the Boldon Colliery Ward of South Tyneside. The area has an estimated population of 5117 in 2011.

### Appointment of the Independent Examiner

- 2.3 I was appointed as an independent examiner to conduct the examination on the East Boldon Neighbourhood Plan (EBNP) by South Tyneside Council (STC) with the consent of East Boldon Neighbourhood Forum in February 2021. I do not have any interest in any land that may be affected by the EBNP nor do I have any professional commissions in the area currently and I possess appropriate qualifications and experience. I am a Member of the Royal Town Planning Institute with over 30 years' experience in local authorities preparing Local Plans and associated policies.

### Role of the Independent Examiner

- 2.4 As an independent Examiner, I am required to determine, under paragraph 8(1) of Schedule 4B to the Town and Country Planning Act 1990, whether the legislative requirements are met:
- The Neighbourhood Development Plan has been prepared and submitted for examination by a qualifying body as defined in Section 61F of the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004;
  - The Neighbourhood Development Plan has been prepared for an area that has been designated under Section 61G of the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004;
  - The Neighbourhood Development Plan meets the requirements of Section 38B of the Planning and Compulsory Purchase Act 2004, that is the Plan must specify the period to which it has effect, must not include provisions relating to 'excluded development', and must not relate to more than one Neighbourhood Area; and
  - The policies relate to the development and use of land for a designated Neighbourhood Area in line with the requirements of the Planning and Compulsory Purchase Act 2004 Section 38A.

- 2.5 An Independent Examiner must consider whether a neighbourhood plan meets the “Basic Conditions”. The Basic Conditions are set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to neighbourhood plans by section 38A of the Planning and Compulsory Purchase Act 2004. The Basic Conditions are:
1. having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the neighbourhood plan;
  2. the making of the neighbourhood plan contributes to the achievement of sustainable development;
  3. the making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area);
  4. the making of the neighbourhood plan does not breach, and is otherwise compatible with, EU obligations, as incorporated into UK law; and
  5. prescribed conditions are met in relation to the plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood plan. The following prescribed condition relates to neighbourhood plans:
    - o Regulation 32 of the Neighbourhood Planning (General) Regulations 2012 (as amended by the Conservation of Habitats and Species and Planning (various Amendments) Regulations 2018) sets out a further Basic Condition in addition to those set out in the primary legislation: that the making of the neighbourhood development plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.

2.6 The role of an Independent Examiner of a neighbourhood plan is defined. I am not examining the test of soundness provided for in respect of examination of Local Plans. It is not within my role to comment on how the plan could be improved but rather to focus on whether the submitted Neighbourhood Plan meets the Basic Conditions and Convention rights, and the other statutory requirements.

2.7 It is a requirement that my report must give reasons for each of its recommendations and contain a summary of its main findings. I have only recommended modifications to the Neighbourhood Plan (presented in bold type) where I consider they need to be made so that the plan meets the Basic Conditions and the other requirements.

### **The Examination Process**

2.8 The presumption is that the neighbourhood plan will proceed by way of an examination of written evidence only. However, the Examiner can ask for a public hearing in order to hear oral evidence on matters which he or she wishes to explore further or so that a person has a fair chance to put a case.

- 2.9 I have sought clarification on a number of factual matters from the Qualifying Body and/or the local planning authority in writing. I am satisfied that the responses received have enabled me to come to a conclusion on these matters without the need for a hearing.
- 2.10 I had before me background evidence to the plan which has assisted me in understanding the background to the matters raised in the Neighbourhood Plan. I have considered the documents set out in Section 5 of this report in addition to the Submission draft of the EBNP dated February 2021.
- 2.11 I have considered the Basic Conditions Statement and the Consultation Statement as well as the Screening Opinions for the Strategic Environmental Assessment and Habitats Regulation Assessment. In my assessment of each policy, I have commented on how the policy has had regard to national policies and advice and whether the policy is in general conformity with relevant strategic policies, as appropriate.

### Legislative Requirements

- 2.12 The neighbourhood plan making process has been led by East Boldon Neighbourhood Forum which is a “qualifying body” under the Neighbourhood Planning legislation which entitles them to lead the plan making process.
- 2.13 Appendix 1 of the Basic Conditions Statement includes the report to South Tyneside Cabinet for the formal designation of the East Boldon Neighbourhood Area and the East Boldon Neighbourhood Forum on 3 January 2018.
- 2.14 A number of representations have been made objecting to the inclusion of Moor Lane and Boldon Flats in the neighbourhood plan area. However, I am satisfied that the Council has given consideration to the appropriateness of including this area in their Cabinet report and has undertaken the formal designation of the plan area in accordance with the legislation.
- 2.15 The Qualifying Body has confirmed that there are no other neighbourhood plans relating to the plan area.
- 2.16 A neighbourhood plan must specify the period during which it is to have effect. The Basic Conditions Statement states that this is from adoption to 2036. The Foreword to the Plan states the plan period is 2020 – 2036. However, the front cover of the Plan does not show the dates of the Plan. It is recommended that the plan period should be shown in the Plan cover and the commencement date should be the year that the Plan was submitted (2021) as this is the earliest date that the Plan can carry any weight in decision making.
- 2.17 Paragraph 1.3 of the Basic Conditions statement confirms that the Plan does not include provision for any excluded development: county matters (mineral

extraction and waste development), nationally significant infrastructure or any matters set out in Section 61K of the Town and Country Planning Act 1990.

- 2.18 The Neighbourhood Development Plan should only contain policies relating to the development and use of land. The Community Actions are set out in Annex 1 of the Plan and are clearly identified as such in the introduction to the Annex. I am satisfied that this requirement has been met.
- 2.19 I am satisfied therefore that the EBNP satisfies all the legal requirements set out in paragraph 2.4 above.

**Recommendation 1: Include the Plan period on the front cover and the revise the date in the Foreword to the Plan to 2021 - 2036.**

## The Basic Conditions

### Basic Condition 1 – Has regard to National Policy

- 2.20 The first Basic Condition is for the neighbourhood plan “*to have regard to national policies and advice contained in guidance issued by the Secretary of State*”. The requirement to determine whether it is appropriate that the plan is made includes the words “*having regard to*”. This is not the same as compliance, nor is it the same as part of the test of soundness provided for in respect of examinations of Local Plans which requires plans to be “*consistent with national policy*”.
- 2.21 The Planning Practice Guidance assists in understanding “appropriate”. In answer to the question “What does having regard to national policy mean?” the Guidance states a neighbourhood plan “*must not constrain the delivery of important national policy objectives.*”
- 2.22 In considering the policies contained in the Plan, I have been mindful of the guidance in the Planning Practice Guide (PPG) that:
- “Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. They are able to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like.”*
- 2.23 The NPPF of February 2019 (as amended) is referred to in this examination in accordance with paragraph 214 of Appendix 1, as the plan was submitted to the Council after 24 January 2019.
- 2.24 The Planning Practice Guidance on Neighbourhood Plans states that neighbourhood plans should “*support the strategic policies set out in the Local Plan or spatial development strategy and should shape and direct development that is outside of those strategic policies*” and further states that “*A neighbourhood plan should, however, contain policies for the development*

*and use of land. This is because, if successful at examination and referendum, the neighbourhood plan becomes part of the statutory development plan.”*

- 2.25 Table 1 of the Basic Conditions Statement includes comments on how the policies of the EBNP have had regard to key sections of the NPPF and NPPG. I consider the extent to which the plan meets this Basic Condition No 1 in Section 3 below.

### **Basic Condition 2 - Contributes to sustainable development**

- 2.26 A qualifying body must demonstrate how a neighbourhood plan contributes to the achievement of sustainable development. The NPPF as a whole constitutes the Government's view of what sustainable development means in practice for planning. The NPPF explains that there are three dimensions to sustainable development: economic, social and environmental.
- 2.27 Tables 2, 3 and 4 of the Basic Conditions Statement sets out how the EBNP delivers the three overarching objectives of sustainable development.
- 2.28 I am satisfied that the Plan contributes to the delivery of sustainable development and therefore meets this Basic Condition.

### **Basic Condition 3 – is in general conformity with strategic policies in the development plan**

- 2.29 The third Basic Condition is for the neighbourhood plan to be in general conformity with the strategic policies contained in the Development Plan for the area. The Development Plan relevant to the area comprises the South Tyneside Core Strategy (2007); South Tyneside Development Policies Document (2011); and South Tyneside Site Specific Allocations Document (2012).
- 2.30 Table 5 of the Basic Conditions Statement sets out how the EBNP policies are in general conformity with the relevant strategic development plan policies. Paragraph 4.2 of the Basic Conditions Statement adds that as the policies contained within the DPD are not considered to be strategic policies the EBNP has not been assessed against them.
- 2.31 The new South Tyneside Local Plan is currently under preparation; the consultation on the Pre Publication Draft (Regulation 18) Plan was carried out between August and October 2019. Reference is made within Table 5 Basic Conditions Statement to the emerging draft policies.
- 2.32 Following the consultation, a report on the South Tyneside Local Plan: Spatial Options Review was considered by the Cabinet meeting of 17 March 2021. In view of the number of representations received, the Council agreed to undertake a review of the spatial options and progress to a new draft Regulation 18 Local Plan to be informed by that review.

- 2.33 STC has confirmed that the status of the Regulation 18 Pre-Publication Draft Local Plan that was approved by Cabinet on 7 August 2019 is that it carries very limited weight as, subject to Cabinet approval, it will be superseded by a new Regulation 18 draft Local Plan. In the view of the LPA therefore, only very limited weight can be attributed to Policy H1 within the previous version of the Regulation 18 Pre-Publication Draft Local Plan.
- 2.34 I consider in further detail in Section 3 below the matter of general conformity of the Neighbourhood Plan policies with the strategic policies.

#### **Basic Condition 4 – Compatible with EU obligations and human rights requirements**

- 2.35 A neighbourhood plan must be compatible with European Union obligations as incorporated into UK law, in order to be legally compliant. Key directives relate to the Strategic Environmental Assessment Directive and the Habitats and Wild Birds Directives. A neighbourhood plan should also take account of the requirements to consider human rights.
- 2.36 Regulation 15 of the Neighbourhood Planning Regulations as amended in 2015 requires either that a Strategic Environmental Assessment is submitted with a Neighbourhood Plan proposal or a determination from the competent authority (STC) that the plan is not likely to have “significant effects.”
- 2.37 In the context of neighbourhood planning, a Habitats Regulation Assessment (HRA) is required where a neighbourhood plan is deemed likely to result in significant negative effects occurring on a Special Area of Conservation or Special Protection Area, or other ecologically important European site (Ramsar) as a result of the plan’s implementation.
- 2.38 SEA and HRA screening opinions were undertaken by STC; the screening opinions are included in Appendix 2 of the Basic Conditions Statement. Paragraph 5.3 of the Basic Conditions Statement concluded:
- “This report contains the SEA and HRA Screening for the East Boldon Neighbourhood Plan. The screening reports establish whether there is a requirement for the undertaking of a full SEA as required by the Environmental Assessment of Plans and Programmes Regulations 2004 (SEA Regulations) and / or Appropriate Assessment as required by the Conservation of Habitats and Species Regulations (2017) as amended. The assessment for screening of both requirements was undertaken on the draft Neighbourhood Plan policies submitted to the council on 3rd June 2020. The conclusions based on the assessments set out in this report are that a full SEA and Appropriate Assessment are not required..... These conclusions have been supported by the consultation bodies.”*
- 2.39 Responses from Natural England and Historic England dated September 2020 are included in Appendix 3. They agreed with the conclusions of the screening assessments.

- 2.40 I am satisfied that the SEA and HRA assessments have been carried out in accordance with the legal requirements.
- 2.41 The Basic Conditions Statement considers the impact of the Plan on Human Rights and concludes that: *“5.1 Throughout the preparation of the EBNP emphasis has been placed to ensure that no sections of the community have been isolated or excluded. The EBNP is fully compliant with the requirements of the European Convention on Human Rights. There is no discrimination stated or implied, nor any threat to the fundamental rights guaranteed under the convention.”*
- 2.42 From my review of the Consultation Statement, I have concluded that the consultation on the EBNP has had appropriate regard to Human Rights.
- 2.43 I am not aware of any other European Directives which apply to this particular Neighbourhood Plan and no representations at pre or post-submission stage have drawn any others to my attention. Taking all of the above into account, I am satisfied that the EBNP is compatible with EU obligations and therefore with Basic Conditions Nos 4 and 5.

### **Consultation on the Neighbourhood Plan**

- 2.44 I am required under The Localism Act 2011 to check the consultation process that has led to the production of the Plan. The requirements are set out in Regulation 14 in The Neighbourhood Planning (General) Regulations 2012.
- 2.45 The following key stages of consultation were:
- Issues consultation (July 2017): engagement on the neighbourhood area boundary and identify issues important to the community;
  - Objectives consultation (June 2018): engagement on the main forum objectives informed by community engagement;
  - Business and Wellbeing Survey (October 2018): engagement with local businesses, leisure and recreational organisations;
  - Young people (December 2018): engagement with staff and children at East Boldon Junior School;
  - Vision and objectives consultation (March 2019): engagement on the vision for the plan area, housing, parking and natural environment issues;
  - Objectives consultation (June 2019): engagement on issues for transport, local economy, built and historic environment, community wellbeing, flooding and sustainable drainage.
- 2.46 A communications strategy was agreed which set out the means of publicity and communication with the community including through leaflets to all households and businesses, newsletters, email, press articles,

neighbourhood plan website and Facebook. Interested groups and organisations were engaged with.

- 2.47 A summary of the issues raised in each stage of consultation and the responses made is set out in the Consultation Statement. The Neighbourhood Forum are to be congratulated on how they have engaged with their community to secure a high level of responses in the early stages of making the plan.
- 2.48 The Pre-submission Draft Neighbourhood Plan was published for consultation from 26 October 2020 to 7 December 2020. Unfortunately, as the engagement took place during the Covid-19 pandemic, it was not possible to hold a drop in event. EBNF followed available guidance to ensure compliance with government rules that were in place at the time whilst ensuring the consultation was fair, accessible to all and robust. Prior to the formal commencement of the pre-submission engagement, on 10 August 2020 EBNF provided advance notification to landowners whose sites were likely to be affected by the policies and proposals within the pre-submission draft plan.
- 2.49 Paragraph 4.3 of the Consultation Statement sets out the measures that were undertaken to publicise the consultation. Responses were received from 11 of the consultation bodies (including four for landowners/ developers) and 58 responses from the local community. Many of the responses made comments on a number of policies in the Plan. Appendix 26 of the Consultation Statement summarises the comments received and sets out the Qualifying Body's response to them.
- 2.50 Consultation on the Regulation 16 Submission draft Plan was carried out by STC between 15 March to 23 April 2021. In total, representations from 152 organisations and individuals were received.
- 2.51 I am satisfied that from the evidence presented to me in the Consultation Statement, adequate consultation has been carried out during the preparation of the EBNP.
- 2.52 I am satisfied that the pre-submission consultation and publicity has met the requirements of Regulations 14, 15 and 16 in the Neighbourhood Planning (General) Regulations 2012.

### 3.0 Neighbourhood Plan – As a whole

- 3.1 The Neighbourhood Plan is considered against the Basic Conditions in this section of the Report following the structure and headings in the Plan. Given the findings in Section 2 above that the plan as a whole is compliant with Basic Conditions No 4 (EU obligations) and other prescribed conditions, this section largely focuses on Basic Conditions No 1 (Having regard to National Policy), No 2 (Contributing to the achievement of Sustainable Development) and No 3 (General conformity with strategic policies of the Development Plan).
- 3.2 Where modifications are recommended, they are presented and clearly marked as such and highlighted in bold print, with any proposed new wording in italics.
- 3.3 Basic Condition 1 requires that the examiner considers whether the plan as a whole has had regard to national policies and advice contained in guidance issued by the Secretary of State. Before considering the policies individually, I have considered whether the plan as a whole has had regard to national planning policies and supports the delivery of sustainable development.
- 3.4 The PPG states that *“a policy should be clear and unambiguous. It should be drafted with sufficient clarity that a decision maker can apply it consistently and with confidence when determining planning applications. It should be concise, precise and supported by appropriate evidence. It should be distinct to reflect and respond to the unique characteristics and planning context of the specific neighbourhood area”*. I will consider this requirement as I examine each policy.
- 3.5 The EBNP contains policies on the sustainable development, built and historic environment, natural environment, local economy, housing, community wellbeing, transport and movement. There are Annexes containing Community Actions and Design Codes.
- 3.6 The introductory sections of the Plan set out the planning context for preparing the plan, summarises the consultation that has been carried out, describes a spatial portrait of the area and identifies the key issues the plan addresses.
- 3.7 The Housing Background Paper summarises the strategic planning context of the adopted Core Strategy and the emerging Local Plan which I will refer to further in my consideration of Policy EB2 on the Settlement Boundary. The Core Strategy sets the housing requirement to 2021 and STC is currently preparing a new South Tyneside Local Plan which will set the housing requirement to 2038 and replace the Core Strategy policies.
- 3.8 The policies in the EBNP are clearly distinguishable from the supporting text by surrounding coloured boxes.

- 3.9 The Plan contains a map of the plan area and a Policies Map. The boundaries of the sites are clearly indicated on the map and the policies in the key are distinguishable. However, there are a number of overlapping site specific policies and it is difficult to distinguish them on a printed plan. It may be helpful to users if the various layers of the Policies Map can be viewed separately. Alternatively, maps could be included in the text to identify particular sites.

**Recommendation 2: Improve the legibility of the Policies Map or include diagrams within the Plan relevant to each policy.**

## The Neighbourhood Plan

### Vision and Objectives

- 3.10 The Plan includes a clear vision statement and eight objectives which are addressed through the policies of the Plan.

### Policy EB1: Sustainable Development

- 3.11 The policy sets out eleven principles that developers will need to address as appropriate to demonstrate that their development is sustainable. It is considered that these are in accordance with national and strategic policies.
- 3.12 Paragraph 4.4 refers to concerns raised by the community and refers to “limited sewer capacity”. This is anecdotal and as no evidence has been provided to support this claim, it is recommended that it should be deleted.
- 3.13 I have concerns that four of the criteria repeat matters set out in other policies of the Plan. As the policies of the development plan have to be read as a whole there is no need to repeat them in Policy EB1 to demonstrate that a development is sustainable.
- Criterion d) is very similar to criterion j) of Policy EB3 and is therefore considered unnecessary.
  - Criterion e) effectively repeats criterion d) in Policy EB3 and is therefore considered unnecessary.
  - Criterion j) repeats Policy EB19 which I am recommending should be deleted. It seeks to have all infrastructure in place or committed prior to development being brought into use. It does not acknowledge that infrastructure is often phased. No assessment has been undertaken of the feasibility and viability of this approach and the potential impact on the deliverability of development. I am therefore recommending that it should be deleted.
  - Criterion k) repeats Policy EB14 and is therefore considered unnecessary.

- 3.14 There are typographical errors in criterion h) which should refer to “Building for a Healthy Life”.
- 3.15 Further modifications are proposed to this policy under “New Policy” on page 40.

**Recommendation 3: Revise Policy EB1 as follows:**

**Delete criterion d)**

**Delete criterion e)**

**Criterion h) “Building for a *Healthy* Life”**

**Add “and” at the end of criterion h).**

**Delete criterion j).**

**Delete criterion k).**

**Delete “and limited sewer capacity” from paragraph 4.4, second sentence.**

**Policy EB2: General location of new development**

- 3.16 The policy seeks to define a settlement boundary around East Boldon in order to support the sustainable growth of the community. The justification acknowledges that the expansion of the village is currently managed by the Green Belt designation which abuts the built up area.
- 3.17 The policy refers to the settlement boundary being defined on the Policies Map, however, the boundary line is indistinct. The Settlement Boundary background paper includes a map showing the draft proposed Settlement Boundary. This is drawn close to the built up area and includes the employment area.
- 3.18 The EBNP does not include a housing requirement figure for the plan period although the potential growth of the community is discussed in the Housing Background Paper. The research undertaken by the QB in the East Boldon Housing Needs Assessment (2019) indicates that there is a local requirement of 12 dwellings per annum. This equates to 192 dwellings over the 16 year period of 2020 – 2036.
- 3.19 The Housing Background Paper summarises the strategic planning context of the adopted Core Strategy and the emerging Local Plan. The adopted Core Strategy sets the housing requirement to 2021; the emerging South Tyneside Local Plan will set the housing requirement to 2038 and replace the Core Strategy policies.

- 3.20 The draft Local Plan (2019) proposes a spatial strategy that seeks to focus the majority of new development in the main urban area of South Shields, Hebburn and Jarrow whilst securing the sustainability of the villages, including East Boldon, by supporting growth which respects the distinctive character of each village. In addition, the policy encourages the re-use of brownfield land and encourages higher development densities. Policy H1 defines the housing requirement for the borough between 2016 to 2036 to be at least 7,000. A specific requirement for the East Boldon Neighbourhood Area of 950 is identified. STC has confirmed that they are to review the spatial options and distribution of development in their emerging Local Plan and very limited weight is to be given to the housing requirements and proposals in Policy H1 of the 2019 Pre-Submission Draft Local Plan.
- 3.21 A number of representations to the pre-submission draft Plan have questioned the proportionality of the distribution of housing in the draft Local Plan, particularly the distribution to the villages. The Council has prepared a response to this point to state that “*the supply of Strategic Housing Land Availability Sites that are deliverable and developable does not neatly align with the distribution of population*”. They have indicated that Policy H1(b) (which sets out the housing requirement in the East Boldon NP area) will be reviewed when preparing the next iteration of the Local Plan.
- 3.22 The EBNP has been prepared within a context of uncertainty over the strategic housing requirement for the plan area. Whilst NPPF paragraph 136 makes provision for neighbourhood plans to amend Green Belt boundaries where the need for changes has been established through strategic policies; that need has not been confirmed. The plan makers have therefore chosen not to allocate any sites for housing development in the EBNP.
- 3.23 The NPPG states that “*Neighbourhood plans are not obliged to contain policies addressing all types of development. However, where they do contain policies relevant to housing supply, these policies should take account of latest and up-to-date evidence of housing need.*” Paragraph: 040 Reference ID: 41-040-20160211
- 3.24 Further advice in the NPPG states that “*Where strategic policies do not already set out a requirement figure, the National Planning Policy Framework expects an indicative figure to be provided to neighbourhood planning bodies on request. However, if a local planning authority is unable to do this, then the neighbourhood planning body may exceptionally need to determine a housing requirement figure themselves, taking account of relevant policies, the existing and emerging spatial strategy, and characteristics of the neighbourhood area..... Neighbourhood planning bodies will need to work proactively with the local planning authority through this process, and the figure will need to be tested at examination of the neighbourhood plan, as neighbourhood plans must be in general conformity with strategic policies of the development plan to meet the ‘basic conditions’.*” Paragraph: 105 Reference ID: 41-105-20190509.

- 3.25 The current position in the plan area is that new housing development is constrained by the boundaries of the Green Belt which abuts the edge of the built up area. The Pre Publication Draft (Regulation 18) Plan is considering the amount of housing development that will be required up to 2038 and has reviewed a number of sites around the edges of the built up areas in the Borough through the SHLAA and a Green Belt review. Three sites have been proposed in the EBNP area in the Pre Publication Draft (Regulation 18) Plan (to which very little weight is to be given) and representations have been lodged to all of them. It remains for the strategic housing requirement and the suitability of the sites proposed to be allocated in the Local Plan to be tested at the examination on the Local Plan in due course.
- 3.26 Because of this uncertainty, a local housing need for East Boldon has been established through the East Boldon Housing Needs Assessment which paragraph 8.5 of the plan explains equates to 12 dwellings per annum.
- 3.27 Paragraph 4.8 of the EBNP states that the proposed settlement boundary has been drawn to support sustainable growth and support an appropriate level of development.
- 3.28 I have asked the QB to give an indication of the number of additional dwellings that are anticipated within the settlement boundary in the plan period. They have informed me that since 2019, 19 houses have been completed and planning permission has been granted for 10. The emerging Local Plan gave an indicative number of 245 dwellings on the Cleadon Lane Industrial Estate, although the QB has suggested that it may be possible to achieve a higher density on the site.
- 3.29 The recent figures show that there is limited capacity for windfall housing development in the settlement boundary. The plan is therefore relying on the release of part of the Industrial Estate to secure land to deliver the housing growth that is needed to meet local needs. A judgement will be needed to ascertain whether the need for land for housing outweighs the loss of employment land. Further consideration is given to this matter under Policy EB11.
- 3.30 I have considered whether defining the settlement boundary would help to deliver the sustainable development that is needed in the plan or whether it would place an unnecessary restriction on development. It is considered that as the settlement boundary follows the Green Belt boundary which constrains new development, it would provide a clear boundary to focus the location of new housing development in the Plan area. There may be limited opportunities for housing development in the Green Belt and the policy makes it clear that any such development will be considered against national policy on Green Belts.
- 3.31 The settlement boundary has been defined using proportionate evidence to determine the amount of new housing that is required locally and the availability of sites. If the emerging Local Plan determines that additional

housing should be allocated in the plan area to meet the housing needs of other parts of South Tyneside, this will be tested at the Local Plan examination, and may as a consequence result in the replacement of some of the policies within the EBNP by policies in the Local Plan.

**Recommendation 4: Improve the clarity of the settlement boundary on the Policies Map.**

**Policy EB3: Design**

- 3.32 The policy sets out 16 criteria to be taken into account in the design of new development. The policy links to the East Boldon Design Code which has been prepared by consultants alongside the EBNP and is contained in Annex 2 of the Plan. This is a very comprehensive document covering a wide range of design matters ranging from the site context, street and building design, sustainable design and parking. STC has commented that the Design Code appears to respond to the local context and follows good practice in terms of design principles.
- 3.33 The policy will help in the delivery of the NPPF's emphasis on creating high quality buildings and places. It accords with NPPF paragraph 125 which recognises the role of neighbourhood plans in identifying the special qualities of each area and explaining how this should be reflected in development. The 2021 draft revisions to the NPPF promote the preparation of design codes to promote better designs in development.
- 3.34 The policy accords with and sits alongside the adopted Core Strategy Policy ST2 Sustainable Urban Living and Policy DM1 Management of Development.
- 3.35 STC has made a number of suggestions to improve the wording of the policy.
- 3.36 The first paragraph of the policy states that development "should accord with the requirements of the EB Design Code". However Design Codes are not requirements; they are tools that provide guidance on local factors to be considered designing development. I am therefore recommending that the wording should be revised to "should take account of the EBDC".
- 3.37 Criterion b) states that development should "*avoid extensive and repetitive development proposals*". It is considered that the word "extensive" refers to the size of the development rather than its design; the extent of a development would be considered under other policies. It is recommended that it be deleted.
- 3.38 STC has stated that there may be a tension between criteria b) and c). In some cases it may be appropriate to have a contrasting design in an extension or new development rather than a complementary one. It is recommended that the inclusion of the words, "*where appropriate*" at the beginning of criterion c) would assist in the interpretation.

- 3.39 STC has commented that criterion d) is very similar to Policy EB1e). No change, it is considered that this is a valid and important design consideration.
- 3.40 STC has suggested replacing “when viewed from surrounding areas of countryside” with “as part of long distance views” in criterion e). I agree that this would improve the clarity of the policy wording and aid its interpretation.
- 3.41 STC has questioned how criterion g) can be assessed. I consider that this is valid aspiration and does not place an unacceptable requirement on a developer; it could be demonstrated through the Design and Access Statement. No change recommended.
- 3.42 STC has commented that they consider criterion j) to be unnecessary as Policy DM1(B) addresses the matter adequately. I consider that criterion j) provides more details about how amenity is to be addressed and I recommend no change.
- 3.43 STC has questioned how the word “sufficient” in criterion k) is to be defined and notes that they are preparing a new SPD on the subject. The criterion states that car parking and cycle storage should meet the parking standards. These are set out under Policies EB22 and 23. However, I am recommending modifications to these policies that the detailed standards should be set out in an annex to the East Boldon Design Code. I therefore recommend a consequential amendment to criterion k).
- 3.44 STC comments on how criterion n) is to be measured and what happens if it is not possible to incorporate such measures. I will address the subject of biodiversity net gain further under Policy EB7. No change is recommended.
- 3.45 The penultimate criterion concludes with the word “or” which implies that development proposals will only need to satisfy one criterion. This is clearly incorrect and should state “and” to show that all criteria will be considered.

**Recommendation 5: Revise Policy EB3 as follows:**

**Revise the first paragraph to read: “..... of the area, it should take *account of the East Boldon Design Code*. Development will be supported where it:”**

**Delete “extensive and” from criterion b).**

**Add “*Where appropriate*” at the beginning of criterion c).**

**Replace “when viewed from surrounding areas of countryside” with “*as part of long distance views*” in criterion e).**

**Revise criterion k) to read: “*Provide car parking and cycle storage in accordance with the parking standards in the guidance set out in the***

***East Boldon Design Code Annex on Parking and which is appropriately sited.....”***

**In criterion o) replace “or” with “and”.**

#### **Policy EB4: Heritage Assets**

- 3.46 The policy sets out a number of factors that are to be taken into account in the consideration of development proposals affecting heritage assets in the plan area. It provides local details to aid the interpretation of the adopted Local Plan policies on heritage.
- 3.47 The first paragraph makes reference to the preparation of a heritage statement and documents that should be used to inform significance. STC has referred me to a document “The Validation of Planning Applications 2019” that was agreed by the Tyneside local authorities which specifies the type of applications that require a heritage statement.
- 3.48 Policy EB4 does not specify when a heritage statement is required and I consider that there is no conflict with the Councils’ document. However, it would be helpful to plan users to include a reference to “The Validation of Planning Applications 2019” in the justification.
- 3.49 The second paragraph of the policy paraphrases text from NPPF paragraphs 193 and 197. As there is no need to repeat national policy, I am recommending that this paragraph should be deleted.
- 3.50 Historic England has suggested that criterion c) should be revised to replace “prevailing” with “special”. I agree that this would improve the clarity of the wording.
- 3.51 The fourth paragraph sets out key considerations for the assessment of the impact of development on the character or appearance of the conservation area and its setting. STC has approved the East Boldon Conservation Area Appraisal and Management Plan which set out a comprehensive assessment of the conservation area and principles for considering development proposals in the East Boldon Conservation Area. The East Boldon Community Character Statement provides further advice on the character of the conservation area and the plan area as a whole. Historic England is supportive of the Plan’s approach to the conservation area which is on their Heritage at Risk Register.
- 3.52 I have asked the QB to provide me with a map to show the significant views, the green views and the eastern village gateway referred to in criterion e) as they are referred to as examples. It is not clear where these are located or whether there are others that need to be considered. The QB has provided me with a map showing 12 numbered views and 4 unnumbered views labelled as being into or out of East Boldon.

- 3.53 I have noted the comments in the East Boldon Conservation Area Character Appraisal that “*Views out of the conservation area are few due to tree cover and the introspective nature of the linear hill-top development. Those south from South Lane are the widest and most representative of its historical relationship with the countryside around. Views out along Western Terrace, Sunderland Road and Station Road are unremarkable, the later cluttered by Metro infrastructure and signage.*”
- 3.54 I note that the policy wording refers to the key considerations to assess the impact of development on the character or appearance of the conservation area and its setting. However, only viewpoints 10, 11 and 13 are within or on the edge of the conservation area. The remaining viewpoints shown on the Qualifying Body’s map are located in the green areas outside the village which I consider to be outside of the setting of the conservation area. I am recommending therefore that only viewpoints 10, 11 and 13 should be shown on the Policies Map or an inset map. Criterion e) should be revised accordingly.
- 3.55 The final paragraph of the policy paraphrases NPPF paragraphs 195 - 196, with reference to the conservation area. However, as Historic England points out it does not include the four exceptional circumstances set out in paragraph 195 and the policy does not therefore accord with the national policy. As there is no need to repeat national policy, I am recommending that the final paragraph should be deleted. Reference to the relevant NPPF paragraphs may be included in paragraph 5.11 if considered necessary.
- 3.56 Historic England has highlighted three further listed buildings in the plan area. The QB has confirmed that one of these lies outside the plan area. The other two should be included in paragraph 5.12. Paragraph 2.25 should also be updated to amend the reference to seven listed buildings to nine.
- 3.57 Paragraph 5.13 refers to locally listed buildings and locally significant heritage assets. It is not clear whether these are different designations. The QB has proposed a revision to the paragraph to clarify that they are the same.
- 3.58 The QB has proposed a revision to paragraph 5.14. I am recommending its inclusion to improve its clarity of this paragraph.

**Recommendation 6: Revise Policy EB4 as follows:**

**Delete the second paragraph of Policy EB4 and criteria a) and b).**

**Revise criterion c) to read: “...the *special* character and ...”**

**Revise criterion e) to read “The impact on significant views *of and from the conservation area shown on the Policies Map.*” Include views 10, 11 and 13 from the map of significant views submitted by the Qualifying Body.**

**Delete the last paragraph of Policy EB4.**

Revise paragraph 5.12 to include the two additional listed buildings:

- *“Baldon War Memorial*
- *South Lodge”*

Revise paragraph 2.25 to read “....and *nine* grade II listed buildings.”

Revise paragraph 5.13 to read “In addition, *within the plan area*, there are 21 locally significant heritage assets *which have been identified by South Tyneside Council in their 'Local List'*, which are as follows (16 of these listings fall within the conservation area):”

Revise paragraph 5.14 to read: “A further nine non-designated heritage assets have been identified *by the East Boldon Forum* during the preparation of the plan *and are listed in paragraph 5.22*. These are in addition to the assets identified in the *South Tyneside Local List* and they will be suggested to the Council when this is updated (*Community Action 3*).”

Include a reference to “*The Validation of Planning Applications in Tyneside – 2019*” in the justification to the policy.

### Policy EB5: Green and Blue infrastructure

- 3.59 The policy seeks to protect, improve and extend the green and blue infrastructure network in the plan area. The areas covered by the policy are defined on the Policies Map which shows wildlife corridors, the green infrastructure corridor of countryside around East Boldon, blue infrastructure consisting of streams, brooks and ponds. However, the description in paragraph 6.6 is more wide ranging and refers to open spaces including parks, rights of way and private gardens. Some of these open spaces are included under Policies EB17 and 18, private gardens are not. Reference is also made to specific bridleways. It is recommended that this paragraph should be revised to refer to green and blue infrastructure in general terms.
- 3.60 Paragraph 6.6 notes that the wildlife corridors are those shown on figure 10.2 of the South Tyneside Green Infrastructure SPD and are shown on the adopted Policies Map of the Site Specific Allocations Plan. I note that these are shown as indicative strategic corridors across the open areas outside the settlements in South Tyneside. They are not locally defined corridors selected to link up local wildlife sites, woodlands, hedgerows and other areas important for wildlife.
- 3.61 As the wildlife corridors shown on the Policies Map are indicative strategic corridors and are not locally defined, I am recommending that they be deleted from the Policies Map. Reference to wildlife corridors in the policy and justification should be to the latest evidence prepared by STC.

- 3.62 A representation has been made objecting to the route of the wildlife corridor across land to the south of Tiledshed Lane and the inclusion of the associated parcel of private land as green infrastructure. I have noted that Tiledshed Burn which is bounded by mature hedges runs to the north of the site. However, I consider that as the wildlife corridor is an indicative strategic route, it should not be included on the Policies Map. However, I note that the whole of this uncultivated field referred to in the representation has been shown as a Secondary Feature and most of it as a Buffer Zone in the latest evidence.
- 3.63 Another representation objects to the designation of land east of Boker Lane as a Green Infrastructure Corridor and part of the site as a Wildlife Corridor. I have noted that this field is cultivated and only a small area abuts the stream on the northern boundary. Most of the field is shown as a Buffer Zone in the latest evidence.
- 3.64 SPD3 states in paragraph 10.12 *“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.”*
- 3.65 In response to my question on the subject, STC has referred me to their report of December 2020 entitled *“Local Wildlife Corridors Network Review”* which has been prepared as evidence for the emerging Local Plan. Annex B include maps showing Core Sites, Secondary Sites, Stepping Stones and Buffer Sites. The location of Key Species is also mapped. However as the findings of this report have not been subject to consultation as part of the preparation of the EBNP, the sites within East Boldon should not be shown on the Policies Map. Reference to it may be included in the justification as the latest evidence.
- 3.66 STC has expressed concern about the wording of the first part of the policy as to whether it can be applied to all development. The caveat “where applicable” gives flexibility in the application of the policy; the addition of “where appropriate” to the second sentence would provide further flexibility.
- 3.67 Criterion f) refers to the use of legal agreements. It is recommended that the term “planning obligations” may be more appropriate.
- 3.68 The second section of the policy sets out a list of options to be considered where development may impact on the water environment. I am recommending that it should be revised to introduce some flexibility by the use of “should, where feasible” instead of “will”.
- 3.69 STC has commented on how criterion j) is to be applied. The wording of this point is very wide ranging. However, it is usual practice to consider how potential sources of pollution arising from a development proposal are to be controlled and mitigated. It is not clear what “diffuse agricultural and urban

pollution” refers to and I am recommending a revision to clarify this point and to aid its interpretation.

- 3.70 Criterion m) refers to the development not fragmenting the wildlife corridor. It is unclear whether this refers to the strategic wildlife corridor shown on the Policies Map or the localised one associated with the watercourse. I am recommending additional text to clarify how this point should be applied.
- 3.71 The third part of the policy requires the provision of replacement green infrastructure in equally accessible locations should the development result in its loss. Whilst this is a customary requirement for the loss of public open spaces, STC has commented that it is considered that this is unduly onerous in the context of the sites defined on the Policies Map as these include broad areas of countryside. I agree and am recommending that the third paragraph of the policy should be deleted.
- 3.72 STC has stated that the description of Boldon Flats SSSI as a lowland wetland is inaccurate. The citation should read “*Boldon Pastures comprises unimproved neutral grassland formerly subject to ridge and furrow cultivation, with associated hedgebanks and drainage channels.*”

**Recommendation 7: Revise Policy EB5 as follows:**

**Revise the first paragraph, second sentence to read: “*Where appropriate, in determining planning applications, consideration.....*”**

**Revise criterion f) to read “*....planning conditions or planning obligations.*”**

**Revise the first sentence of the second paragraph of the policy as follows: “*.....water environment is possible, should, where feasible, bring about....*”.**

**Revise point j) to read: “*Controlling and mitigating potential pollutants likely to arise from the development, as appropriate;*”**

**Revise point m) to read: “*....does not fragment the wildlife corridor associated with the stream or pond; and*”**

**Delete the third paragraph of Policy EB5.**

**Revise paragraph 6.1 first sentence to read: “*.....SSSI which comprises unimproved neutral grassland formerly subject to ridge and furrow cultivation, with associated hedgebanks and drainage channels.*”**

**Delete paragraph 6.6 and replace it with the following:**

***“The green and blue infrastructure includes sites that are safeguarded as national and local wildlife sites, Local Green Spaces, Protected Open Spaces, woodlands, the environs of streams and ponds. These are shown on the Policies Map.”***

***“The report “Wildlife Corridors Network Review” of December 2020 prepared for STC provides evidence of sites important for wildlife and has identified and mapped the Core Sites, Secondary Features, Stepping Stones and Buffer Sites within the strategic wildlife corridors. The location of Key Species is also mapped”.***

**Revise the Policies Map to remove the Wildlife Corridors and to include only those sites within the description of the revised paragraph 6.6 under the Green Infrastructure Corridor notation.**

### **Policy EB6: Landscape**

- 3.73 The policy seeks to enhance the landscape character of the area and sets out six factors that should be demonstrated as part of development proposals to improve the landscape quality.
- 3.74 The Policies Map indicates the “Area of High Landscape Value and Area of High Landscape Significance” under Policy EB6. However, as the “Area of High Landscape Value and Area of High Landscape Significance” is not defined under this policy and no specific requirements are set out for this area, it is recommended that it should be deleted from the Policies Map. It may be shown on a figure in the Plan to support the reference in paragraph 6.7.
- 3.75 STC has prepared “*The South Tyneside Local Justification of High Landscape Value and amendment to proposed Boldon Downhill Area boundary southwards on the South Tyneside Coast for extending the High Landscape Value Plan*” (July 2019) which proposes a review to the boundary of the Area of High Landscape Vale by deleting an area west of the cemetery. STC has confirmed that the amendments set out will be reviewed alongside the emerging Local Plan. Reference to the review may be included in the justification to Policy EB6.
- 3.76 A representation has been made to the inclusion of a parcel of land west of Sunderland Road as an Area of High Landscape Vale.
- 3.77 STC has commented that the application of the second paragraph is unclear. The QB has suggested a revision which I recommend.
- 3.78 STC has noted that criterion e) should include hedgerows; and that criterion f) which seeks tree lined verges along new roads is not always appropriate. I have recommended modifications to address these points of concern.
- 3.79 It is considered that subject to the recommended modifications, the policy accords with the NPPF on achieving well designed places and strategic policies on the protection of the special character of the urban fringe villages, including East Boldon (Policy EA1C) and the local landscape (Policy DM7B).

## Recommendation 8: Revise Policy EB6 as follows:

Revise the second paragraph to read: “*When determining planning applications, consideration will be given to how relevant development proposals:*”

Revise criterion e) to read: “...including trees, *hedgerows*, shrubs and water features: and”.

Revise criterion f) to read: “...along new roads, *where appropriate and safe.*”

Delete the “Area of High Landscape Value and Area of High Landscape Significance” from the Policies Map and include as a diagram within the text.

Add the following at the end of paragraph 6.7: “*The Area of High Landscape Value and Area of High Landscape Significance is shown on Diagram X. STC is undertaking a review of the Area as part of the preparation of the emerging Local Plan.*”

## Policy EB7: Biodiversity

- 3.80 The policy seeks the protection and enhancement of biodiversity. It sets out a requirement that proposals should demonstrate how a minimum of 10% biodiversity net gains are to be achieved. Biodiversity net gain is included in the NPPF under paragraphs 170(d) and 175(d); the latter paragraph refers to measurable net gains but does not specify a percentage for the gain. STC has noted that the forthcoming Environment Bill includes a requirement for all future schemes including the development of land to deliver a mandatory 10% biodiversity net gain, but this has not yet been enacted.
- 3.81 The policy appears to require net gains will be sought on all proposals. This may not be feasible or practicable and some flexibility should be included in the policy.
- 3.82 I am recommending that the policy be revised to refer to measurable net gains to accord with national policy and to introduce a degree of flexibility in its application.
- 3.83 The second paragraph of the policy supports the conservation and enhancement of habitat for water dependent protected and priority species.
- 3.84 The representation from Natural England suggests that the wording on coastal mitigation required as a result of new development should be strengthened. STC and the QB have agreed wording to be included in Policy EB7 to address these concerns with additional explanatory text to be added to the justification which I have recommended should be included.

- 3.85 Subject to the recommended modification, it is considered that the policy accords with national and strategic policies.

**Recommendation 9: Revise Policy EB7 as follows:**

**Revise the second sentence of the first paragraph to read: “Where practicable, proposals should demonstrate how measurable net gains will be achieved.”**

**Add the following after the first paragraph of Policy EB7:**

**“Any future housing developments should have regard to Interim Supplementary Planning Document 23: Mitigation Strategy for European Sites or any successor document. All financial contributions required in accordance with this policy will be secured by way of a planning obligation under section 106 of the Town and Country Planning Act 1990, or any subsequent amending legislation”.**

**Add the following to the justification after paragraph 6.10:**

**“An increase in residential development in the plan area could result in an impact on the internationally important Northumbria Coast Special Protection Area and Durham Coast Special Area of Conservation. New development may result in increased recreation related disturbance. Policy EB7 has identified that these adverse effects could be ameliorated where developers agree to contribute to appropriate mitigation.”**

**Policy EB8: Protecting Trees and Woodland**

- 3.86 The policy sets out a requirement for development proposals to protect trees and to undertake tree surveys. It is considered that the policy adds no locally specific details to Policy DM1 which protects soft landscaping in development sites. I am therefore recommending that it should be deleted. The justification may be retained as it includes reference to a number of locally significant mature trees in the plan area. Paragraph 6.16 should be revised to make reference to the requirements of Policy DM1 in the consideration of trees and development proposals.

**Recommendation 10: Delete Policy EB8.**

**Revise paragraph 6.16 to read: “Policy DM1 in the South Tyneside Development Policies DPD sets out the requirements for considering trees and hedges in development proposals. It is not necessary to include a specific policy in the EBNP.”**

### Policy EB9: Employment

- 3.87 The policy sets out criteria to be considered in the location of new employment development. Criterion b) restricts their development to locations within the settlement boundary. It is considered that this is unduly restrictive and does not accord with national planning policy on supporting a prosperous rural economy.

#### Recommendation 11: Revise Policy EM9 as follows:

**Delete criterion b).**

### Policy EB10: Homeworking

- 3.88 The policy sets out matters to be considered by proposals for homeworking. STC has noted that not all proposals require planning permission and the policy should be revised to include “where planning permission is required” at the beginning of the policy. I agree that this would clarify the policy and its application.
- 3.89 The third paragraph supports new ‘live-work’ units in the settlement boundary. It is considered that this is unduly onerous and does not accord with national planning policy on exceptional forms of development in the Green Belt and rural areas.

#### Recommendation 12: Revise Policy EB10 as follows:

**Include “*Where planning permission is required*” at the beginning of the first paragraph.**

**From the third paragraph, delete “where they are located within the settlement boundary” and add “*Proposals affecting the Green Belt will only be supported where they satisfy the exceptions set out in the NPPF.*”**

### Policy EB11: Cleadon Lane Industrial Estate

- 3.90 The first part of the policy supports the continued use of the Cleadon Lane Industrial Estate for “main” employment uses. The second part sets out a requirement for proposals for the redevelopment of the site to be informed by a comprehensive masterplan prepared in consultation with the community. Twelve factors are set out that should be included in the masterplan.
- 3.91 The adopted Core Strategy does not include any specific policies relevant to this employment area, other than support for economic development in the urban area. The draft Local Plan (to which little weight should be given) includes a proposal under Policy RG5 for the redevelopment of part of the Cleadon Lane Industrial Estate of about 5.45 ha for 245 houses and the

retention of 2.1 ha of land for employment uses and sets out some key considerations. No details are provided of the area to be redeveloped.

- 3.92 The industrial estate has an area of 9.48 ha and consists of a number of industrial and warehouse units with a considerable amount of outdoor storage. At the time of the Employment Land Review in 2019 there was 1.21 ha of vacant employment land on two sites in the industrial estate. There are a number of businesses on the estate including automotive, demolition, architectural salvage and construction.
- 3.93 A representation has been submitted on behalf of the majority landowner which seeks to ensure that the EBNP does not conflict with Policy RG5 of the draft Local Plan for the proposed allocation of part of the site for mixed use with approximately 245 homes and 2.1 ha of employment land. They maintain that the proposed allocation of part of the site for housing has been based on the Council's evidence that demonstrates that the site has a limited future as exclusively employment land and it is proposed to be allocated for housing in response to an identified need. The representation notes that it is normal practice for consultations to be carried out with the community by the developer on the proposed scheme in advance of the submission of a planning application.
- 3.94 The representation has commented that some of the requirements are considered to be unduly onerous or cannot be delivered, namely:
- The policy does not include residential as an acceptable use as proposed in emerging Policy RG5;
  - criterion d) "ensuring parking provision does not exacerbate current parking issues in the wider area" is unreasonable;
  - criterion g) that the development should comply with the East Boldon Design Code is unnecessary as it is included in other policies in the EBNP;
  - as the site is previously developed land, flexibility is required in the design of the redevelopment proposals due to site constraints.
- 3.95 STC has noted that:
- a masterplan is normally associated with a large strategic site and STC does not have the resources to produce a masterplan;
  - the policy should reflect the changes to the Use Class Order in respect of the former B1 uses;
  - criterion c) is queried with respect to the housing meeting identified local needs;
  - criterion d) is covered by Policies EB22 and EB23.
- 3.96 As stated previously, as the draft Local Plan is at an early stage, limited weight can be afforded to the proposed allocation of part of the site in Policy

RG5. However, the background evidence may be considered in preparing the EBNP.

- 3.97 East Boldon Neighbourhood Plan Local Economy Background Paper February 2021 states in paragraph 3.5 that “*The Employment Land Review divides the borough into a number of sub areas; the neighbourhood plan area sits within the Boldon sub area. It highlights strong demand for employment uses within the Boldon sub area and suggests a shortfall in employment land provision.*”
- 3.98 Paragraph 7.38 of the South Tyneside Employment Land Review (2019) states “*It is also understood that the Council is considering the allocation of Cleadon Industrial Estate as a mixed used development with a much reduced employment area. We consider that this is appropriate as the environment of the estate is not high quality and it is not well situated in relation to the strategic highway network*”.
- 3.99 Furthermore, the EBNP Local Economy Background Paper states in paragraph 5.8 that “*the survey of local businesses for the EBNP has demonstrated the importance of Cleadon Lane Industrial Estate which provides accommodation for a range of different businesses. As a result, it is essential that the plan both protects the site for a mix of business uses and encourages viable businesses to move there.*”
- 3.100 The Strategic Housing Land Review identified the industrial area as a potentially suitable for housing development (amber). Some constraints were identified and these were included in the criteria included in Policy RG5.
- 3.101 However, no plans or details have been provided to show how part of the industrial estate could be re-developed to provide a satisfactory residential environment. Policy EB11 seeks to address this uncertainty by setting out a requirement for a masterplan be prepared in consultation with the local community and sets out the matters that must be taken into account. It is considered that it is a reasonable step to undertake as part of the preliminary site assessment work and consideration of options for the design and layout of possible housing development and for the community to be consulted on these in view of the significance of the site to the community, in accordance with NPPF paragraph 124,
- 3.102 The background evidence demonstrates that there is a continuing need for general employment land in the Boldon area. It is therefore appropriate for the policy to support the continued use of Cleadon Lane Industrial Estate for employment uses. If the housing scheme is brought forward in advance of the allocation of the site for housing in the emerging Local Plan, it is considered reasonable for the EBNP to seek justification for the loss of employment land in view of the evidence of the need for such sites in the Council’s latest background documents.

- 3.103 I have asked the LPA and QB whether the first paragraph should be clarified to specify the type of employment uses that are acceptable. STC considers that this would be overly prescriptive. In view of the current mix of uses in the estate, I am recommending that the word “main” should be deleted from the first paragraph of the policy.
- 3.104 Criterion c) should be revised to be consistent with criterion b) of Policy EB13
- 3.105 Developers can only be required to meet the parking needs arising from the development itself in accordance with approved parking standards. Reference in criterion d) to “*not exacerbating current parking issues in the wider area*” is not an appropriate consideration. I consider that criterion d) should be revised to refer to adequate parking provision to meet the needs of the development in accordance with the standards set out in the Annex in the East Boldon Design Guidance.

**Recommendation 13: Revise Policy EB11 as follows:**

**Delete “main” from the first paragraph of Policy EB11.**

**Revise criterion c) to read: “*How the housing mix will contribute to delivering local housing needs as demonstrated in an up to date Housing Needs Assessment;*”**

**Revise criterion d) to read: “*The provision of adequate vehicle and cycle parking provision taking account of the guidance set out in the Annex to the East Boldon Design Code;*”**

**Policy EB12: Local Retail Centres**

- 3.106 The policy proposes that three clusters of shops should be identified as local retail centres. Four criteria set out matters to be considered with development proposals that strengthen the vitality and viability of the centres. No acceptable types of development are specified.
- 3.107 The final part of the policy seeks to protect essential local services and convenience retail from loss where there is no other provision locally. STC has noted that the term “essential local services” is not defined. The QB has suggested that they should be defined “convenience store, chemist, post office and dentist”. However, the policy does not explain how these forms of uses are to be protected. It is considered that this part of the policy is unclear and is not capable of being applied consistently by decision makers; I am therefore recommending that it be deleted.

**Recommendation 14: Delete the final paragraph of Policy EB12. “Essential local services....the plan area.”**

### Policy EB13: The delivery of new housing

- 3.108 The plan makers have determined not to allocate any sites for housing development in the EBNP. STC has confirmed that following the consultation on the pre-submission draft Local Plan, they are to review the spatial options and distribution of development and reconsult on them. Consequently, very limited weight is to be given to the housing requirements and proposals in Policy H1 of the 2019 Pre-Submission Draft Local Plan.
- 3.109 From the research carried out by the QB, it is suggested that there is a local housing need of about 12 dwellings per annum in the EBNP area which equates to approximately 192 dwellings over the 16 year period of 2020 – 2036. However, it will be for the emerging Local Plan to determine whether any additional housing should be located in the Plan area to meet the housing needs of other part of South Tyneside.
- 3.110 As it is not proposed to allocate any housing sites in the EBNP, it will be for the emerging Local Plan to determine the most suitable sites. My task as examiner is to ensure that the policies in the EBNP will positively support the national and strategic policies to promote housing development and are not unduly restrictive so as to undermine the delivery of an appropriate level of housing in the emerging Local Plan.
- 3.111 I have already considered under Policy EB2 whether defining the settlement boundary would help to deliver sustainable development that is needed in the plan area and I have come to the conclusion that as the settlement boundary follows the Green Belt boundary which constrains new development, it would provide a clear boundary to focus the location of new housing development in the Plan area. There may be limited opportunities for housing development in the Green Belt and the policy makes it clear that any such development will be considered against national policy on Green Belts. It is recommended that a paragraph is added to the justification to refer to the clause in Policy EB2 on this matter.
- 3.112 The second part of the policy requires developments of 10 or more dwellings or of 0.5 ha or more to be informed by a comprehensive masterplan to be prepared in consultation with the local community. It is considered that this is unduly onerous for all developments. However, this may be appropriate for larger or more complex developments. I shall recommend the deletion of this paragraph from the policy and the inclusion of a paragraph in the justification that encourages housing developers to consult the community and stakeholders on pre-application proposals.
- 3.113 The third part of the policy sets out a comprehensive list of matters that should be considered in preparing a masterplan. This section should be revised to refer to masterplan being prepared as part of development proposals.

- 3.114 It is recommended that criterion g) is revised to be consistent with criterion d) of Policy EB11.
- 3.115 Criterion k) should be revised to improve its clarity.

**Recommendation 15: Revise Policy EB13 as follows:**

**Delete the second part of the policy “All new development proposals..... impacting on the development.”**

**Revise the third part of the policy to read: “Where appropriate and relevant to the site, a masterplan should be *prepared as part of the development proposals* and should include details of:”**

**Revise criterion g) to read: *The provision of adequate vehicle and cycle parking provision taking account of the guidance set out in the Annex to the East Boldon Design Code;*”**

**Revise criterion k) to read: “....key considerations *should* include....”**

**Add a new paragraph to the justification: “*There may be limited opportunities for housing development in the Green Belt and Policy EB2 makes it clear that any such development will be considered against national policy on Green Belts.*”**

**Add a new paragraph to the justification after paragraph 8.6: “*Developers of new and replacement housing are encouraged to consult the East Boldon Neighbourhood Forum, the local community and other key stakeholders prior to submitting their proposals to the local authority for planning permission.*”**

**Policy EB14: Housing mix**

- 3.116 The policy refers to housing developments basing their housing mix on the latest East Boldon Housing Needs Assessment and South Tyneside Housing Market Assessment.
- 3.117 It is considered that this policy will help support the delivery of national and strategic policies on delivering a suitable mix of house types and tenures. No modifications are recommended.

**Policy EB15: Affordable housing**

- 3.118 The policy sets out the requirement for sites of 10 or more houses to contribute to the provision of affordable housing. STC has noted that the policy does not include the percentage that will be sought as a contribution. In the absence of a locally set target, it is recommended that the policy is revised to refer to the target set in the Council’s policy and guidance. STC

has suggested that the policy should also include reference to the Council's viability assessment.

- 3.119 The Council has commented that criterion a) is unduly restrictive and the Council needs the flexibility to consider options Borough wide when determining the location of off-site affordable housing. I have noted that the policy does not require the off-site provision to be within the plan area. It is recommended that an explanation is added to the justification to recognise that sites may be outside the plan area in view of the limited opportunities available in the Plan area and Green Belt constraints.
- 3.120 The Council has commented that criterion b) is unduly prescriptive. Payments are sometimes phased and the Council questions whether there would always be opportunities to spend the financial contributions in the neighbourhood plan area within the time parameters set by S106 for payments to be spent. I am recommending that the criterion be revised to refer to the Council's guidance on the subject.
- 3.121 The third part of the policy refers to proposals provide affordable housing at a level below that required by the policy. To be consistent with my recommended modification to the first part of the policy, I am recommending that it should be revised to refer to the Council's policy.
- 3.122 The final sentence of part five and criteria c) to e) set out matters to be included in planning conditions or planning obligations. It is a matter for implementation and is not considered to be planning policy. It is recommended that it should be deleted from the policy but may be included in the justification.

**Recommendation 16: Revise Policy EB15 as follows:**

**Revise the first paragraph of the policy to read: “.....will be required to contribute to the provision of affordable housing *in accordance with South Tyneside Council's SPD on Affordable Housing, latest Housing Needs Survey and the latest viability work undertaken for the Council to determine the level of affordable housing that is deliverable*”.**

**Revise the first sentence of criterion b) by adding the following: “....by the local planning authority *in accordance with the Council's SPD on Affordable Housing*”. Delete the second sentence of criterion b).**

**Revise the fourth part of the policy to read: “....that required under the terms of *South Tyneside Council's policy and guidance*....**

**Delete the final sentence of the last part of the policy “Any planning permission.....to secure:” and criteria c), d) and e). Place this text in a new paragraph in the justification.**

**Add the following to the justification: “*In view of the Green Belt constraints and limited availability of housing land, off-site affordable*”**

***housing provision may have to be located elsewhere in South Tyneside.”***

### **Policy EB16: Community Services and Facilities**

- 3.123 The policy supports the enhancement of community services and facilities and sets out the factors to be taken into account in considering proposals for new development. The second part of the policy sets out the matters to be demonstrated for development that would result in the loss of a community facility.
- 3.124 Criterion d) would benefit with rewording to improve its clarity and to aid its interpretation. It is not clear what “in its current form” relates to and the word “or” should be placed at the end of the criterion.

#### **Recommendation 17: Revise Policy EB16 as follows:**

**Revise criterion d) to read: “The facility is no longer required; *or*”.**

### **Policy EB17: Local Green Space**

- 3.125 This policy proposes the designation of 10 areas as Local Green Spaces. The sites have been assessed in the report of East Boldon Neighbourhood Plan Local Green Space and Protected Open Space (February 2021) against the criteria set out in NPPF paragraph 100.
- 3.126 Four of the sites are within the Green Belt. NPPG advises that *“If land is already protected by Green Belt policy, ... then consideration should be given to whether any additional local benefit would be gained by designation as Local Green Space.*
- “One potential benefit in areas where protection from development is the norm (eg villages included in the green belt) but where there could be exceptions is that the Local Green Space designation could help to identify areas that are of particular importance to the local community.”* Paragraph: 010 Reference ID: 37-010-20140306
- 3.127 It is considered that sites LGS03 Victoria Allotments, LGS04 Cemetery and LGS10 Mundles Lane Play Area are areas within the Green Belt that are particularly important to the community.
- 3.128 I have given further consideration to site LGS09 Land south of New Road and Tiled Lane in the light of the representations submitted on behalf of the developers with an interest in the land who has objected to the designation of the area as Local Green Space. The site is within the Green Belt. The objection states that eastern field is privately owned and there are no public rights of way across the land, notwithstanding that local residents have used

the area regularly for walking. The area has been uncultivated for about 20 years and has naturally regenerated. Part of the proposed Local Green Space lies within the field to the west of the bridleway which is cultivated. There is no public access to the north eastern part of the field shown as a proposed Local Green Space.

- 3.129 I acknowledge that the eastern field has acquired some importance to the local community through informal usage. However, as the community has no right of access to this privately owned land, I consider that its safeguarding as Green Belt is adequate and there is insufficient justification to designate it as Local Green Space.
- 3.130 The western field adjacent to Boker Lane is in arable cultivation. There is a right of way across the field bounded by hedges. However, there is no access to the cultivated land that is included in the proposed Local Green Space. There is a hedgerow alongside the stream, however, I consider that its safeguarding as Green Belt is adequate and there is insufficient justification to designate it as Local Green Space.
- 3.131 The two fields have been identified within the SHLAA as a potential housing site. It would be for the Local Plan to determine whether they should be removed from the Green Belt and designated for housing.
- 3.132 The first sentence of the second part of the policy repeats that in the first paragraph. A recommendation is made to delete the phrase from the first paragraph. The use of the term “will not be permitted” should be avoided in policies in accordance with NPPF paragraph 2.

**Recommendation 18: Revise Policy EB17 as follows:**

**Delete from the first paragraph of the policy “*which will be protected from development in a manner consistent with the protection of land within the Green.*”**

**Delete LGS09 Land to the south of New Road and Tiled Lane from the policy and Policies Map.**

**Revise the second sentence of the second part of the policy to read: “*Inappropriate development should not be approved except in very special circumstances.*”**

**Policy EB18: Protected Open Space**

- 3.133 The policy seeks to protect five areas as protected open spaces; the golf course, the school playing field and three areas of amenity open space with residential development. The sites have been assessed and justified in the report of East Boldon Neighbourhood Plan Local Green Space and Protected Open Space (February 2021).

- 3.134 In its representation, STC commented that reference should be made to the “Developer Contributions SPD” as the most up to date and relevant guidance in the final paragraph of the policy. However in response to my question on the relevant document to be referred to, STC has withdrawn its comment as they consider that SPD5 is out of date.
- 3.135 It would be helpful to plan users to add another paragraph to the justification to explain that new development proposals should include open space in accordance with the STC latest evidence set out in the Open Space Study 2015 and 2019 addendum.

**Recommendation 19: Revise the justification to Policy EB18 as follows:**

**Add the following at the end of paragraph 9.11: “*New housing development should include areas of open space for children’s play, sports and amenity in accordance with STC’s policies and Open Space Study 2015 and 2019 addendum.*”**

**Policy EB19: Infrastructure**

- 3.136 The policy seeks to require the provision of or contributions towards necessary infrastructure which should be in place or provided prior to the development being brought into use. No details are set out about the type of infrastructure required other than anecdotal comments in the justification.
- 3.137 NPPF paragraph 20 states that strategic policies should make provision for various types of infrastructure and community facilities. Paragraph 34 states that plans should set out the contributions expected from development, including affordable housing provision and various types of infrastructure; and such policies should not undermine the deliverability of the plan.
- 3.138 The NPPG on Neighbourhood Planning states that “*A qualifying body should set out and explain in their draft neighbourhood plan the prioritised infrastructure required to address the demands of the development identified in the plan.*” Paragraph: 046 Reference ID: 41-046-20140306.
- 3.139 South Tyneside Core Strategy Policy ST1 makes reference to the importance of Planning Obligations in delivering the spatial strategy.
- 3.140 It is considered that Policy EB19 does not add any locally specific details to the strategic policy on infrastructure provision. Furthermore, it seeks to have all infrastructure in place or committed prior to development being brought into use. It does not acknowledge that infrastructure is often phased. No assessment has been undertaken of the feasibility and viability of this approach and the potential impact on the deliverability of development. I am therefore recommending that the policy should be deleted.

- 3.141 The QB has suggested revisions to the wording of the policy, however, I consider that it does not overcome my concerns about the policy.
- 3.142 STC has commented that they do not have Community Infrastructure Levy in place and has made no decision about implementing it. I am therefore recommending that references to it in paragraph 9.14 should be deleted.

**Recommendation 20: Delete Policy EB19.**

**Retain paragraphs 9.13 and 9.14. Delete “and South Tyneside Council are working towards the introduction of CIL”.**

**Policy EB20: Sustainable transport and new development**

- 3.143 The policy supports development that maximises the use of sustainable transport and sets out six factors that are to be taken into account by developers.
- 3.144 It is considered that the policy accords with national policy on sustainable transport and Core Strategy Policy A1 and Development Management Policy DM1. No change is recommended.

**Policy EB21: Metro parking**

- 3.145 The policy acknowledges the shortage of car parking at Boldon Metro Station and sets out an approach to the provision of additional parking and supports the provision of additional cycle parking at the Metro Station.
- 3.146 Nexus has commented to say that they have undertaken an independent study to assess future demand for park and ride facilities which has concluded that East Boldon Metro should be a priority location for further parking provision, They have identified 3 potential sites , however two sites have either Green Belt or Local Green Space designation.
- 3.147 It is considered that the policy accords with national policy on sustainable transport and Core Strategy Policy A1 and Development Management Policy DM1. There is provision within the NPPF policies on development in Green Belts for development that is justified in very special circumstances. No change is recommended.

**Policy EB22: Cycle Storage and Parking**

- 3.148 The policy sets out very detailed requirements for cycle storage and parking in residential development which I consider to be unduly prescriptive and inappropriate for a planning policy. I am recommending that they should be included in an annex to the Design Code. I am recommending that the policy

wording should be revised to read “should” instead of “must” to provide a degree of flexibility.

- 3.149 It noted that the Design Code includes requirements for cycle parking in non-residential / commercial buildings and public realm and the final paragraph of the policy should refer to this.

**Recommendation 21: Revise Policy EB22 to read:**

**“Development proposals creating additional residential units *should* demonstrate how secure storage for bicycles can be provided *in accordance with guidance set out in the East Boldon Design Code Annex on Parking.*”**

**“Other traffic generating non-residential developments must provide appropriate cycle parking *in accordance with the East Boldon Design Code and agreed in consultation with the highway authority.*”**

**The other text setting out detailed standards should be deleted from the policy and placed in an Annex to the East Boldon Design Guidance.**

**Policy EB23: Residential Parking Standards**

- 3.150 The policy sets out very detailed requirements for car parking in residential development which I consider to be unduly prescriptive and inappropriate for a planning policy. I am recommending that they should be included in an annex to the Design Code.
- 3.151 STC parking standards are set out in SPD6. These are maximum standards and were adopted in 2010. NPPF paragraph 106 provides a degree of flexibility in setting parking standards and states that maximum parking standards should only be set where there is clear and compelling justification that they are necessary for managing the local road network.
- 3.152 STC has expressed concerns about the use of minimum standards that may lead to car centric development and lack of flexibility that may render a development unviable. I am recommending that the policy wording should be revised to read “should” instead of “must” to provide a degree of flexibility.
- 3.153 The Written Ministerial Statement of 2015 states: *“The imposition of maximum parking standards under the last Administration led to blocked and congested streets and pavement parking. Arbitrarily restricting new off-street parking spaces does not reduce car use, it just leads to parking misery. It is for this reason that the Government abolished national maximum parking standards in 2011...”*
- 3.154 As required by NPPF 105, the plan makers have provided me with evidence required by the guidance to justify setting local parking standards. They have set their local car parking standards as minimum.

**Recommendation 22: Revise Policy EB23 to read:**

**“Residential development proposals creating additional residential units *should* provide an adequate level of parking for residents and visitors *in accordance with guidance set out in the East Boldon Design Code Annex on Parking.*”**

**The other text setting out detailed standards should be deleted from the policy and placed in an Annex to the East Boldon Design Guidance.**

**Policy EB24: Non-residential Parking Standards**

3.155 The policy includes matters to be taken into account in determining the level of off-street parking required for non-residential developments. As no detailed standards are provided, it would be helpful to plan users to include reference to the Council’s parking standards in the policy.

**Recommendation 23: Revise Policy EB24 to read:**

**Revise the first sentence of the policy to read: “.....network and amenity of the area *in accordance with the Council’s Parking Standards.* When determining....”**

**Policy EB25: Walking and Cycling Network**

3.156 The policy proposes the improvement of the walking and cycling network, although it does not include any proposals. It also proposes the protection of the network of Active Travel Routes identified on the Policies Map.

3.157 In response to my question, the QB has stated that not all routes shown on the Policies Map are public rights of way. As public rights of way are covered by other legislation, it is not necessary to protect them in planning policies. The status of other routes and the rights of access over them is a legal matter and it is not appropriate for them to be protected through planning policy.

3.158 A number of representations have been made concerning the use of Moor Lane, Cleadon as a pedestrian route. STC has confirmed that this proposal is subject to public consultation and that, depending on the feedback the Council receives, the proposals may change, or may go ahead. In view of the uncertainties over this proposal, I am recommending that it be deleted from the Policies Map.

**Recommendation 24: Revise Policy EB25 to read:**

**Delete the second sentence and criteria a) and b): “The network, identified on the policies map will be protected.....an agreed timescale.”**

**Delete the network of Active Travel Routes from the Policies Map.**

### **New Policy**

- 3.159 Northumbrian Water has proposed that a new policy should be included on flood risk and sustainable drainage considerations given the importance of the issue as part of wider climate change discussion. I am recommending that Policy EB1 should be strengthened to clarify the approach to the subject.
- 3.160 Further advice on surface water drainage preferences as advised by Northumbria Water may be included in the Design Code.

### **Recommendation 25: Revise Policy EB1 as follows:**

**Revise point c) to read: “Ensure that the development will not increase flood risk elsewhere and where possible, reduce flood risk overall *by minimising flood risk to people, property and infrastructure from all potential sources by assessing the impact of the development proposal on existing sewerage infrastructure and flood risk management infrastructure;*”**

**Add new point after c) “*Ensure that development proposals separate, minimise and control surface water runoff, with sustainable drainage systems being the preferred approach;*”**

**Include further advice on drainage preferences as advised by Northumbria Water in the Design Code.**

## 4.0 Referendum

- 4.1 The East Boldon Neighbourhood Development Plan reflects the views held by the community as demonstrated through the consultations and, subject to the modifications proposed, sets out a realistic and achievable vision to support the future improvement of the community.
- 4.2 I am satisfied that the Neighbourhood Development Plan meets all the statutory requirements, in particular those set out in paragraph 8(1) of schedule 4B of the Town and Country Planning Act 1990 and, subject to the modifications I have identified, meets the Basic Conditions namely:
- has regard to national policies and advice contained in guidance issued by the Secretary of State;
  - contributes to the achievement of sustainable development;
  - is in general conformity with the strategic policies contained in the Development Plan for the area; and
  - does not breach, and is otherwise compatible with, EU obligations and human rights requirements
- 4.3 **I am pleased to recommend to South Tyneside Council that the East Boldon Neighbourhood Development Plan should, subject to the modifications I have put forward, proceed to referendum.**
- 4.4 I am required to consider whether the referendum area should be extended beyond the Neighbourhood Plan area. In all the matters I have considered I have not seen anything that suggests the referendum area should be extended beyond the boundaries of the plan area as they are currently defined. I recommend that the Neighbourhood Plan should proceed to a referendum based on the neighbourhood area designated by South Tyneside Council on 3 January 2018.

## 5.0 Background Documents

5.1 In undertaking this examination, I have considered the following documents

- East Boldon Neighbourhood Plan Submission Draft Version February 2021
- East Boldon Neighbourhood Plan Basic Conditions Statement February 2021
- East Boldon Neighbourhood Plan Consultation Statement February 2021
- East Boldon Neighbourhood Plan SEA Screening Opinion February 2021
- East Boldon Neighbourhood Plan HRA Report May 2019
- East Boldon Local Green Spaces and Protected Open Spaces February 2021
- East Boldon Community Character Statement August 2019
- East Boldon Neighbourhood Plan Built and Historic Environment Background Paper, February 2021
- East Boldon Conservation Area Character Appraisal, STC, 2006.
- South Tyneside SPD 15 East Boldon Conservation Area Management Plan, STC, April 2009
- East Boldon Housing Needs Survey, 2019
- East Boldon Neighbourhood Plan Background Papers (February 2021) on Housing, Local Economy, Transport, Built Environment, Community Wellbeing, Natural Environment, Settlement Boundary,
- National Planning Policy Framework 2019 (as amended)
- Planning Practice Guidance March 2014 (as amended)
- The Town and Country Planning Act 1990 (as amended)
- The Localism Act 2011
- The Neighbourhood Planning (General) Regulations 2012
- South Tyneside Core Strategy (2007)
- South Tyneside Development Policies Document (2011)
- South Tyneside Site Specific Allocations Document (2012)
- South Tyneside Local Plan, pre submission draft plan (2019)
- Validation of Planning Applications in Tyneside – 2019
- South Tyneside SPD 3: Green Infrastructure Strategy February 2013
- South Tyneside SPD 4: Affordable Housing August 2007
- South Tyneside SPD 5: Planning Obligations & Agreements October 2008
- South Tyneside SPD 6: Parking Standards December 2010
- Wildlife Corridors Network Review, Burton Reid for STC, December 2020
- The South Tyneside Local Justification of High Landscape Value and amendment to proposed Boldon Downhill Area boundary southwards on the South Tyneside Coast for extending the High Landscape Value Plan (July 2019)
- Employment Land Review Final Report South Tyneside Council July 2019

## 6.0 Summary of Recommendations

**Recommendation 1:** Include the Plan period on the front cover and the revise the date in the Foreword to the Plan to 2021 - 2036.

**Recommendation 2:** Improve the legibility of the Policies Map or include diagrams within the Plan relevant to each policy.

**Recommendation 3:** Revise Policy EB1 as follows:

Delete criterion d)

Delete criterion e)

Criterion h) “Building for a *Healthy* Life”

Add “and” at the end of criterion h).

Delete criterion j).

Delete criterion k).

Delete “and limited sewer capacity” from paragraph 4.4, second sentence.

**Recommendation 4:** Improve the clarity of the settlement boundary on the Policies Map.

**Recommendation 5:** Revise Policy EB3 as follows:

Revise the first paragraph to read: “..... of the area, it should take *account of the* East Boldon Design Code. Development will be supported where it:”

Delete “extensive and” from criterion b).

Add “*Where appropriate*” at the beginning of criterion c).

Replace “when viewed from surrounding areas of countryside” with “as *part of long distance views*” in criterion e).

*Revise criterion k) to read: “Provide car parking and cycle storage in accordance with the parking standards in the guidance set out in the East Boldon Design Code Annex on Parking and which is appropriately sited.....”*

In criterion o) replace “or” with “and”.

**Recommendation 6:** Revise Policy EB4 as follows:

Delete the second paragraph of Policy EB4 and criteria a) and b).

Revise criterion c) to read: “....the *special* character and ....”

Revise criterion e) to read “The impact on significant views *of and from the conservation area shown on the Policies Map.*” Include views 10, 11 and 13 from the map of significant views submitted by the Qualifying Body.

Delete the last paragraph of Policy EB4.

Revise paragraph 5.12 to include the two additional listed buildings:

- “*Boldon War Memorial*”
- “*South Lodge*”

Revise paragraph 2.25 to read “....and *nine* grade II listed buildings.”

Revise paragraph 5.13 to read “In addition, *within the plan area*, there are 21 locally significant heritage assets *which have been identified by South Tyneside Council in their 'Local List'*, which are as follows (16 of these listings fall within the conservation area):”

Revise paragraph 5.14 to read: “A further nine non-designated heritage assets have been identified *by the East Boldon Forum* during the preparation of the plan *and are listed in paragraph 5.22. These are in addition to the assets identified in the South Tyneside Local List and they will be suggested to the Council when this is updated (Community Action 3).*”

Include a reference to “*The Validation of Planning Applications in Tyneside – 2019*” in the justification to the policy.

Recommendation 7: Revise Policy EB5 as follows:

Revise the first paragraph, second sentence to read: “*Where appropriate, in determining planning applications, consideration.....*”

Revise criterion f) to read “....planning conditions or *planning obligations.*”

Revise the first sentence of the second paragraph of the policy as follows: “....water environment is possible, *should, where feasible, bring about....*”.

Revise point j) to read: “*Controlling and mitigating potential pollutants likely to arise from the development, as appropriate;*”

Revise point m) to read: “ ....does not fragment the wildlife corridor *associated with the stream or pond;* and”

Delete the third paragraph of Policy EB5.

Revise paragraph 6.1 first sentence to read: “.....SSSI which comprises unimproved neutral grassland formerly subject to ridge and furrow cultivation, with associated hedgebanks and drainage channels.”

Delete paragraph 6.6 and replace it with the following:

*“The green and blue infrastructure includes sites that are safeguarded as national and local wildlife sites, Local Green Spaces, Protected Open Spaces, woodlands, the environs of streams and ponds. These are shown on the Policies Map.”*

*“The report “Wildlife Corridors Network Review” of December 2020 prepared for STC provides evidence of sites important for wildlife and has identified and mapped the Core Sites, Secondary Features, Stepping Stones and Buffer Sites within the strategic wildlife corridors. The location of Key Species is also mapped”.*

Revise the Policies Map to remove the Wildlife Corridors and to include only those sites within the description of the revised paragraph 6.6 under the Green Infrastructure Corridor notation.

**Recommendation 8: Revise Policy EB6 as follows:**

Revise the second paragraph to read: “*When determining planning applications, consideration will be given to how relevant development proposals:*”

Revise criterion e) to read: “...including trees, *hedgerows*, shrubs and water features: and”.

Revise criterion f) to read: “...along new roads, *where appropriate and safe.*”

Delete the “Area of High Landscape Value and Area of High Landscape Significance” from the Policies Map and include as a diagram within the text.

Add the following at the end of paragraph 6.7: “*The Area of High Landscape Value and Area of High Landscape Significance is shown on Diagram X. STC is undertaking a review of the Area as part of the preparation of the emerging Local Plan.*”

**Recommendation 9: Revise Policy EB7 as follows:**

Revise the second sentence of the first paragraph to read: “*Where practicable, proposals should demonstrate how measurable net gains will be achieved.*”

Add the following after the first paragraph of Policy EB7:

***“Any future housing developments should have regard to Interim Supplementary Planning Document 23: Mitigation Strategy for European Sites or any successor document. All financial contributions required in accordance with this policy will be secured by way of a planning obligation under section 106 of the Town and Country Planning Act 1990, or any subsequent amending legislation”.***

Add the following to the justification after paragraph 6.10:

***“An increase in residential development in the plan area could result in an impact on the internationally important Northumbria Coast Special Protection Area and Durham Coast Special Area of Conservation. New development may result in increased recreation related disturbance. Policy EB7 has identified that these adverse effects could be ameliorated where developers agree to contribute to appropriate mitigation.”***

**Recommendation 10: Delete Policy EB8.**

**Revise paragraph 6.16 to read: “Policy DM1 in the South Tyneside Development Policies DPD sets out the requirements for considering trees and hedges in development proposals. It is not necessary to include a specific policy in the EBNP.”**

**Recommendation 11: Revise Policy EM9 as follows:**

**Delete criterion b).**

**Recommendation 12: Revise Policy EB10 as follows:**

**Include “Where planning permission is required” at the beginning of the first paragraph.**

**From the third paragraph, delete “where they are located within the settlement boundary” and add “Proposals affecting the Green Belt will only be supported where they satisfy the exceptions set out in the NPPF.”**

**Recommendation 13: Revise Policy EB11 as follows:**

**Delete “main” from the first paragraph of Policy EB11.**

**Revise criterion c) to read: “How the housing mix will contribute to delivering local housing needs as demonstrated in an up to date Housing Needs Assessment;”**

**Revise criterion d) to read: “The provision of adequate vehicle and cycle parking provision taking account of the guidance set out in the Annex to the East Boldon Design Code;”**

**Recommendation 14: Delete the final paragraph of Policy EB12. “Essential local services....the plan area.”**

**Recommendation 15: Revise Policy EB13 as follows:**

**Delete the second part of the policy “All new development proposals..... impacting on the development.”**

**Revise the third part of the policy to read: “Where appropriate and relevant to the site, a masterplan should be *prepared as part of the development proposals* and should include details of:”**

**Revise criterion g) to read: *The provision of adequate vehicle and cycle parking provision taking account of the guidance set out in the Annex to the East Boldon Design Code;*”**

**Revise criterion k) to read: “.....key considerations *should* include....”**

**Add a new paragraph to the justification: “*There may be limited opportunities for housing development in the Green Belt and Policy EB2 makes it clear that any such development will be considered against national policy on Green Belts.*”**

**Add a new paragraph to the justification after paragraph 8.6: “*Developers of new and replacement housing are encouraged to consult the East Boldon Neighbourhood Forum, the local community and other key stakeholders prior to submitting their proposals to the local authority for planning permission.*”**

**Recommendation 16: Revise Policy EB15 as follows:**

**Revise the first paragraph of the policy to read: “.....will be required to contribute to the provision of affordable housing *in accordance with South Tyneside Council’s SPD on Affordable Housing, latest Housing Needs Survey and the latest viability work undertaken for the Council to determine the level of affordable housing that is deliverable*”.**

**Revise the first sentence of criterion b) by adding the following: “....by the local planning authority *in accordance with the Council’s SPD on Affordable Housing*”. Delete the second sentence of criterion b).**

**Revise the fourth part of the policy to read: “....that required under the terms of *South Tyneside Council’s policy and guidance*....**

**Delete the final sentence of the last part of the policy “Any planning permission.....to secure:” and criteria c), d) and e). Place this text in a new paragraph in the justification.**

**Add the following to the justification: “*In view of the Green Belt constraints and limited availability of housing land, off-site affordable*”**

*housing provision may have to be located elsewhere in South Tyneside.”*

**Recommendation 17: Revise Policy EB16 as follows:**

Revise criterion d) to read: “The facility is no longer required; *or*”.

**Recommendation 18: Revise Policy EB17 as follows:**

Delete from the first paragraph of the policy “*which will be protected from development in a manner consistent with the protection of land within the Green.*”

Delete LGS09 Land to the south of New Road and Tiled Lane from the policy and Policies Map.

Revise the second sentence of the second part of the policy to read: “*Inappropriate development should not be approved except in very special circumstances.*”

**Recommendation 19: Revise the justification to Policy EB18 as follows:**

Add the following at the end of paragraph 9.11: “*New housing development should include areas of open space for children’s play, sports and amenity in accordance with STC’s policies and Open Space Study 2015 and 2019 addendum.*”

**Recommendation 20: Delete Policy EB19.**

Retain paragraphs 9.13 and 9.14. Delete “and South Tyneside Council are working towards the introduction of CIL”.

**Recommendation 21: Revise Policy EB22 to read:**

“Development proposals creating additional residential units *should* demonstrate how secure storage for bicycles can be provided *in accordance with guidance set out in the East Boldon Design Code Annex on Parking.*”

“Other traffic generating non-residential developments must provide appropriate cycle parking *in accordance with the East Boldon Design Code and* agreed in consultation with the highway authority.”

The other text setting out detailed standards should be deleted from the policy and placed in an Annex to the East Boldon Design Guidance.

**Recommendation 22: Revise Policy EB23 to read:**

“Residential development proposals creating additional residential units *should* provide an adequate level of parking for residents and visitors *in accordance with guidance set out in the East Boldon Design Code Annex on Parking.*”

The other text setting out detailed standards should be deleted from the policy and placed in an Annex to the East Boldon Design Guidance.

**Recommendation 23: Revise Policy EB24 to read:**

Revise the first sentence of the policy to read: “.....network and amenity of the area *in accordance with the Council’s Parking Standards*. When determining....”

**Recommendation 24: Revise Policy EB25 to read:**

Delete the second sentence and criteria a) and b): “The network, identified on the policies map will be protected.....an agreed timescale.”

Delete the network of Active Travel Routes from the Policies Map.

**Recommendation 25: Revise Policy EB1 as follows:**

Revise point c) to read: “Ensure that the development will not increase flood risk elsewhere and where possible, reduce flood risk overall *by minimising flood risk to people, property and infrastructure from all potential sources by assessing the impact of the development proposal on existing sewerage infrastructure and flood risk management infrastructure;*”

Add new point after c) “*Ensure that development proposals separate, minimise and control surface water runoff, with sustainable drainage systems being the preferred approach;*”

Include further advice on drainage preferences as advised by Northumbria Water in the Design Code.

# EAST BOLDON FORUM

**EAST BOLDON  
NEIGHBOURHOOD PLAN**

**2021-2036**



**DRAFT  
Referendum Version**

**August 2021**

## Foreword

East Boldon, a village full of character with a great sense of community that should be preserved and enhanced for the wellbeing of its current and future residents, and the wider borough; a great place in which to grow up, work and live life to the full.

The ability to prepare neighbourhood plans has come out of the Localism Act. They are a way for local communities to be closely involved in the decisions which affect them and their areas. The East Boldon Neighbourhood Plan has been developed to establish a vision for the village and to help deliver the local community's aspirations and needs for the plan period 2021-2036. Once adopted, it is a statutory document that will be incorporated into the district planning framework and must be used by South Tyneside Council to determine planning applications.



*Figure 1: Lorne Terrace*

Our plan has been produced by local residents who have come together to form East Boldon Forum, using the views of the residents of the village. The forum is a non-political, formally designated organisation. We have consulted widely and listened to the community and local organisations on an extensive range of issues that will influence the well-being, sustainability and long-term preservation and enhancement of our semi-rural community. Every effort has been made to ensure that the views and policies contained in this draft plan reflect those of the majority of East Boldon residents as well as those who work in the village.

We have continued to work remotely throughout the COVID pandemic; in November and December 2020, our draft plan was published for consultation. We were delighted to have had lots of support for the plan and a good number of positive and constructive comments. We have used these comments to make further amendments to the plan. The responses we received came from different quarters, but what comes out strongly from this, and all the previous consultations that we have held in the development of the plan, is the overwhelming support for the plan that we have received from those who live and work in the forum area.

A neighbourhood plan has many benefits. The East Boldon Neighbourhood Plan has been developed by volunteers from the village to:

- protect the village from uncontrolled, large scale, or poorly placed development;
- ensure that development is sympathetic to and improves the look and feel of the historic character of the village;
- ensure that new homes reflect the needs of the residents, e.g. affordable, first and retirement homes;
- minimise the loss of greenfield sites and maximise the use of brown field sites to prevent the loss of Green Belt;
- facilitate the success of our local businesses as well as sport and leisure facilities;
- maintain our transport links to surrounding areas, while improving access to walking and cycling routes in and through the plan area and access to the countryside beyond;
- support the delivery of the Council's Climate Change Strategy;
- protect our diverse and unique natural environment that is so vital to the character of East Boldon;

- give the village the potential to access community infrastructure levy funding to improve village facilities and allow community groups to continue to emerge and flourish;
- identify, through community actions, additional projects to improve East Boldon's facilities, services and local environment, as well as address issues beyond the scope of the planning policies, including concerns over car parking; and
- ensure the adoption of up to date residential and non-residential parking standards that address current circumstances and are applied to new development proposals.

Copies of all of the documents referred to in the plan and details of all of the consultations that we have held can be found on our website: [www.eastboldonforum.org.uk/](http://www.eastboldonforum.org.uk/) I encourage you to look at the plan and the supporting documents. The Plan has now been endorsed by the independent Examiner and if it passed at a local referendum then it will be 'made' by South Tyneside Council.

I would like to thank the members of the East Boldon Forum and pay tribute to their work since November 2016. Without their tireless dedication and attention to detail it would not have been possible to produce this draft neighbourhood plan. We should also thank Jo-Anne Garrick, our planning consultant, who has given us invaluable professional advice and guidance in compiling the neighbourhood plan and South Tyneside Council for providing background data and maps. Finally, I would like to thank the staff of East Boldon Junior School and the United Reform Church Hall for hosting and facilitating our consultation events, as well as the Grey Horse Pub and East Boldon Scout Group for providing a roof over our heads!

Kirstin Richardson  
Chair, East Boldon Forum

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## 1. Introduction

### Background to neighbourhood planning

- 1.1 Neighbourhood planning is a right for communities introduced through the Localism Act 2011. Neighbourhood plans are community-led, prepared by parish councils and in areas without parish councils they are prepared by neighbourhood forums. Plans set out guidance on how new development will be managed. They do this by creating land use ‘planning policies’. Plans can deal with a wide range of issues like housing, employment, heritage and transport. In some cases, they may only focus on one or two issues that are of particular importance in a local area. Policies within neighbourhood plans cannot block development or support less than already committed in the statutory development plan. What they can do is shape where that development will go and what it will look like.
- 1.2 Neighbourhood plans can also cover issues which are not related to the use and development of land. They can provide a useful document in which a neighbourhood forum can establish priorities for action to improve their area. These are often referred to as ‘community actions’. However, the main purpose of a neighbourhood plan is to set policies for the use and development of land.
- 1.3 Once a neighbourhood plan has been: examined by an independent examiner, agreed at the referendum stage by the local community and ‘made’ (brought into legal force) by the local planning authority, it becomes part of the statutory development plan. Planning law requires that planning applications are determined in accordance with the development plan, unless material planning considerations indicate otherwise.

### Planning context

- 1.4 As they are part of the development plan, neighbourhood plans must be prepared in accordance with legal requirements. The way in which neighbourhood plans are prepared and the policies they contain are tested by an independent examiner who assesses whether the plan meets the ‘basic conditions’ to ensure they are legally compliant. Neighbourhood plans must:
- Have regard to national planning policy and guidance;
  - Be in general conformity with the strategic policies of the development plan;
  - Contribute to the achievement of sustainable development; and
  - Be compatible with legal obligations.

#### National planning policy and guidance

- 1.5 National planning policy and guidance is set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) respectively.

#### Development plan

- 1.6 Currently, the development plan for the East Boldon Neighbourhood Plan area consists of a number of documents within the South Tyneside Local Development Framework: Core Strategy (2007); Development Policies (2011) and Site Specific Allocations (2012). The development policies document contains a set of generic policies against which planning applications for new development are assessed. As the neighbourhood plan is required to be in general conformity with the strategic policies of the development plan, the policies contained within the South Tyneside Development Policies document are not considered to be strategic policies and therefore are not applicable.

- 1.7 South Tyneside Council (STC) are currently preparing a new local plan that will replace the existing policies. STC has undertaken four rounds of engagement on issues and options for the emerging local plan: Local Plan Key Issues & Options (April 2013); Issues Review of Policies and Guidance (2014); Local Plan Growth Options (July 2015); and Local Plan Pre-Publication Draft (August 2019).
- 1.8 The East Boldon Neighbourhood Plan ('the plan') has been informed by both the adopted and emerging planning policies and their associated evidence base.

#### Sustainable development

- 1.9 The purpose of the planning system is to help achieve sustainable development as defined by the NPPF. This specifies that the presumption in favour of sustainable development should be the basis for every plan and every planning decision. In brief, 'sustainable development' is about growth which delivers economic, environmental and social progress for this and future generations. The basic conditions statement, that accompanies this submission plan, explains how the implementation of the plan is expected to contribute to sustainable development.

#### Legal obligations

- 1.10 Neighbourhood plans must be compatible with legal obligations, specifically strategic environmental assessment (SEA) regulations and habitats regulations, through an appropriate assessment (AA). The SEA is a way of ensuring that the environmental implications of policies are taken into account before plans are brought into force. The AA process aims to ensure that the plan will not result in significant damage to internationally important nature conservation sites. STC provided a screening opinion on whether a SEA and/ or AA was required for the plan. The [screening opinion](#) is available on the STC website. The conclusion was that the neighbourhood plan is unlikely to result in significant environmental impacts and as such does not need a SEA. In addition, that the neighbourhood plan will not have a likely significant effect in relation to the habitat regulations.

### **Background to the East Boldon Neighbourhood Plan**

- 1.11 In January 2018, the East Boldon Neighbourhood Area (see figure 3) and corresponding East Boldon Neighbourhood Forum were designated. The process of preparing the plan began before the formal designation of the neighbourhood area. In July 2017, a community engagement drop-in session was held to raise awareness of the opportunities presented by neighbourhood planning and to engage a broad a range of people from the local community as possible. In June 2018, feedback was sought on eight draft objectives for the neighbourhood plan as well as a vision for East Boldon.
- 1.12 Two further periods of engagement were held in March and June 2019. The March engagement asked for feedback on issues concerning car parking, the natural environment and housing. The June engagement asked for feedback on the local economy, built and historic environment, transport and movement, community wellbeing and flooding.



Figure 2: Consultation event at East Boldon Junior School

- 1.13 Alongside the engagement with the local community the forum has engaged with local businesses, other organisations, primarily through a 'wellbeing survey' and held discussions

with other key stakeholders such as local schools and Nexus.

- 1.14 Early engagement informed the preparation of a pre-submission draft plan, which was subject to consultation from October to December 2020. The draft plan identified:
- The context in which the plan has been prepared – an overview of East Boldon, the **opportunities and challenges** for the plan to address;
  - A **positive vision** for the future of the East Boldon Neighbourhood Plan area;
  - How the vision of the plan will be **delivered through planning policies** i.e. the policies that **will be used to determine planning applications** within the plan area - providing a framework for sustainable development; and
  - How the vision of the plan will be **delivered through community actions** i.e. measures which are **intended to encourage action and influence decisions** taken by relevant bodies.
- 1.15 The period covered by the plan is to 2036, this aligns with the emerging South Tyneside Local Plan. During this period, the neighbourhood plan will be reviewed and updated where required.
- 1.16 South Tyneside Council carried out a six week consultation on the submission draft of the Plan in March and April 2021. 152 comments on the submission draft were received by the Council. These were sent to the examiner appointed by the Council to conduct an independent review of the Plan. The examiner published her [final report on 21 July 2021](#). The report recommended that the Plan should proceed to referendum, subject to the modifications proposed by the examiner.

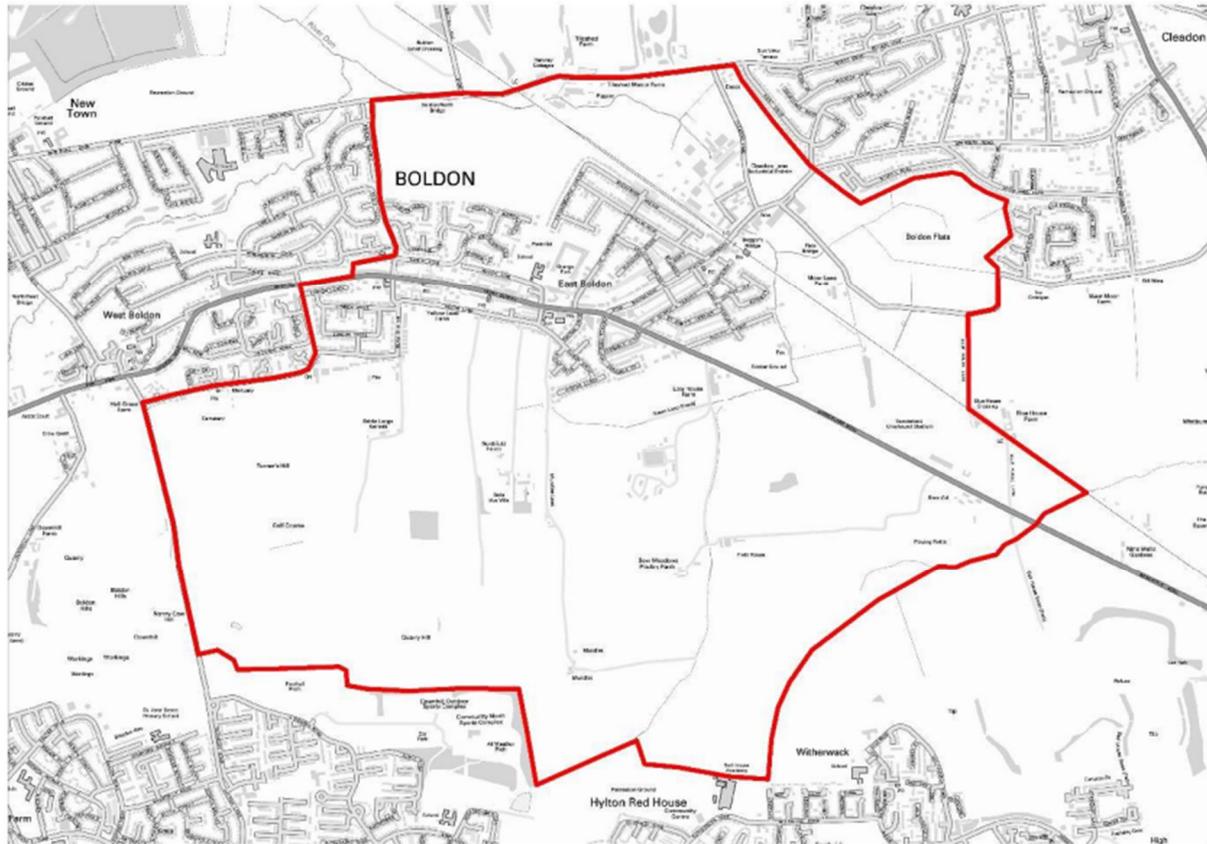


Figure 3: East Boldon Neighbourhood Plan Area

## 2. The key issues for the East Boldon Neighbourhood Plan

### Background to East Boldon

#### The growth of the village

- 2.1 East Boldon is part of 'the Boldons', a collection of settlements once part of County Durham but, since 1974, within the southern part of the Borough of South Tyneside. The wider area has clear agricultural and mining roots, even though these activities have now largely faded.

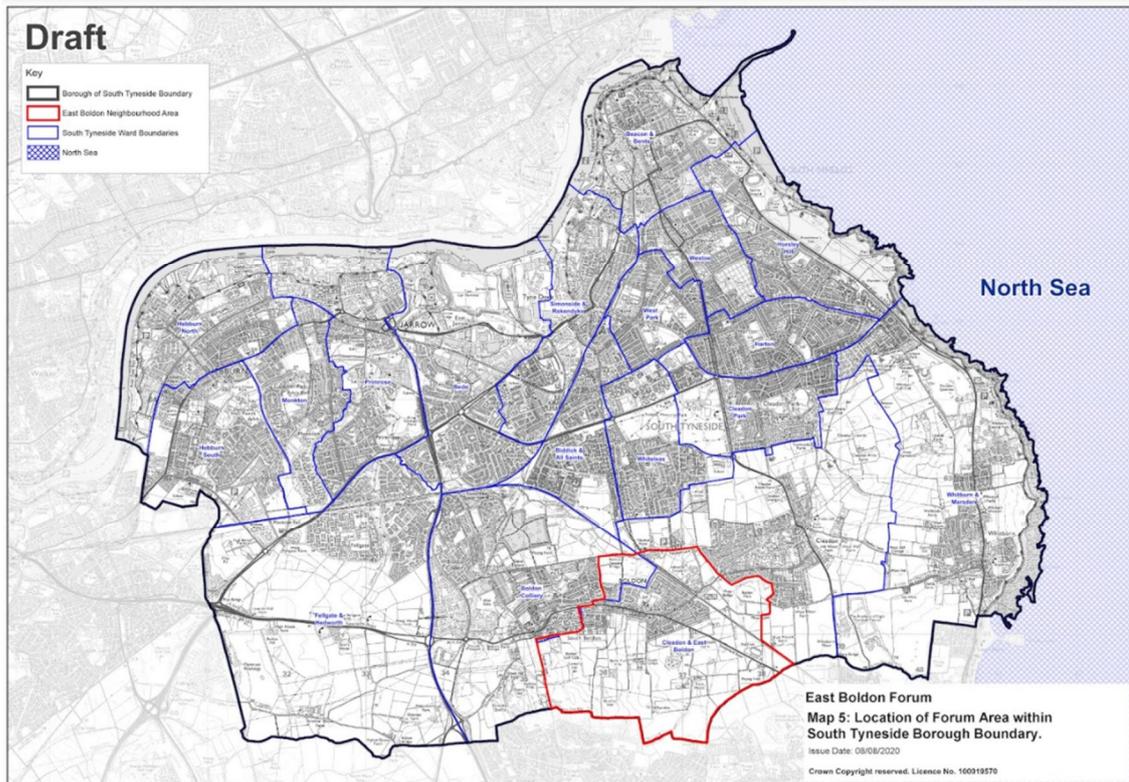


Figure 4: Location of the plan area within South Tyneside Borough Boundary

- 2.2 First references to East Boldon were made in parish registers in 1574. However, it is possible that East Boldon was in existence since the 13<sup>th</sup> century. By 1700 East Boldon was identified as a small farming community, subsidiary to the more substantial West Boldon. In 1665, there were 15 dwellings in East Boldon, including five large farms, together with joinery, blacksmith and wheelwright businesses. In 1751, there were historical references to an alehouse, and both farms and garths are mentioned. Figure 5 shows Front Street in around 1850.

- 2.3 Until the middle of the 19<sup>th</sup> century, East Boldon remained small and rural; in 1828 only 28 people, including 15 farmers, were listed as residents. Substantial change came with the onset of the industrial revolution and the construction of Brandling Junction Railway in 1839 between Newcastle and Sunderland. Cleadon Lane station opened that year, subsequently renamed East

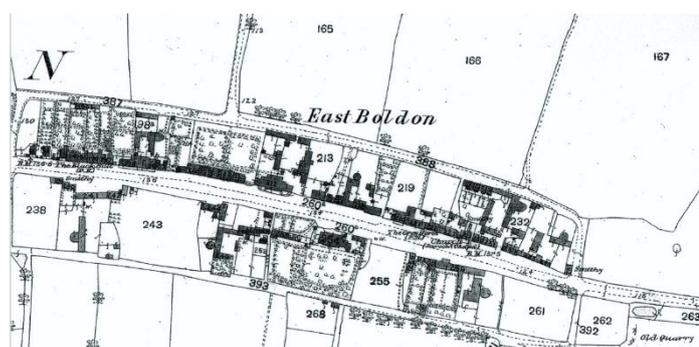


Figure 5: East Boldon c.1850

Boldon station in 1898. As a result of the railway and station, the village began to be used as a commuter settlement, with new railway-related businesses.

- 2.4 From the mid-19<sup>th</sup> century, new educational and religious buildings were developed. By 1876 the number of farmers had fallen to five and a wider range of other occupations now existed. Towards the end of the 19<sup>th</sup> century, East Boldon had become a fashionable place to live and by 1890 the village had overtaken West Boldon in both population and the number of trades listed. This growth can be seen between 1876 and 1898, as new terraces appeared to the east of the village core along Sunderland Road and Station Road.
- 2.5 Terraces were then built on Langholm Road, St George's Terrace, St John's Terrace, Whitburn Terrace, Charlote Crescent and on Sunderland Road and Ferndale Avenue. Additional retail facilities were built in 1918 at the junction of Station Road and Sunderland Road (Black's Corner), and the adjacent Co-operative premises on St Bede's. St George's Church was built in 1922. In 1930, East Boldon became a separate parish from West Boldon.



Figure 6: Langholm Road



Figure 7: St George's Church

- 2.6 In the pre-war era, non-traditional rendered and white painted houses were built to the south side of South Lane (1-12 Belle Vue Villas). The houses dramatically changed the appearance of the village from both the north and south. Further houses were later built to the south east (Mundles Lane) and Mundles Lane Park was also developed. Around this time, additional housing was provided to the south of St Mary's Terrace, creating Natley Avenue.

- 2.7 In the early 1950s the Somerset Estate was built to the south of Somerset Terrace. Alison Drive, Coulton Drive, Hunter Close and Hiram Drive, and the cherry tree lined Gordon Drive, which linked the development to Front Street, were added. Around this time a small number of council houses (a first and last for East Boldon), were built next to Ferndale Avenue, creating the present Whitburn Terrace.

At a slightly later date Ferndale Grove, a development of detached bungalows, was built parallel to Ferndale Avenue. The 1950s saw the extension of the areas around the short Edwardian terraces on Langholm Road and The Hawthorns, which would become Beckenham Avenue and Close, and Ravensbourne Avenue.



Figure 8: Ravensbourne Avenue

2.8 During the 1960s, there were significant large-scale housing developments:

- The 'Lyndon' estate to the south of Western Terrace (A184). In conjunction with the Hardie Drive/Keats Avenue estate in West Boldon, the physical separation between the two villages was then lost;
- Infill housing along Station Road and Approach; and at 1-5 South Lane; and
- An estate to the north of St John's Terrace, resulting in Coltere Avenue, Glencourse and Burnside.

2.9 An important development in the 1960s was the construction of the new junior school. Together with the much later nursery, these buildings are surrounded by extensive playing fields – the sense of open space and greenery is enhanced by the adjacent Grange Park. The Orchard development on South Lane was built in the 1970s, on the site of the former South Farm. In the 1980s, a short infill terrace was built at the beginning of North Lane.



Figure 9: East Boldon Junior School



Figure 10: The Paddock

2.10 The 1990s saw the largest housing development in East Boldon's history, the construction of 300 houses on land, to the north of North Road and Lane (The Paddock and The Pastures). This development resulted in the construction of the new Boker Lane, with the old narrow link road to South Shields becoming a bridleway (between the two estates).

2.11 The late 20<sup>th</sup> century saw a variety of different types of development including:

- The continuing development of Cleadon Lane Industrial Estate – a large industrial and commercial area on the northern side of the railway line;
- Small in fill development of flats adjacent to the Auction Galleries – 16-22 Front Street;
- Redevelopment of The Grange site on Front Street, to create sheltered accommodation;
- Birchwood (Sunderland Road/Whitburn Terrace), a block of flats;
- Langholm Court (Station Approach/Langholm Road), a complex of retirement apartments;
- Yellow Leas Farm, South Lane – a mix of new houses and conversions;
- Victoria Farm, South Lane (former Town End Farm) – residential conversion of former farm buildings;
- West Farm, North Road – small courtyard development.

2.12 Early in the 21<sup>st</sup> century, a small development of detached houses was built on an infill site, 14-18 Bridle Path (former paddock) and a retirement complex was completed (Willowbank Court), between Station Approach, the railway and Beckenham Close. A new housing project is now under construction at the junction of Whitburn Road and Moor Lane (former Gordon Durham offices/depot).

2.13 In 2002 the Newcastle-Sunderland railway line was converted to become part of the Tyne and Wear Metro system and a new station was built on the site of the old one. The introduction of the metro had a major impact on village life.



Figure 11: Tyne and Wear Metro at Tiledshed Lane Crossing

2.14 The principal land use in the plan area is now private residential properties. It comprises an eclectic mix of 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> century dwellings, together with later developments. Although the village has been greatly extended beyond its original 17<sup>th</sup> century core it retains its sense of identity character and purpose.

### Population and housing

2.15 As a result of the nature of the boundary of the plan area, it does not match any statistical or administrative geographical unit. The population based on a number of aggregated census output areas is estimated to be 5117<sup>1</sup>. The boundary of the forum area encompasses the East Boldon area of the Cleadon and East Boldon Ward together, with a small section of the Boldon Colliery Ward, as identified in figure 12.

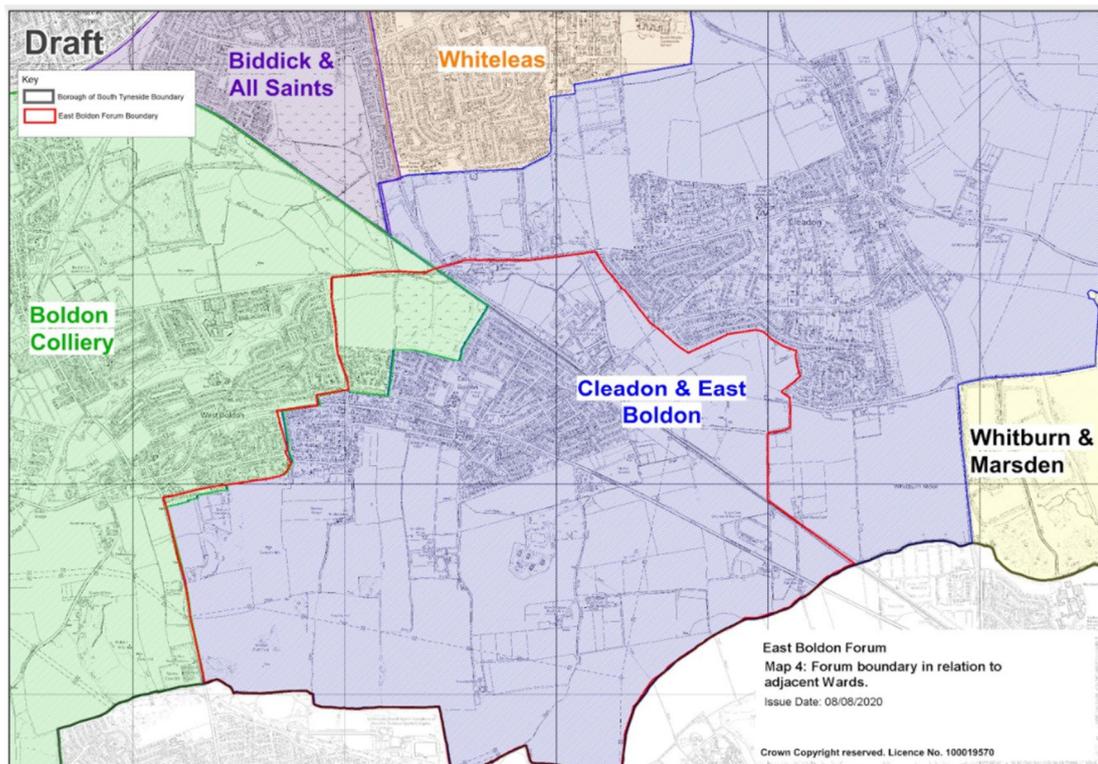


Figure 12: Forum boundary in relation to adjacent wards

2.16 The plan area has a slightly older population than South Tyneside as a whole, with higher proportions of people aged 65 and over, with 35% of homes headed by those aged 65 and over, which is 7% higher than South Tyneside as a whole. The most common population group are those aged 35 to 54, which forms 40% of the population of the plan area.

<sup>1</sup>See [Housing Needs Assessment](#)

- 2.17 The 2011 census illustrates that home ownership is the most common tenure within the plan area, with 86.8% of the 2191 properties owned. Social rented accounts for 6.8% of the properties within the plan area and private rented at 5.8%. Whilst the level of private renting increased between the last two censuses (25 to 126), owner occupation continues to dominate the housing market.
- 2.18 The majority of properties within the plan area are semi-detached (43%), compared to 41.2% in South Tyneside and 31.2 in England. The second most prominent dwelling type is terraced at 24.7%, compared to 41.2% in South Tyneside and 24.5% in England. Detached properties make up 23% of the stock, compared to 8% in South Tyneside and 22.4% in England. Flats, maisonettes and apartments only account for 7.7% of the stock, compared to 16.4% in both South Tyneside and England.
- 2.19 Most of the housing stock in the plan area can be considered to be family dwellings, with four rooms or more and 60.9% of these are large properties, with six rooms or more. The remaining 33.3% of homes are of medium size, with four to five habitable rooms.

#### Employment, services, facilities and connectivity

- 2.20 The plan area contains around 100 businesses, these include businesses within the retail, leisure, service and industrial sectors. A number of important services are provided across the plan area, such as: hairdressers, barbers, vehicle repair, sports services, property construction and maintenance, cafes, restaurants and pet services. There are also important community facilities including: East Boldon infant and junior schools, nursery provision, sheltered accommodation, dental surgery, pharmacy, religious facilities, public houses, social club and a greyhound stadium.
- 2.21 Many clubs operate across the plan area, including: tennis, golf, cricket, squash, archery, scouts and girl guides. Local community groups and businesses provide a variety of activities and events, including: social drinking, family fun events, summer camps, coaching, functions, private parties, sporting competitions and live music events.



Figure 13: Station Terrace shops

- 2.22 The plan area is located within close proximity to two major roads: the A19, which provides direct access to York, Teesside, Sunderland and the north via the Tyne Tunnel; and the A184, which provides direct access to Gateshead, Sunderland and Newcastle. East Boldon Metro Station provides regular access to Newcastle, Gateshead, North Tyneside and Sunderland. Seven bus routes cross the plan area, however only three pass directly through the village. The plan area also contains a number of public footpaths and cycle routes.

#### Environment

- 2.23 Residents of the plan area benefit from easy access to a wealth of green spaces which are vital to the character of the area, including: Grange Park; Mundles Lane Play Area; Mundles Lane; the bridleways at Boker Lane and adjoining the railway line; Victoria allotments; Dipe Lane Cemetery; Front Street War Memorial Garden; land adjacent to St George's Church; Boldon Golf Course; the cricket ground; as well as the surrounding Green Belt.



Figure 14: Mundles Lane Playground - looking towards the areas of high landscape value



Figure 15: Boldon Flats Local Wildlife Site

2.24 There are also important environmental designations within the plan area, including the Boldon Pastures Site of Special Scientific Interest (SSSI) which lies to the east of the plan area; areas of woodland and grade 2, 3a and 3b agricultural land. The plan area is identified as important for farmland birds, including corn bunting, grey partridge, lapwing, snipe, tree sparrow and yellow wagtail.

2.25 East Boldon has a rich built and historic environment. It includes a wealth of designated heritage assets, including the East Boldon Conservation Area and nine grade II listed buildings. In addition, there are 21 locally listed buildings. A further nine non-designated heritage assets have been identified as part of the work on the plan. [The East Boldon Community Character Statement](#) provides an up to date list of all heritage assets. The plan area has potential for high archaeological value due to its ancient origins. Being the site of a medieval village, the core of East Boldon could reveal much about such early settlements and contribute to the understanding of its history and that of the historic County Durham.



Figure 16: Boldon House, Front Street, East Boldon Conservation Area

### Key issues

- 2.26 Early engagement identified that there were a number of important issues for the neighbourhood plan to look to address, including the:
- Importance of natural and built environment and the heritage of the area and the role of the Green Belt in protecting this;
  - Concern over the impact of insensitive new housing development could have on the character of the area;

- Impact of car parking on residential amenity and the character of the area;
- Lack of affordable housing;
- Need to protect and enhance services and facilities, as well as providing improvements to infrastructure;
- Traffic levels/ highway safety;
- The need to protect important open spaces from development; and
- Impact of the ageing population.

2.27 The feedback from early engagement informed the preparation of the vision and objectives for the neighbourhood plan as well as the planning policies and community actions, which present opportunities to tackle the issues identified.

### 3. Vision and objectives

#### Vision

- 3.1 The vision sets out what the East Boldon Neighbourhood Plan intends to achieve over the plan period to 2036. It informs all of the draft policies and community actions contained within this pre-submission plan.

<b>A vision for East Boldon in 2036</b>
<p><i>East Boldon remains a thriving village full of character.</i></p> <p><i>It has a strong sense of community where local schools and voluntary groups, including sport and leisure organisations, play an important part in bringing people together.</i></p> <p><i>It is home to a wide range of successful businesses. These make an important contribution to village life and are actively supported by local people.</i></p> <p><i>It is blessed with wonderful green spaces on all sides, much of which is safeguarded by Green Belt status. This has done much to protect the village from urban sprawl and help maintain its identity and separation from other settlements as well as providing important habitat for wildlife.</i></p> <p><i>Infrastructure has been delivered to support the needs of the local community and businesses.</i></p> <p><i>New development conserves and enhances the historic environment and is sympathetic to the character of the village, it provides opportunities for the enhanced wellbeing of its residents, and ensures an environment which is rich in landscape for wildlife. In short, new development is sustainable in every sense.</i></p> <p><i>The needs of local residents, both young and old, is a major consideration in the type and location of all new development.</i></p> <p><i>The need to keep the local community together by providing the right mix of housing is seen as a priority.</i></p> <p><i>Any new development is seen as an opportunity to address the issue of parking and not add to it.</i></p>

#### Objectives

- 3.2 To deliver the vision, eight objectives have been developed. These objectives clearly relate to the issues identified through early engagement with the local community and other stakeholders. The early engagement endorsed the objectives and the mission of the plan to protect and enhance the special nature of the village now and for future generations.

<b>Objectives</b>
<p><b>Objective 1 - Sustainable development:</b></p> <ul style="list-style-type: none"><li>• Ensure new development makes a positive contribution to social, environmental or economic needs and that any negative impacts, particularly those contributing to climate change, such as flooding are adequately mitigated.</li></ul> <p><b>Objective 2 - Built and historic environment:</b></p>

- Ensure new development makes a positive contribution to a safe and well-designed built environment and that it respects the historic environment of the neighbourhood plan area.
- Objective 3 – Natural environment:**
- Plan positively for the creation, protection and enhancement of networks of biodiversity and green infrastructure in the neighbourhood plan area including ensuring that there are linkages to wider green infrastructure networks.
- Objective 4 – Local economy:**
- Support the sustainable creation and protection of employment opportunities in the neighbourhood plan area, and the vitality of the village and local centre.
- Objective 5 – Housing:**
- Create and maintain a balanced and sustainable community by providing a positive framework that recognises the different types of homes that all current and future residents of the neighbourhood plan area need.
- Objective 6 – Community wellbeing:**
- Contribute to community wellbeing by ensuring that the neighbourhood plan area’s community, especially its older and younger people, have access to the services and facilities they need.
- Objective 7 – Flooding and sustainable drainage:**
- To reduce the causes and risks of flooding in the neighbourhood plan area and build resilience to the effects of climate change.
- Objective 8 – Transport and movement:**
- Manage the transport network of the neighbourhood plan area to be safer, more efficient and more environmentally friendly for all users, while ensuring adequate parking is available to meet the needs of residents, visitors and businesses.

3.3 The planning policies and community actions contained within the plan, will deliver the objectives. The table below illustrates which planning policies will deliver the relevant objectives. Many of the planning policies can be referenced on the Policies Map and other related mapping contained in Annex 3 to the Plan. Policies EB8 (Protecting Trees & Woodland) and EB19 (Infrastructure) contained in the Submission Draft have been deleted on the recommendation of the Examiner.

Planning Policy	Plan Objective
EB1: Sustainable development	All objectives
EB2: General location of new development	1, 2, 3, 5, 6 and 8
EB3: Design	All objectives
EB4: Heritage assets	2
EB5: Green and blue infrastructure	3, 6 and 7
EB6: Landscape	3
EB7: Biodiversity	3
EB8: Employment	1, 2, 3, 4 and 6
EB9: Homeworking	1, 4, 5, 6 and 8
EB10: Cleadon Lane Industrial Estate	1, 4, 5, 7 and 8
EB11: Local retail centres	1, 2, 4, 6 and 8
EB12: The delivery of new housing	1, 2, 3, 5 and 7
EB13: Housing mix	1 and 5

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<b>Planning Policy</b>	<b>Plan Objective</b>
EB14: Affordable housing	1 and 5
EB15: Community services and facilities	6
EB16: Local green space	1, 2, 3 and 6
EB17: Protected open space	1 and 6
EB18: Sustainable transport and new development	1, 2, 3, 4, 6 and 8
EB19: Metro parking	1, 2, 4, 6 and 8
EB20: Cycle storage and parking	1, 2, 4, 6 and 8
EB21: Residential parking standards	1, 2, 6 and 8
EB22: Non-residential parking standards	1, 2, 4 and 8
EB23: Walking and cycling network	1, 3, 6 and 8

## 4. Sustainable development

### Background

- 4.1 Plan objective 1 seeks to ensure that new development makes a positive contribution to social, environmental or economic needs. As a result, this is an overarching objective that applies to all elements of the plan and its policies.

### Sustainable development

- 4.2 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. It highlights three overarching objectives, economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways. The NPPF therefore includes a presumption in favour of sustainable development.
- 4.3 The requirement for the planning system to meet the challenge of climate change is identified within the NPPF. It stresses the need to: shape places in ways which contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources; and support renewable and low carbon energy. Planning policies are therefore required to take a proactive approach to mitigating and adapting to climate change, including considering the long-term implications of flood risk.
- 4.4 Concerns regarding flood risk have been raised by the local community during early engagement. Areas have been identified as being prone to flooding as well as fears of the impacts of higher rainfall. The [natural environment background paper](#) provides details of the flood zones affecting the plan area. These are also identified in the South Tyneside Strategic Flood Risk Assessment (2018) and are available on the [Environment Agency website](#). Both the NPPF and NPPG contain detailed guidance for the consideration of flooding as part of new development proposals. In addition, the draft local plan contains a policy on flood risk and water management. This policy identifies that flood risk will be taken into account at all stages in the planning process to avoid inappropriate development in areas at current or future risk of flooding. The policy identifies what should be taken into account in order to consider flood risk and where a flood risk assessment and sustainable drainage systems will be required.



Figure 17: Flooding, Green Lane

- 4.5 In addition, the need for decisions on planning applications to fully consider the impact of contaminated and unstable land has been identified by the local community. Development on land that is or maybe affected by contamination and/or land instability will be supported where the developer can demonstrate that it is suitable for the proposed use, including through appropriate remediation. A site will be suitable for the proposed use if it does not result in unacceptable risk or harm to human health, the environment, property or significantly pollute controlled waters.
- 4.6 The neighbourhood plan has an important role in supporting the delivery of sustainable development and meeting the challenge of climate change. Policy EB1 requires all new

development proposals to be determined in accordance with the presumption in favour of sustainable development. This policy will support the delivery of all the plan objectives.

### Policy EB1: Sustainable development

A presumption in favour of sustainable development will be exercised in the determination of development proposals. In seeking to ensure that development is sustainable, it will be necessary to demonstrate, where appropriate, how the development would:

- a. Make efficient and effective use of land, by encouraging the re-use of viable previously developed land and buildings where possible;
- b. Minimise the impact and mitigate the likely effects of climate change, including the incorporation of design features to ensure they provide resilience to climate change;
- c. Ensure the development will not increase flood risk elsewhere and where possible, reduce flood risk overall by minimising flood risk to people, property and infrastructure from all potential sources by assessing the impact of the development proposal on existing sewerage infrastructure and flood risk management infrastructure;
- d. Ensure that development proposals separate, minimise and control surface water runoff, with sustainable drainage systems being the preferred approach;
- e. Support the health and well-being of the local community;
- f. Ensure the quality of the biodiversity and natural environment is maintained and enhanced;
- g. Accord with the principles set out within the East Boldon Design Code and other relevant documents such as 'Building for a Healthy Life' and the National Design Guide; and
- h. Address contamination or land instability issues in accordance with best practice guidance;

i.

### General location of new development

- 4.7 The development plan documents included within the South Tyneside Local Development Framework do not define specific settlement boundaries for East Boldon. The expansion of the village to the north, east and south is managed through Green Belt designation. The purpose of a settlement boundary is to manage the location of new development and protect the countryside from unsuitable development, prevent the merger of settlements and maintain their character. The NPPF identifies that planning policies and decisions should avoid the development of isolated homes in the countryside unless specific criteria are met.
- 4.8 The proposed boundaries have been drawn to support the sustainable growth of the plan area. They take account of extant planning permissions and seek to establish a logical shape to the edges of the village, whilst supporting an appropriate level of development. Irregular incursions into the open countryside have been avoided and the boundary has been drawn along features which are easily identified on the ground. Further detail on the proposed settlement boundary is contained within the [settlement boundary background paper](#).
- 4.9 Policy EB2 therefore seeks to focus development within the East Boldon settlement boundary. It also describes when development outside the settlement boundary may be appropriate. This policy will support the delivery plan objectives 1, 2, 3, 4, 5, 6 and 8.

**Policy EB2: General location of new development**

To promote sustainable development, the focus of new development across the East Boldon Neighbourhood Area will be within the East Boldon Settlement Boundary, as defined on the [policies map](#) and Map 2 of Annex 3 to the Plan.

Land outside the settlement boundary lies within the Green Belt, therefore development proposals will be assessed against national Green Belt policy.

## 5. Built and historic environment

### Background

5.1 The built and historic environment of the plan area are vital to its character and the quality of life of residents. The importance of this has been fed back strongly by the local community through early engagement. Plan objective 2 therefore seeks to ensure all new development makes a positive contribution to a safe and well-designed built environment and that it respects the historic environment of the area.



Figure 18: Georgian houses, Front Street

5.2 Further information which supports the policies within this section is available within the [built and historic environment background paper](#).

### Design

5.3 Good design is a key aspect of sustainable development, it creates better places in which people live and work. It is fundamental to what the planning and development process should deliver and will ensure that new development contributes positively to the local environment and therefore enhances the quality of life of local residents. Section 12 of the NPPF highlights the importance the government attaches to good design. Paragraph 125 recognises the important role that neighbourhood plans can play in identifying the special qualities of each area and explaining how this should be reflected in new development. In addition, [the national design guide](#) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of national planning practice guidance. The [national model design code](#) provides further detailed guidance to promote successful design.

5.4 There are a number of good practice guidance documents that can help inform the design of development, such as [Building for a Healthy Life](#), which is a government endorsed industry standard for well designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.

5.5 During early engagement with the local community the forum identified a number of design objectives to help shape new development:

Design Objectives	
<b>Setting:</b>	<ul style="list-style-type: none"> <li>Deliver a built environment of the highest quality which is empathetic and sensitive to the characteristics of East Boldon.</li> </ul>
<b>Design:</b>	<ul style="list-style-type: none"> <li>Create inspiring, sensitive design and avoid bland, extensive, and repetitive housing development.</li> </ul>
<b>Sustainability:</b>	<ul style="list-style-type: none"> <li>Create a built form which is sympathetic to sustainable living and provides a public realm that encourages people to walk and cycle to local destinations including local</li> </ul>

centres, schools and parks, along attractive safe, direct routes, and whenever possible maximise the opportunity to use public transport.

**Housing provision:**

- Deliver a range of accommodation and a mix that will help foster a strong sense of community and reflects the needs of East Boldon residents.

**Accessibility:**

- Ensure that new development successfully integrates with adjoining areas and provides street patterns and pedestrian routes which are easy to navigate, accessible to all, and promote community interaction.

**Environment:**

- New development must be sensitive to the existing habitat and biodiversity of the area. It must provide high-quality landscaping, including tree planting, and a comprehensive and interconnected network of green infrastructure which links and complements the green spaces and community assets, especially those identified by the Neighbourhood Plan. It must provide design solutions that help to promote wildlife.

5.6 As part of the evidence base supporting the preparation of the plan, AECOM prepared a [design code](#), to inform policy development. The document describes the plan area and defines design codes which are included as annex 2 to this plan.

5.7 National planning policy and guidance is clear that master planning has a vital role in the planning process. NPPG explains that masterplans set the vision and implementation strategy for a development and they are distinct from local design guides, focusing on site specific proposals such as the scale and layout of development, mix of uses, transport and green infrastructure. Depending on the nature of the development proposals, masterplans can include a range of information and detail. It is likely that other plans and technical reports will be needed to be developed alongside a masterplan to inform it and provide supporting evidence. This could address details such as landscape character, transport and biodiversity. Whatever their form, the key benefit is that the result is a collaborative approach from the outset of the design process between the local planning authority, developers and local communities. Masterplans are normally prepared by developers, however local planning authorities can prepare them, in which case, they are often adopted as supplementary planning guidance.

5.8 Policy EB3 therefore encourages high quality and sustainable design and sets out the key principles that should be addressed as part of proposals for new development whilst seeking to ensure the plan area does not place unnecessary restrictions on new development. The policy is cross cutting and will help to deliver all of the plan objectives.

**Policy EB3: Design**

Development should conserve local distinctiveness by demonstrating high quality design which both respects existing character and responds to the distinctive character of the area, it should take account of the East Boldon Design Code. Development will be supported where it:

- a. Maintains and where possible enhances the character of the locality, paying particular attention to the appearance, size, scale and density of the proposed development;

- b. Reflects the incremental and phased development of the village including its diverse range of architectural styles and avoids repetitive development proposals;
- c. Where appropriate, uses materials which complement those of adjoining and surrounding buildings;
- d. Conserves and enhances the significance of heritage assets and their setting;
- e. Takes account of the topography and natural features of the site and considers the impact of the development as part of long distance views;
- f. Respects established building lines and introduces boundary treatments and roof lines that are in keeping with the street scene;
- g. Demonstrates a commitment to sustainable design to minimise energy use;
- h. Provides adequate refuse and recycling storage, which is incorporated into the scheme to minimise visual impact;
- i. Adopts the principles of sustainable drainage, where appropriate;
- j. Ensures the development will not prejudice the amenity of its future occupiers or that of adjacent properties in terms of overshadowing, loss of light, dominance, loss of privacy, noise or general disturbance;
- k. Provide car parking and cycle storage in accordance with the parking standards set out in the East Boldon Design Code Annex on Parking and which is appropriately sited within the development;
- l. Encourages cycling, walking and other forms of sustainable travel;
- m. Ensures that lighting associated with the development will not have a significant effect on residential amenity or wildlife;
- n. Incorporates measures to support species and habitats, where appropriate;
- o. Will not result in unacceptable levels of noise, air or water pollution; and
- p. Creates a safe, accessible and well-connected environment that meets the needs of its users.

Where a design and access statement is required as part of a planning application, this must demonstrate how the proposal has responded to the above principles and the design codes as an integral part of the design process.

## Heritage assets

5.9 Heritage assets can either be designated or non-designated. Designated assets have statutory status within the plan area and include listed buildings and conservation areas. A non-designated asset is a building, monument, site, place, area or landscape having a degree of heritage significance meriting consideration in planning decisions, but which do not meet the criteria for designated heritage assets.



Figure 19: Georgian houses, Front Street

5.10 The glossary of the NPPF defines a heritage asset as:

*'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).'*

- 5.11 The NPPF states that heritage assets are an irreplaceable resource and requires them to be conserved in a manner appropriate to their significance. Also, that planning decisions affecting a heritage asset are required to be based on a sound understanding of the significance of the asset and the impact of the proposal on that significance.
- 5.12 The historic assets of East Boldon are a vital part of its character. The plan area includes the East Boldon Conservation Area, as well as nine grade II listed buildings:
- 100 Front Street (north side);
  - 94 Front Street (north side) (formerly listed as No.94 Sunnyside);
  - 70 Front Street (north side) (Boldon House) and wall to south of Nos.70 and 64;
  - 64 Front Street (north side);
  - Walls and gate piers at southwest of garden of No.70 (Boldon House), Front Street (north side);
  - 57 Front Street (south side) (Boldon Lodge);
  - 36 Front Street (north side).
  - Boldon war Memorial; and
  - South Lodge
- 5.13 In addition, within the plan area, there are 21 locally significant heritage assets which have been identified by South Tyneside Council in their 'Local List', which are as follows (16 of these listings fall within the conservation area):
- 2-12 (evens) Lorne Terrace, Lorne House (No.14), Front Street, East Boldon;
  - 30-34 (evens) Front Street, East Boldon;
  - Mansion House Farm, 62 Front Street, East Boldon;
  - 86-92 (evens) and 96 Front Street, East Boldon;
  - Shadwell Towers, Western Terrace, Front Street, East Boldon;
  - Grey Horse Public House, Front Street, East Boldon;
  - Black Bull Public House, 98 Front Street, East Boldon;
  - Boundary Wall, West of 57a Front Street, East Boldon;
  - Boldon Golf Club, Dipe Lane, East Boldon;
  - Field Depressions, Mundles Farm, Mundles Lane, East Boldon;
  - Mixed Board School, Front Street, East Boldon;
  - Boldon United Reform Church, Front Street, East Boldon;
  - 23 North Road, East Boldon;
  - War Memorial, Front Street, East Boldon;
  - 49 Front Street, East Boldon;
  - Anti-Aircraft Supply Depot (former MOD bunkers and medical stores), East Boldon;
  - Field Depressions, Boldon Flats, East Boldon;
  - St. George's Church, Front Street, East Boldon;
  - Grange Terrace, East Boldon;
  - 21 North Road, East Boldon;
  - 1 Gordon Drive, East Boldon.
- 5.14 A further nine non-designated heritage assets have been identified by the East Boldon Forum during the preparation of the plan and are listed in paragraph 5.22. These are in addition to the assets identified in the South Tyneside Local List and they will be suggested to the Council when this is updated (Community Action 3).

- 5.15 East Boldon Conservation Area is included in Historic England’s Heritage at Risk Register (2019). A community action is proposed within the plan which will ensure the forum works with both Historic England and STC to consider how the impact of this can be mitigated.
- 5.16 The East Boldon Conservation Area Character Appraisal (2006) provides an overview of the historical development of the area, spatial and character analysis as well as information on loss, intrusion and damage to the conservation area. The character appraisal describes the origins of the development pattern of the area, explaining the important early linkages with West Boldon. The appraisal highlights the important form and materials of the area and describes that the layout of the area is strongly focused on the street frontage with open gardens/ estates behind. It also describes the character of different parts of the conservation area, explaining their special characteristics, what is considered to be ‘against the grain’, key issues and opportunities for enhancement.
- 5.17 The East Boldon Conservation Area Management Plan (2009) seeks to provide guidance for new development. It identifies that historic buildings within the conservation area are increasingly under threat for a number of reasons, including lack of maintenance, insensitive alterations and continued pressure from development. The management plan highlights the need to:
- Retain agricultural land, gardens, parks, recreational areas and other areas of open space;
  - Respect the scale, harmony and design of buildings and the wider streetscape;
  - Retain trees;
  - Preserve and enhance sites of archaeological interest;
  - Resist proposals for the demolition of unlisted buildings;
  - Retain historic magnesian limestone walling;
  - Retain shopfronts that contribute to the character of the building or area; and
  - Ensure new shop fronts and signage respect the character and appearance of the host building and surrounding area.
- 5.18 South Tyneside Council has a list of locally significant heritage assets, which identifies 21 heritage assets that lie within the plan area. The [East Boldon Community Character Statement](#) provides an up to date list of the heritage assets within the plan area.
- 5.19 [The East Boldon Community Character Statement](#), prepared by the forum, has been informed by the council documents referred to above, but also by a wealth of local knowledge. It is supplemented and reinforced by an architectural survey of the properties on [Front Street \(north side\) and Grange Terrace](#) and [Front Street \(south side\)](#), which form the historic core of the conservation area. The [community character statement](#) provides an update to the list of local heritage assets and includes details of tree preservation orders and article 4 directions that apply across the plan area. It is accompanied by two companion architectural survey documents, which provide a summary of the history, development, character and identity of East Boldon village, with particular emphasis on the old village core and the conservation area. They highlight why residents and people who work in the village, value its atmosphere, distinctiveness and community spirit.
- 5.20 The information contained within these documents provide valuable insight to the heritage assets within the plan area and should be used to inform the understanding of the significance of an asset, the significance of which could be affected as a result of unsympathetic development. The documents highlight the locally distinctive vernacular of building forms and materials within the conservation area, which comprise:
- magnesian limestone, facing brick or decorative render walls;
  - feature roof tiles, including clay and pantile, or natural slate;

- steeply pitched roof forms of a domestic scale, with a variety of eave heights and chimney stacks and the use of feature gables. Additional features such as finials, decorative ridge and hip tiles, pitched roof dormers and barge boards also create lively roofscapes;
- Complementary windows and doors, including bay windows and sliding sash effect windows; and
- Locally distinctive high quality architectural detailing to public facades and fenestration.

5.21 In addition, the documents define the importance of locally distinctive forms and materials for boundary treatments, garden walls and retaining walls:

- Predominantly low, magnesian limestone or facing brick walls with coping stones as necessary;
- Steel, cast or wrought iron railings and handrails;
- Hedges, such as beech or other native species;
- Timber, of traditional design and construction.

5.22 The [built and historic environment background paper](#) provides a summary of the evidence documents which support the proposed policy approach. It identifies a number of additional heritage assets, which the forum considers to be worthy of local listing by South Tyneside Council:

- 44-60 Front Street;
- Garage Block, Front Street (between Toad Hall and 35 Front Street);
- Church Hall (original) Boldon United Reformed Church, Front Street;
- 85-91 Front Street;
- 1-4a St Bede's;
- 1-7 The Terrace;
- 1-19 North Lane;
- Historic passageways leading from Front Street; and
- 2-13 Bridle Path.

5.23 Early engagement on the plan identified strong support for the protection and enhancement of heritage assets across the plan area. Policy EB4 therefore seeks to ensure that appropriate weight is given to the impact of a development proposal on the significance of a heritage asset supporting the delivery of plan objective 2.

5.24 'The Validation of Planning Applications 2019', agreed by the Tyneside local authorities, specifies the types of applications that require a heritage statement to be submitted as part of the planning process.

#### Policy EB4: Heritage Assets

Where a development may impact on a heritage asset, applicants should provide information within a heritage statement, that describes the significance of any heritage assets affected by the proposed development, including any contribution made by their setting. The assessment of significance should be informed by relevant information including the East Boldon Community Character Statement, East Boldon Conservation Area Character Appraisal and Management Plan and the East Boldon Design Code.

Development within or affecting the setting of the East Boldon Conservation Area will be supported where it preserves or enhances the character or appearance of the conservation area and its setting. Development will be supported where it:

- a. Preserves or enhances the special character and distinctiveness of the conservation area; and
- b. Pays special attention to the quality of the historic architecture and village character of the area in its design, use of materials, detailing and finishes, boundary treatment and use of hard and soft landscaping.

The following are key considerations when assessing the impact of development on the character or appearance of the conservation area and its setting:

- c. The impact on significant views of and from the conservation area shown on Map 2 in Annex 3’;
- d. Reflecting the locally distinctive architectural characteristics, vernacular building forms and materials
- e. Respecting the prevailing density and grain of the area;
- f. Preserving or enhancing the street scene, ensuring new development reduces in scale from its historic core;
- g. Maintaining the spacious character of the area by protecting open space, including gardens and trees from unsympathetic development;
- h. Respecting the linear nature of the development, historic building lines and plot sizes, particularly on Front Street and Station Road;
- i. Traditional features, such as shop fronts, should be retained wherever possible; and
- j. Boundary treatments, including garden walls and retaining walls should reflect locally distinctive forms and materials.

## 6. Natural environment

### Background

- 6.1 The residents of the plan area benefit from a rich natural environment, especially around the Boldon Pastures Site of Special Scientific Interest (SSSI) which comprises unimproved neutral grassland formerly subject to ridge and furrow cultivation, with associated hedgebanks and drainage channels. The SSSI and the Boldon Flats Local Wildlife Site are unique in the area. They contribute to the character of the local area, which is of great importance to the local community and the global natural environment by providing resting and feeding space for migratory populations of birds. There are four other local wildlife sites in the plan area at Black Plantation, Low House Copse, Tilesheds Burn and Turner's Hill.
- 6.2 As a result of the valuable natural environment, plan objective 3 seeks to plan positively for the creation, protection and enhancement of networks of biodiversity, green and blue infrastructure.
- 6.3 Further information which supports the policies within this section are available within the [natural environment background paper](#) and the [East Boldon Statement of the Natural Environment Paper](#).

### Green and blue infrastructure

- 6.4 The NPPF defines green infrastructure as: *'A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities'*. A network, green infrastructure can include: parks, open spaces, playing fields, wildlife corridors, woodlands, street trees, allotments and private gardens. As it can also include streams, canals and other water bodies, the forum considered the term should be expanded to explicitly refer to blue infrastructure. As green and blue infrastructure is close to where people live, it can play a key role in supporting the health of the local community. It also supports wildlife, climate change mitigation and adaptation, as well as helping to improve air quality.



Figure 20: Open countryside to the south east of East Boldon

- 6.5 Policy EB5 therefore seeks to protect and where practical improve the green and blue infrastructure network of the plan area, supporting the delivery of plan objectives 3, 6 and 7. The identification has been informed by allocations within the adopted and emerging development plan, including the [South Tyneside Green Infrastructure StrategySPD3 \(2013\)](#).

- 6.6 The green and blue infrastructure includes sites that are safeguarded as national and local wildlife sites, Local Green Spaces, woodlands, Protected Open Spaces, the environs of streams and ponds. These are shown on the Policies Map. The report ‘Wildlife Corridors Network Review’ of December 2020 prepared for STC provides evidence of sites important for wildlife and has identified and mapped Core Sites, Secondary Features, Stepping Stones and Buffer Sites within the strategic wildlife corridors. The location of Key Species is also mapped.



Figure 21: Footpath along the area of high landscape value, south of South Lane

### Policy EB5: Green and blue infrastructure

New development should seek to protect and where practical, improve and extend the green and blue infrastructure network, as defined on the [policies map](#). Where appropriate, in determining planning applications, consideration will be given to how development proposals:

- a. Protect and enhance green and blue infrastructure assets;
- b. Provide high quality links between existing assets and/or provide additional uses for multi functionality where appropriate;
- c. Secure improved access to green infrastructure;
- d. Create a sense of place by protecting and/or fully integrating high quality, green infrastructure into the proposed development to reflect the character of the neighbourhood plan area;
- e. Integrate green and blue infrastructure with sustainable drainage systems and the management of flood risk; and
- f. Address the management and maintenance of new and existing green and blue infrastructure throughout and beyond the plan period through the use of appropriate planning conditions or planning obligations.

Any development where an impact on the water environment is possible, should, where feasible, bring about an improvement to that environment. Improvements include:

- g. Naturalising watercourse channels;
- h. Improving the biodiversity and ecological connectivity of watercourses;
- i. Safeguarding and enlarging river or stream buffers with appropriate habitat;
- j. Controlling and mitigating potential pollutants likely to arise from the development, as appropriate;
- k. Ensuring that all drainage of new development is connected correctly and within the capacity of existing water and sewerage systems, ensuring early engagement with Northumbrian Water;
- l. Seeking opportunities to incorporate creation of wetland habitat in designs;
- m. Ensuring that development does not fragment the wildlife corridor associated with the stream or pond; and

- n. Preventing introduction of non-native species via construction or other works and managing present invasive non-native species where practical.

## Landscape

- 6.7 [The South Tyneside Landscape Character Study \(2012\)](#) provides a detailed review of the landscape within South Tyneside. Three character areas extend across the plan area: The Boldons; Boldon Downhill; and Boldon Flats and Whitburn Moor. A number of important landscape characteristics are highlighted, including the historic core of East Boldon and its landscape setting. Key sensitivities include: the historic core of East Boldon, which is described as providing a sense of place; open farmland is identified as a key features of the landscape; need for restoration and reinstatement of hedges; and the importance of maintaining open aspects. The adopted development plan includes the allocation of an area of high landscape value and area of landscape significance south of the village from Hylton Lane to Sunderland Road. The Area of High Landscape Value and Area of High Landscape Significance is shown on Map 7 'Existing Environmental Assets' at Annex 3 of the Plan. South Tyneside Council is undertaking a review of the Area as part of the preparation of the emerging Local Plan.



*Figure 22: Area of high landscape value - open farmland, south of South Lane*

- 6.8 Landscaping traditions are often fundamental to the character of an area, especially boundary treatments. Tree planting within the neighbourhood plan area over many years has provided mature areas of greening within the heart of the village. Mature hedgerows are a feature of field boundaries at the edge of the village. Existing grass verges together with hedges and shrubs provide habitat for wildlife and help soften car parking and mitigate the effects of traffic. Grass verges with tree planting are attractive features in many parts of the village and provide an effective means of establishing green links between otherwise separate areas of landscape.
- 6.9 Informed by the design objectives identified in section 5, which are amplified in the [East Boldon Design Code](#) and the South Tyneside Landscape Character Study, policy EB6 seeks to ensure that new development will maintain and where appropriate enhance important elements of the landscape of the plan area. The approach will support the delivery of plan objective 3.

### Policy EB6: Landscape

Development proposals should maintain and where appropriate enhance positive elements of the landscape character of East Boldon, as defined in the East Boldon Design Code, South Tyneside Landscape Character Study or other relevant documents.

When determining planning applications, consideration will be given to how relevant development proposals:

- a. Preserves, enhances and positively contributes to the character of the landscape of East Boldon;
- b. Has been informed by the context of the site and its surrounding landscape in terms of: height; scale; massing; orientation; and position;
- c. Seeks to conserve important local landscape features such as mature hedgerows and boundaries. Mature and established trees should be protected and incorporated into the development wherever possible;
- d. Sits comfortably within the landscape, by taking account of the topography and natural features of the development site;
- e. Creates new landscape features, including trees, hedgerows, shrubs and water features; and
- f. Includes tree lined verges along new roads, where appropriate and safe.

### Biodiversity

- 6.10 The plan area includes a wide range of species and habitats including: the Boldon Pastures SSSI which lies to the east of the plan area in an exceptionally biodiverse wildlife corridor; areas of woodland, magnesian limestone grassland to the west of the plan area and good quality agricultural land. There are five designated local wildlife sites at Black Plantation, Boldon Flats, Low House Copse, Tiledsheds Burn and Turner's Hill. Priority species have been recorded in the plan area, including water vole and the plant tubular water-dropwort. The plan area is also identified as important for farmland birds, including corn bunting, grey partridge, lapwing, snipe, tree sparrow and yellow wagtail.
- 6.11 An increase in residential development in the plan area could result in an impact on the internationally important Northumbria Coast Special Protection Area and Durham Coast Special Area of Conservation. New development may result in increased recreation related disturbance. Policy EB7 has identified that these adverse impacts could be ameliorated where developers agree to appropriate mitigation.
- 6.12 Policy EB7 therefore seeks to protect and enhance biodiversity across the plan area and will support the delivery of plan objective 3.

### Policy EB7: Biodiversity

Development should protect and enhance biodiversity. Where practicable, proposals should demonstrate how measurable net gains will be achieved. Where development would result in the loss or significant harm to biodiversity, applicants will be required to demonstrate that the adverse impacts will be adequately mitigated, or as a last resort compensated for.

Any future housing developments should have regard to Interim Supplementary Planning Document 23: Mitigation for European Sites or any successor document. All financial contributions required in accordance with this policy will be secured by way of a planning obligation under section 106 of the Town and Country Planning Act 1990, or any subsequent amending legislation.

To protect water dependent protected and priority species, developments on or near watercourses, drains, ponds or wetlands need to appropriately consider these species. Opportunities should be taken to conserve and enhance the habitat for water dependent protected and priority species and to create and restore important habitats.

Where appropriate, development schemes should embed proposals which look to enhance existing natural features within the site and increase biodiversity, such as maximising the potential for gardens in new residential development to contribute to biodiversity by providing a habitat for wildlife.

## Protecting trees and woodland

6.13 Legislation<sup>2</sup> requires that when granting planning permission for any development, adequate provision is made, by the imposition of conditions, for the preservation or planting of trees. Trees are an important element of the character of the plan area, including within the conservation area. As a result, a number of trees across the plan area are covered by tree preservation orders, these are identified within the [East Boldon Community Character Statement](#) and the [built and historic environment background paper](#).

6.14 However, the forum has identified a number of additional significant mature trees of heritage and amenity value within the plan areas as a result of their age, historic significance, visual prominence or position. These are detailed within the [built and historic environment background paper](#) and are listed below for completeness. It should be noted that the list should not be regarded as being exhaustive, as there are many other examples of trees of amenity value in and around the village, many of which are located outside the conservation area.



Figure 23: Cherry Tree lined verges along Gordon Drive

6.15 Significant mature trees within the plan area include:

- War memorial, Front Street – 43 mature trees of visual and historic importance;
- Gordon Drive / Front Street junction (east) – three significant mature trees in small area of public open space;
- Gordon Drive/ Front Street junction (west) –six significant mature trees in small area of public open space;
- St George’s Church –29 mature trees within the church grounds;
- East Boldon Infants School –two mature trees to the front of the school;

<sup>2</sup>Town and Country Planning Act 1990

- Vanbrugh House, Front Street – two mature trees at side/ rear and one at front;
- 8, 9 and 10 Ashleigh Villas – three mature trees;
- Grange Park, Front Street – numerous mature historic trees in the original parkland and the demolished villa’s former garden;
- 6 Lorne Terrace, Front Street – one mature tree;
- 70 Front Street (Boldon House) – two mature trees behind front boundary wall to side garden;
- Gordon Drive (full length, both verges) – curved avenue of mature cherry trees;
- East Boldon Junior School – 11 mature trees at the front elevation;
- 3, 12, 13, 16, 17 and 18 Station Road – six mature trees;
- 1 and 2 The Terrace – two mature trees;
- 11 Struan Terrace (Alfred Pallas) – two mature trees;
- 12 Struan Terrace – one mature tree;
- 1-2 St Bede’s – one mature tree outside Blacks Corner and Volare;
- 15, 16, 17, 19 and 29 St Bede’s – five mature trees;
- Station Approach/ Glencourse – six semi mature trees;
- 2 Charlote Crescent – two mature trees at the side of the property;
- 18 Langholm Road – two mature trees;
- Black Plantation, near Quarry Hill – large, square shaped wood, dense mix of largely deciduous mature trees, identified by South Tyneside Council as a local wildlife site.

6.16 South Tyneside Council has suggested that there could be opportunities for new and additional tree planting on council owned land. The forum has submitted suggestions for tree planting priorities to the council and these are identified within the [built and historic environment background paper](#).



Figure 24: Black Plantation

6.17 Policy DM1 in the South Tyneside Development Policies DPD sets out the requirements for considering trees and hedges in development proposals. It is not necessary to include a specific policy in the EBNP.

## 7. Local economy

### Background

- 7.1 National policy requires significant weight to be placed on the need to support economic growth and productivity. Whilst housing accounts for the majority of the land use of the plan area, the economy is an essential element and important to the local community. Plan objective 4 therefore seeks to support the sustainable creation and protection of employment opportunities in East Boldon as well as protecting the vitality of the village and local centre.
- 7.2 Further information which supports the policies within this section is available within the [local economy background paper](#) and [community wellbeing background paper](#).

### Employment

- 7.3 The economy of the plan area was initially focused on agriculture. The opening of Cleadon Lane station in 1839 changed the nature of the village to that of a commuter settlement, with some new railway related businesses. With new residential development came retail and services development, however the largest level of employment development resulted from the development of the Cleadon Lane Industrial Estate.



Figure 25: Local employment premises at Station Approach

- 7.4 The [evidence work](#) supporting the emerging South Tyneside Local Plan highlights that there is a strong demand for employment land and premises within the Boldon sub area, which includes the plan area.

- 7.5 As part of the preparation of the plan, the Forum sent a survey to all businesses and voluntary groups operating across the plan area<sup>3</sup>. Key issues that were identified from responses received were:
- The importance of local customers to supporting the businesses within the plan area;
  - Local businesses are well established, with 12 established in the 1960s or earlier;
  - Most businesses identified that their businesses have grown over recent years;
  - Businesses want to remain in the plan area and many want to expand;
  - The importance of the character of the area;
  - Traffic congestion, parking and transport links were identified as threats to business growth;
  - Concerns were identified regarding the loss of employment land to housing; and
  - New development was considered by some as an opportunity to expand their customer base.
- 7.6 Policy EB8 therefore seeks to support development proposals that result in the creation or protection of jobs and the sustainable economic growth of the plan area whilst not having an

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<sup>3</sup>[See local economy background paper](#)

adverse impact on the built and natural environment and the amenity of occupiers of neighbouring properties, assisting with the delivery of plan objectives 1, 2, 3, 4 and 6.

### Policy EB8: Employment

Development proposals that support the creation or protection of jobs and the sustainable development and economic growth of the neighbourhood plan area will be supported where it:

- a. Can be achieved without significant impact on the built and natural environment, highway safety and residential amenity;
- b. Is an appropriate scale and the use does not conflict with that of neighbouring occupiers;
- c. Provides opportunities to be accessed by sustainable transport, where appropriate; and
- d. Includes appropriate levels of car and cycle parking.

Where the above criteria can be met, particular support will be given to:

- e. Small-scale windfall employment development proposals adjacent to existing employment development, provided that they are not allocated for other uses; and
- f. Business proposals seeking to occupy small sites or buildings within residential or other built-up areas, provided that they are not allocated for other uses or are otherwise protected.

### Homeworking

- 7.7 The ability for businesses to operate from home is increasing in importance and the coronavirus pandemic has illustrated the importance of the ability for people to work from home. Whilst current data on levels of homeworking across the area is not available, it is evident that it is becoming more popular.
- 7.8 Whilst some elements of home working may not require planning permission, as new home businesses are established and grow, they may require modest additions such as the conversion of outbuildings or small-scale new buildings within the curtilage of the dwelling. Policy EB9 therefore provides support for this development where it can be achieved without significant impact on the built and natural environment and residential amenity.
- 7.9 Policy EB9 also supports the provision of new build 'live-work' units, which are part living accommodation and part workspace where they are located within the settlement boundary, subject to highways, access, design and amenity considerations.
- 7.10 Supporting appropriate homeworking development will help deliver plan objectives 1, 4, 5, 6 and 8.

### Policy EB9: Homeworking

Where planning permission is required development proposals that support homeworking, such as the creation of workspace for home-run businesses will be supported where it can be achieved without significant impact on the built and natural environment and residential amenity.

Should the proposal include the creation of workspace for a home-run business and require the conversion of part of a dwelling, its outbuildings, or the development of new buildings

within its curtilage, this development must be of an appropriate design and scale, reflecting the surrounding residential environment and does not compromise residential amenity.

Proposals for the development of new 'live-work' units will be supported. Proposals affecting the Green Belt will only be supported where they satisfy the exceptions set out in the NPPF subject to highways, access, design and amenity considerations.

### Cleadon Lane Industrial Estate

- 7.11 Cleadon Lane Industrial Estate was developed after the second world war. The South Tyneside Employment Land Review in 2014 described a total site area of 10.5 hectares with buildings of a total floorspace of 199,000 square feet and large areas of open storage. The review concluded that the site should be retained for employment. The estate is allocated as a 'predominantly industrial area' in the current development plan. It seeks to protect such areas from redevelopment for alternative uses, in order assist the supply of employment land. The policy approach acknowledges that proposals for non-employment uses of sites or premises may be allowed where it can be demonstrated that: employment use is no longer viable; and the site or premises do not make a significant contribution to employment land supply; or the proposal provides long term benefits that outweigh the loss of employment land. However, the emerging South Tyneside Local Plan proposes to allocate the industrial estate for mixed use development, comprising 245 homes and 2.1ha of employment land.



Figure 26: Cleadon Lane Industrial Estate

- 7.12 Feedback from businesses and the local community highlights that the industrial estate has vibrant businesses in the southern part of the site compared to other areas of decline. Whilst the local community also acknowledge the need to support housing on brownfield sites in preference to the loss of Green Belt land, there is not support for development that would prejudice the viability and operation of existing businesses on the industrial estate. However, when it is the case that business use ceases on any part of the estate and the site becomes vacant and has been through a comprehensive marketing exercise and failed to attract an occupier, then redevelopment for residential use would be supported, subject to it not impacting on the viability of the remaining businesses.
- 7.13 As a result of the low supply of employment land and premises within both the plan area and wider Boldon sub area, policy EB10 therefore supports the continued use of the industrial estate for main employment uses. Such development would be supported, subject to highways, access, design and amenity considerations.
- 7.14 Should proposals come forward for the redevelopment of the site as a whole, or in part for a wider mix of uses, policy EB10 requires the proposal to be informed by a masterplan which has been prepared in full consultation with the forum and the local community. The masterplan could be prepared by the local authority or the developer, the vital element is that the work is truly collaborative, as required by NPPG. The policy identifies key policy considerations,

including: phasing, mix, impact on existing businesses, parking, access, pedestrian linkages, sustainable travel, landscape impact, flooding, drainage, biodiversity and mitigation measures. Policy EB10 will support the delivery of plan objectives 1, 4, 5, 7 and 8.

### Policy EB10: Cleadon Lane Industrial Estate

Development proposals which allow the continued use of the Cleadon Lane Industrial Estate, as defined on the [policies map](#) and Map 2 of Annex 3 the Plan, for employment uses, including ancillary uses, will be supported subject to highways, access, design and amenity considerations.

Proposals for the redevelopment of the site for a wider mix of uses, including housing, must be informed by a comprehensive masterplan to be prepared in consultation with the East Boldon Neighbourhood Forum, the local community and other key stakeholders. The applicant must also demonstrate that there is no need or demand for the existing employment related uses. Evidence should include details of the comprehensive marketing exercise undertaken.

As a minimum the masterplan must include details of:

- a. The phasing of the proposed development;
- b. The proposed mix of development, illustrating how this will not undermine the viability and operation of existing businesses on the site;
- c. How the housing mix will contribute to delivering local housing needs as demonstrated in an up to date Housing Needs Assessment;
- d. The provision of adequate vehicle and cycle parking provision taking account of the guidance set out in the Annex to the East Boldon Design Code;
- e. Highways access to the site and the impact of the proposals on the highway network;
- f. Pedestrian linkages through the site, including how opportunities for sustainable travel will be embedded within the development;
- g. How the development accords with the East Boldon Design Code;
- h. A landscape framework for the site, addressing matters such as green infrastructure, open spaces and relationship with the Green Belt beyond the site;
- i. How flooding and drainage considerations have informed the overall site design, particularly as areas of the site lie within flood zone 2 and 3;
- j. Opportunities to enhance biodiversity;
- k. Land contamination and remediation; and
- l. Any mitigation measures required as a result of the development.

### Local retail centres

- 7.15 The [South Tyneside Town and District Use Needs Study \(2018\)](#) was informed by a telephone survey of households to establish current retail and leisure expenditure patterns. This confirmed that East Boldon is a popular destination. The emerging local plan only identifies one part of the village, Station Terrace, as a local centre. However, retail and other important services are provided in three key clusters within the village: Front Street, Station Terrace/Langholm Road and St Bede's. These areas are therefore proposed for allocation as local retail centres.

7.16 Front Street includes a convenience store, butchers, hairdressers as well as pubs and a club. These important facilities are interspersed with residential properties. Station Terrace/ Langholm Road includes two convenience stores, café, bakery, chemist, two estate agents, clothes shop, flower shop, health and beauty and a complementary therapy clinic. St Bede's is the smallest of the three and includes a delicatessen, restaurant, bathroom showroom, café and physiotherapist.



Figure 27: Front Street Local Retail Centre

7.17 As all of the areas are close to/ interspersed with residential development, it is essential that any further developments within the area do not have an unacceptable impact on residential amenity. In addition, it is critical that new development does not add to the current parking problems within the area and is of an appropriate design. Furthermore, given the wealth of historic shopfronts within the area, as identified within the [East Boldon Design Code](#), it is vital that proposals which would involve the replacement of existing shop fronts or the creation of new, are appropriate.

7.18 Policy EB11 therefore supports new development within the three local retail centres where it protects the vitality and viability of the area, protects residential amenity, does not exacerbate current parking issues and is an appropriate design. The policy also seeks to resist the loss of important local services and convenience retail within these areas. It therefore supports the delivery of plan objectives 1, 2, 4, 6 and 8.

#### Policy EB11: Local retail centres

Development within the local retail centres of Front Street, Station Terrace/ Langholm Road and St Bede's, as defined on the [policies map](#) and Map 2 of Annex 3 to the Plan, will be supported where it strengthens the vitality and viability of the area. Applicants will be required to demonstrate that the development would:

- a. Not have an unacceptable impact on residential amenity, an assessment of this will include matters such as opening hours, noise, odours and the management of waste;
- b. Have appropriate access and car parking provision;
- c. Not have a detrimental impact on the appearance and the environment of the local centre; and
- d. Retain historic shopfronts. Proposals to replace or install new shopfronts should reflect the architectural style, scale, proportions, materials and colour of both the host building and surrounding area.

## 8. Housing

### Background

- 8.1 The NPPF highlights the government’s objective of significantly boosting the supply of homes. Neighbourhood plans have an important role in supporting the delivery of the number, type and mix of homes that are required in the area. Plan objective 5 seeks to create and maintain a balanced and sustainable community by providing a positive framework that recognises the different types of homes that all current and future residents of the plan area need.
- 8.2 The local community support the provision of housing to meet identified local needs, as well as that which is of an appropriate scale to maintain and enhance the special character of the village. In order to inform this element of the plan, the forum commissioned a [housing needs assessment](#) (HNA), prepared by AECOM as part of the governments technical support programme. In addition, the forum undertook its own [housing needs survey](#), to provide feedback from the local community regarding their current and future needs.



Figure 28: Former Yellow Leas Farm housing development

- 8.3 Further information which supports the policies within this section is available within the [housing background paper](#).

### Housing delivery

- 8.4 The NPPF states that neighbourhood plans should positively support the strategic policies for the area and should not promote less development than is required by the local plan. The current development plan policies were adopted in 2007 and as the South Tyneside Local Plan has not yet been tested through examination, there is no up to date housing requirement for East Boldon.
- 8.5 The HNA therefore considered the quantity of housing that is appropriate over the plan period 2019-2031. A number of approaches were taken to calculating this. The first followed the national standard method for calculating housing need, this identified a requirement of 146 dwellings over the plan period, equivalent to 12 dwellings per annum. The second approach



Figure 29: Front Street housing development

considered the strategy contained within the current development plan, which did not alter the indicative housing need figure of 12 dwellings per annum. The third approach considered past dwelling completions and commitments. Since 2011/12 there have been six dwellings completed in the plan area. The conclusion was therefore that the housing needs figure remains as 146 dwellings to 2031, equating to 12 dwellings per annum.

- 8.6 The plan does not propose to allocate sites for development. However, policy EB12 supports new housing development on land within the settlement boundary, which are not allocated for other uses. In accordance with the requirements of the NPPF it will be important that new housing development meets the needs of local residents by providing the type and mix of housing that is actually needed to support sustainable communities. Any new housing development should also be accompanied by the infrastructure necessary to support it as it would not be appropriate to put further pressure on already stretched resources. Policy EB12 also requires new housing development to make efficient use of land and buildings, prioritising the use of previously developed land where this is available and to be of an appropriate density, scale and design. Policy EB12 will support the delivery of plan objectives 1, 2, 3,5 and 7.
- 8.7 There may be limited opportunities for housing development in the Green Belt and Policy EB2 makes it clear that any such developments will be considered against national policy on Green Belts.
- 8.8 Developers of new and replacement housing are encouraged to consult the East Boldon Neighbourhood Forum, the local community and other key stakeholders prior to submitting their proposals to the local authority for planning permission.

#### **Policy EB12: The delivery of new housing**

The delivery of new market and affordable housing will be supported where it is located within the settlement boundary on sites that are not allocated for other uses and where it complies with the relevant policies within the development plan. In addition, as a minimum, new dwellings must be built in accordance with the Nationally Described Space Standards or equivalent successor standards.

Where appropriate and relevant to the site, a masterplan should be prepared as part of the development proposals and should include details of:

- a. The phasing of the proposed development;
- b. Housing mix and how this meets identified local needs as identified by an up to date housing needs assessment;
- c. How the development makes the best and most efficient use of land and buildings;
- d. The density of the development, illustrating how this reflects surrounding development;
- e. Design considerations, to ensure the development demonstrates high quality design, reflecting the character of its immediate surroundings and reflecting the principles set out within the East Boldon Design Code;
- f. Compliance with the National Design Guide, National Design Code and Building for a Healthy Life, or successor documents;
- g. The provision of adequate vehicle and cycle parking provision taking account of the guidance set out in the Annex to the East Boldon Design Code;
- h. Highways access to the site and the impact of the proposals on the highway network;
- i. Pedestrian linkages through the site, including how opportunities for sustainable travel will be embedded within the development;
- j. A landscape framework for the site, addressing matters such as green infrastructure, open spaces and relationship with the Green Belt beyond the site;
- k. How flooding and drainage considerations have informed the overall site design, key considerations should include the provision of flood resilience measures, reduction of flood risk where possible and ensuring no increase to flood risk elsewhere;

- l. Opportunities to enhance biodiversity; and
- m. Any mitigation measures required as a result of the development.

### Housing mix

8.9 A key role for the plan is to provide a policy framework to support the provision of a mix of homes to meet local needs. The HNA provides evidence to illustrate the required mix of new homes across the plan area:

- Home ownership is the most common tenure in the plan area, whilst privately rented homes have increased their share significantly between 2001 and 2011 – this suggests a rising demand for rented properties and also that there should be a greater emphasis on delivering homes for private rent and shared ownership;
- There is a lower proportion of one person households compared to South Tyneside as a whole and of these, a substantial proportion are aged 65 and over. The recommended housing split for new dwellings is:
  - 1 bedroom – 26%;
  - 2 bedrooms – 42%;
  - 3 bedrooms – 32%;
  - 4+ bedrooms – 0%.
- The current provision of specialist accommodation for the elderly is not sufficient to meet the needs of the projected elderly population. There is a need to deliver an additional 64 bed spaces to 2031.

8.10 The HNS asked the local community for feedback on a number of issues including:

- Whether there was a need to adapt their property to accommodate someone with a disability, of the 89 respondents who answered this question, 9 answered yes;
- If respondents considered there was a need for new housing in East Boldon, of those that responded to this question 26 people answered yes and 22 people answered no. The main reasons for more housing to be developed were: the need for affordable housing; to attract more young people and families;
- Whether anyone in the household was planning to move in the next 5 years – 28 respondents answered yes. The types of accommodation that were identified were: detached, semi-detached, terraced, bungalow, flat, and retirement flat. With the majority looking for owner occupied property; and
- The reasons for people moving away from East Boldon included: house prices, lack of schools and employment.

8.11 Policy EB13 therefore seeks to ensure that a range and choice of housing is available by requiring a mix of house sizes, types and tenures to be provided through new development. An important element of the assessment of current housing needs is set out within the [East Boldon Housing Needs Assessment \(2019\)](#), [housing needs survey](#) and the South Tyneside Strategic Housing Market Assessment (2015). These should be used to guide decisions on



Figure 30: Bridle Path

planning applications. Policy EB13 requires consideration of the need for particular housing types as part of the consideration of development proposals, helping to deliver plan objectives 1 and 5.

### **Policy EB13: Housing mix**

The mix of housing types and tenure on new housing proposals should have regard to and be informed by evidence of housing needs, including the current East Boldon Housing Needs Assessment (2019) and South Tyneside Strategic Housing Market Assessment (2015) and any subsequent updates. The only exception will be where the proposal is designed to meet a specific and identified housing need, which requires a particular type, format or tenure of housing.

### **Affordable housing**

- 8.12 The NPPF states that affordable housing provision should not be sought on residential developments that are not major (less than 10 dwellings). However, where major development is proposed there is the expectation that at least 10% of the homes should be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.
- 8.13 The information contained within both the HNA and HNS identifies the affordability issues across the plan area. The forum therefore considers the provision of affordable housing to be vital to allow young people and young families to get on the housing ladder and stay within the local community. Affordable housing could be available to buy or rented.
- 8.14 Policy EB14 therefore seeks to support the delivery of affordable housing where there is an identified need. This will support the delivery of plan objectives 1 and 5.
- 8.15 Any planning permission granted will be subject to appropriate conditions and/or planning obligations to secure: the amount and type of affordable housing; that the housing will be discounted at an appropriate level to ensure it is affordable by people identified as being in housing need; and a mechanism for the management of the new homes to ensure that the first and subsequent occupancies are restricted to people in housing need.
- 8.16 In view of the Green belt constraints and limited availability of housing land, off-site affordable housing provision may have to be located elsewhere in South Tyneside.

### **Policy EB14: Affordable housing**

All new development of ten or more open market residential dwellings or on sites of 0.5 hectares or more, will be required to contribute to the provision of affordable housing in accordance with South Tyneside Council's SPD on Affordable Housing, latest Housing Needs Survey and the latest viability work undertaken for the Council to determine the level of affordable housing that is deliverable.

The level, type and mix of affordable housing to be delivered on each site will have regard to up to date evidence of affordable housing needs, including the current East Boldon Housing

Needs Assessment (2019) and South Tyneside Strategic Housing Market Assessment (2015) and any subsequent updates.

There will be a presumption that the affordable housing contribution will be through the provision of affordable homes on the application site. Off-site provision or a financial contribution will only be supported where this can be robustly justified and the following criteria can be met:

- a. Off-site provision must be on a site that is agreed as being in a suitable location relative to the housing need to be met. Such provision will be secured and controlled by a planning obligation to ensure that the affordable housing is delivered alongside the housing on the principal site; or
- b. Where a financial contribution to off-site provision of affordable housing is agreed as an alternative to direct provision on site, the sum will be calculated at a rate to be determined at the time of the application by the local planning authority in accordance with the Council's SPD on Affordable Housing.

Any development proposal which involves the provision of affordable housing at a level below that required under the terms of South Tyneside Council's policy and guidance will need to be justified by an independent viability assessment of the scheme costs and end values. The assessment should be undertaken in accordance with the approach set out in national planning guidance.

The affordable housing provided in pursuit of this policy for rent, discount market sales housing, or where public grant funding is provided towards other affordable routes to home ownership, will be made available to people in housing need at an affordable sale or rental cost for the life of the property.

## 9. Community wellbeing

### Background

- 9.1 The NPPF identifies that the planning system has an important role to play in creating healthy, inclusive communities. NPPG defines a healthy community as a good place to grow up and grow old in, a community which supports healthy behaviours and supports reductions in health inequalities. It should enhance the physical and mental health of the community and where appropriate encourage active healthy lifestyles and healthy living environments for all.
- 9.2 The sense of community, the range of services and facilities as well as access to green and open spaces in East Boldon are very highly valued by the local community. Plan objective 6 seeks to contribute to community wellbeing by ensuring that the community, especially its older and younger people, have access to the services and facilities it needs. It also seeks to support social interaction across the whole village population and helps to enhance further that 'village feel' that is so valued.
- 9.3 Further information supporting the policies within this section is available within the [community wellbeing background paper](#) and the [local green space and protected open space background paper](#).

### Community services and facilities

- 9.4 Community facilities are identified in the NPPF as: local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship. These facilities enhance the sustainability of local communities and residential environments.
- 9.5 There are a variety of community facilities across the plan area, including: infant and junior schools; nursery provision; sheltered accommodation; dentist; pharmacy; religious facilities; pubs; and the greyhound stadium. Services include: hairdressers/ barbers; vehicle repair; sports services; property construction/ maintenance; cafes; restaurants; and pet services. In addition, there are a large number of community groups, clubs and societies that operate across the plan area, including: tennis; golf; squash; cricket; archery; scouts and guides. The local community groups and local business provide a variety of activities and events, including: family fun events; summer camps and coaching; functions and private parties; sporting competitions; live music; as well as social eating and drinking.



Figure 31: Boldon Cricket Club

- 9.6 The availability of the current level of facilities within the plan area are essential to support the strong sense of community that exists. Policy EB15 therefore supports the provision of new and enhancement of existing community facilities, as well seeking to resist the loss of existing facilities, this will assist with the delivery of plan objective 6.

### Policy EB15: Community services and facilities

Development proposals to enhance the provision of community services and facilities will be supported subject to the following criteria:

- a. The proposal will not generate unacceptable noise, fumes, smell or other disturbance to adjoining properties;
- b. The proposal will not have an adverse impact on highway safety; and
- c. Access arrangements and sufficient off-street parking can be satisfactorily provided where practical without negatively impacting on adjoining uses.

Proposals that result in the loss of buildings or land for public or community use will need to demonstrate that:

- d. The facility is no longer required; or
- e. A replacement facility of sufficient size, layout and quality is to be provided on an alternative suitable location; or
- f. It would not be economically viable or feasible to retain the facility and there is no reasonable prospect of securing an alternative community use of the land or building.

### Local green space

9.7 Green spaces are a vital part of a vibrant and healthy community and are of great importance to the character and identity of a place. They are valued for a wide range of reasons including: visual amenity; historic significance; recreational value; tranquillity; and richness of wildlife. Uncontrolled changes to green spaces can irrevocably alter their special character or intrinsic value.

9.8 The NPPF enables neighbourhood plans to designate areas of local green space for special protection, thereby preventing development on these sites other than in very special circumstances. These spaces do not need to be publicly accessible but must be in reasonably close proximity to the community they serve as well as being demonstrably special to them, holding a particular local significance. The designation cannot be applied to an extensive track of land.

9.9 The sites listed in policy EB16 and shown on the [policies map](#) and Map1 of Annex 3 of the Plan. are designated as local green spaces as they meet the criteria set out within national policy and guidance. A [local green space and protected open space background paper](#) has been prepared to outline the reasons why the sites are of particular importance to the local community and to explain the process that led to their proposed designation. The designation of the sites will assist with the delivery of plan objectives 1, 2, 3 and 6.



Figure 32: Grange Park

### Policy EB16: Local green space

The following areas, as defined on the [policies map](#) and Map 1 of Annex 3 to the Plan, are designated as local green space:

- LGS01 Grange Park;
- LGS02 Glencourse/ Burnside;
- LGS03 Victoria Allotments, South Lane;
- LGS04 Cemetery, Dipe Lane;
- LGS05 War memorial and garden, Front Street;
- LGS06 Land adjacent to St George's Church, Front Street;
- LGS07 Cricket, squash and archery grounds, Newcastle Road;
- LGS08 Boldon Lawn Tennis Club;
- LGS09 Mundles Lane Play Area.

Management of any development within these local green spaces must be consistent with national policy on Green Belts. Inappropriate development should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the local green space, by reason of inappropriateness and other harm is clearly outweighed by other considerations.

### Protected open space

9.10 There are many areas of open space which are valued for their local amenity value and for formal and informal recreational purposes, but which do not meet the detailed allocation criteria for designation as local green space.



Figure 33: Boldon Golf Course, looking towards the club house and Bridle Path

9.11 The sites listed in policy EB17 and shown on the [policies map](#) and Map 1 of Annex 3 to the Plan are proposed to be designated as protected as they are important to the local community. A [local green space and protected open space background paper](#)

has been prepared to outline the reasons why the sites are important and to explain the process that led to their proposed designation. The policy also seeks to ensure that new development provides an appropriate level of open and recreation space. New housing development should include areas of open space for children's play, sports and amenity in accordance with STC's policies and Open Space Study 2015 and 2019 addendum.

9.12 The designation of the sites will assist with the delivery of plan objectives 1 and 6.

### Policy EB17: Protected open space

The following areas of open space, as defined on the [policies map](#) and Map 1 of Annex 3 to the Plan, have been identified as contributing to local amenity and character and will be protected from development:

- POS01 Boldon Golf Course;

- POS02 Land at Lyndon Grove;
- POS03 Land at North Road/ Kendal Drive;
- POS04 Land at Beckenham Avenue/ Ravensbourne Avenue;
- POS05 East Boldon Junior and Nursery School playing fields and playgrounds.

Development that will result in the loss of protected open space will only be supported where the applicant has robustly demonstrated to the satisfaction of the Local Planning Authority, that the:

- a. Open space is surplus to requirements; or
- b. Loss resulting from the proposed development would be replaced by open space of equal or better value in terms of quantity and quality, including amenity value, in a suitable location in the near vicinity; or
- c. Development is for alternative open space provision, the needs for which clearly outweigh the loss.

New development should provide, as a minimum, the standards of open and recreation space defined within the most up to date and relevant guidance.

## Infrastructure

- 9.13 The infrastructure requirements of new development will vary depending on the type, scale and nature of the proposals. It could include the provision of: open space, public transport, education, leisure and medical facilities. The forum has particular concern over the impact of traffic and parking levels within the area, which is causing highway safety issues and congestion, most notably as a result of the width of the roads and their ability to cope with increasing traffic levels. The community have expressed concern over their ability to access a dentist and get GP appointments. In addition, there is concern regarding the potential future location of the schools.



Figure 34: Traffic congestion by East Boldon Metro Station

- 9.14 Planning conditions, planning obligations and the community infrastructure levy provide opportunities to secure developer contributions to address the infrastructure requirements of new development. Planning conditions are attached to the grant of planning permission. Planning obligations are legal agreements entered into under section 106 of the Town and Country Planning Act (1990) their purpose being to mitigate the impacts of a development proposal. The community infrastructure levy (CIL) is a planning charge, which is a tool for local authorities to help deliver infrastructure to support the development of their area. It is for a local planning authority to determine if it wants to charge such a levy. National planning practice guidance identifies that the council should work with the forum to identify both infrastructure needs and how any money collected from CIL should be spent.



## 10. Transport and movement

### Background

- 10.1 The NPPF encourages a reduction in congestion and greenhouse gas emissions through the introduction of measures which promote a decrease in the number of journeys made by car. Whilst the preparation of transport policy at a local level is primarily a matter for the local planning authority, there are a wide range of areas where the plan can have an influence on accessibility including supporting the protection and enhancement of active travel routes and accessibility in new development.
- 10.2 Through early engagement the local community has identified concerns regarding the impact of traffic from new development on health and wellbeing and highway safety and also the issue of parking, particularly as a result of the metro. The local community especially value the rights of way that run through the plan area and consider more could be done to support sustainable travel.
- 10.3 Plan objective 8 therefore seeks to manage the transport network of the plan area to be safer, more efficient and more environmentally friendly for all users, while ensuring adequate parking is available to meet the needs of residents, visitors and businesses. Further information which supports the policies within this section is available within the [transport and movement background paper](#).

### Sustainable transport and new development

- 10.4 In accordance with national policy, the plan supports a range of transport modes and gives priority to walking, cycling and public transport use. However, when considering proposals for new development, it is also essential to consider the impact on the wider highway network, in particular at known congestion points. Where necessary, appropriate highway improvements may be required to mitigate the effects of new development.
- 10.5 New development should be designed to ensure safe pedestrian and cycle access, as well as routes to connect to shops, schools, employment and other community facilities. Larger developments should also consider layouts that would support the integration of public transport routes or whether improvements could be made to local public transport facilities.
- 10.6 Policy EB18 provides a positive planning framework to seek to ensure transport and movement issues are fully considered as part of the development management process, it will therefore support the delivery of plan objectives 1 and 8.
- 10.7 For the purposes of this policy, major development comprises: 10 or more dwelling houses or residential development of a site of 0.5ha or more; the provision of a building or buildings where the floor space to be created by the development is 1,000m<sup>2</sup> or more; or development carried out on a site having an area of 1ha or more.

#### **Policy EB18: Sustainable transport and new development**

Development will be supported where it maximises the use of sustainable modes of transport, in particular applicants must demonstrate, where appropriate and relevant to the development, how the proposal has been designed and located to:

- a. Reflect the needs of: pedestrians; cyclists; public transport; commercial and service vehicles; and private cars;
- b. Create places and streets that are user friendly and safe for cyclists and pedestrians, reflecting the requirements of the East Boldon Design Code;
- c. Support sustainable transport choices such as, incorporating or creating new pedestrian and cycle routes or improvements to existing routes to serve the development that integrate into wider networks and provide safe and effective routes to services and facilities, including East Boldon Metro Station;
- d. Ensure existing or new public transport services can accommodate development proposals, and where necessary, new accessible public transport routes and/or improvements to the existing services and facilities can be secured;
- e. Ensure that the cumulative impact on traffic flows on the highway network will not be severe or that appropriate mitigation measures can be secured and are undertaken; and
- f. Incorporate an appropriate level of parking in accordance with the parking standards set out in policies EB20, EB21 and EB22.

To achieve modal shift, major developments will be expected to provide travel plans and the application should be supported by a transport statement or transport assessment. The development should promote sustainable travel behaviour and demonstrate how it will link and support the widening of travel choices.

### **Metro parking**

- 10.8 Early engagement identified significant community concerns regarding the impact of metro parking, particularly its impact on the character of the village, residential amenity and highway safety. The local community are also concerned that the level of new housing development proposed within the emerging local plan will make the issue even worse. The car park at East Boldon Metro Station is constantly at capacity and users of the metro park in the streets near the station impacting on businesses on Station Terrace, Langholm Road and Cleadon Lane and residents in Station Road, Struan Terrace, Langholm Road, St John's Terrace and St Bedes in particular.



*Figure 35: Car parking, East Boldon Metro Station*

- 10.9 As part of the preparation of the plan, the forum considered a number of policy approaches to look to address the issue of metro parking, including the extension of existing parking, allocation of a site for new parking and the creation of park and ride schemes. Policy EB21 provides a flexible and positive policy approach which supports the principle of the creation of additional metro parking in order to improve the environment of the plan area and residential amenity. The level

of parking proposed should be informed by an understanding of current and future demand. It is also essential that any new parking proposals do not have significant adverse effects on the environment, residential amenity or highway safety.

- 10.10 Policy EB19 will support the delivery of plan objectives 1, 2, 4, 6 and 8.

### Policy EB19: Metro parking

The development of additional car parking for users of the metro will be supported where it would not have significant adverse effects on the environment, residential amenity or highway safety.

Key considerations will be the ability of the new parking proposal to:

- a. alleviate the significant negative impact of existing metro parking on the area and local communities; and
- b. deliver the level of parking required to meet both current and forecast demand from users of East Boldon metro station.

Development proposals for the creation of improved cycle parking provision at East Boldon Metro Station will be supported.

## Parking

10.11 Parking is one of the main issues identified through early engagement with the local community and businesses. The local street patterns, especially those near to the metro station and shops are mainly terraced in form and result in limited parking opportunities. The metro station attracts a number of people with cars who live outside the area. The impact of this is high levels of on street parking which negatively



Figure 36: Car parking, Langholm Road

impacts on highway and pedestrian safety. Lack of appropriate parking has also been identified by local businesses as a factor which impacts on their business operation.

10.12 In the plan area there are two off-street car parks providing 107 spaces at the metro station and rear of the Grey Horse Public House. There is also a car park at Boker Lane/Hardie Drive adjoining the plan boundary providing another 22 spaces. There are 17 lay-by spaces at Cleadon Lane and 55 spaces (including 3 for disabled drivers) provided on street or in lay-bys with limited waiting. In addition, there are 60 on street spaces with unlimited waiting, and 7 residents only places in Grange Terrace. The car park at Boker Lane remains relatively accessible during the day but is affected by a high number of 'white vans' which are parked there from 5pm onward. The car park in Cleadon Lane is used to capacity every workday with vans from the adjacent industrial estate, and cars left by users of the metro, often spilling over onto the adjoining grass verges.

10.13 The local community are concerned that South Tyneside Council adopted parking standards do not reflect local circumstance and are out of date. Residents believe that in the event of future residential development, the current standards will exacerbate the parking problems experienced in large areas of the village and will result in serious problems associated with unplanned on street parking both within new development and in the adjoining residential areas.

10.14 The provision of car parking within new residential development has highlighted a number of concerns for the local community. Restrictions on car parking provision as part of an approach towards managing demand for car travel are not always effective and can result in unacceptable levels of on street car parking causing serious road safety issues for pedestrians and cyclists alike. Households have a desire to park close to their home and in many locations off-street parking provision provided by rear parking courts is poorly used and results in vehicles spilling onto nearby roads and pavements. However, off-street parking within the curtilage of dwellings can be inefficient where garages are provided and these are not large enough to accommodate a modern sized vehicle, or they are used for bike and bin storage instead.

10.15 The continued popularity and encouragement by government of cycling as a means of transport requires that careful consideration be given to cycle storage. The advent of 'e' bikes and their increasing affordability has encouraged an even greater section of the population to cycle. Ensuring the provision of sufficient and appropriate cycle storage and parking is available as part of new development will further encourage and assist in providing people with practical alternatives to using the private car.

10.16 Policies EB20, EB21 and EB22 will therefore assist in the delivery of plan objectives 1, 2, 4, 6 and 8. Guidance relating to parking standards is set out in Annex 3 of the East Boldon Design Code.

#### **Policy EB20: Cycle storage and parking**

Development proposals creating additional residential units should demonstrate how secure storage for bicycles can be provided in accordance with guidance set out in the East Boldon Design Code Annex on Parking.

Other traffic generating non-residential developments must provide appropriate cycle parking in accordance with the East Boldon Design Code and agreed in consultation with the highway authority.

#### **Policy EB21: Residential parking standards**

- a. Residential development proposals creating additional residential units should provide an adequate level of parking for residents and visitors in accordance with guidance set out in the East Boldon Design Code Annex on Parking.

#### **Policy EB22: Non-residential parking standards**

Non-residential traffic generating development should provide an adequate amount of off-street parking for staff and visitors to ensure that there are no adverse impacts on the highway network and amenity of the area in accordance with the Council's Parking Standards. When determining the level of off-street parking required, the following should be considered:

- a. Projected staff numbers and the operating hours of the business;
- b. Projected visitor numbers and the likely duration of the visit; and
- c. The accessibility of the development by modes other than private car.

## Walking and cycling network

10.17 The walking and cycling network include those routes that are used by pedestrians, cyclists and horse-riders. They provide recreation and leisure opportunities and also promote healthy living. Routes can include established pathways and cycle routes, public rights of way, bridle paths and paths of a more informal nature.

10.18 Important routes in the area are identified on the Paths, Tracks and PROW Map of Annex 3 to the Plan and include Mundles Lane, the bridleway adjoining the railway line, land at North Farm, Boker Lane and the Boker Lane Bridleway.



Figure 37: Bridleway adjoining the railway line

10.19 As part of the response to the council's consultation on their local cycling and walking investment plan, the forum provided a comprehensive response identifying important routes in and around the village, including linkages to other areas. The full response is available on the [forum website](#) and further details are included within the [transport and movement background paper](#).

10.20 Policy EB23 seeks to support proposals to improve or extend the walking and cycling network within the plan area, as well as protecting existing routes, supporting the delivery of plan objectives 1, 3, 6 and 8.

### Policy EB23 : Walking and cycling network

- a. Proposals to create, improve or extend the walking and cycling network within the plan area will be supported.

## Annex 1: Community actions

As part of the process of developing the neighbourhood plan, some areas of community concerns were identified that cannot be addressed through the planning system. However, as part of the neighbourhood planning process they can become ‘community actions’, which are supported by East Boldon Neighbourhood Forum. These proposals can be delivered in conjunction with other local organisations. Further details on each community action can be found within the relevant background paper.

### Community action 1: Celebrating our heritage

Consider opportunities for further interpretation of historic assets of our area e.g. signage and interpretation boards.

### Community action 2: Enhancing the village environment

Work with South Tyneside Council, landowners, local community groups and other relevant stakeholders to discuss opportunities to enhance the village environment, such as by:

- Diversifying and increasing the level of planting, including tree planting for example on the Junior School site;
- Improving open space maintenance for example at Grange Park and the land at St Georges Church;
- Improving the area in front of the shops on Station Terrace;
- Considering options for the future of key sites, such as the telephone exchange and Boldon United Reform Church;
- Exploring opportunities to enhance shop fronts, particularly on Station Terrace and Front Street;
- Enhancing the entrances to the village;
- Enhancing green spaces around the war memorial and church;
- Improving the management, supervision and interpretation of the Boldon Flats Local Wildlife Site; and
- Seeking to ensure that sites identified as local green space have appropriate management arrangements in place

### Community action 3: Updating conservation area guidance and South Tyneside Local List

Work with the conservation team at South Tyneside Council to review and update the existing guidance and management plan for the East Boldon Conservation Area, as well as the heritage assets, including the local list. The forum will also work with Historic England and South Tyneside Council to investigate the impact and implications of the inclusion of the East Boldon Conservation Area in the Heritage at Risk Register (2019).

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**Community action 4: Coastal discharge of sewerage**

The forum acknowledges that there are genuine concerns over the issue of sewerage discharge at coastal locations and the resultant pollution that this may cause. It commits to work with others to encourage greater transparency and understanding of these issues.

**Community action 5: Improving community safety and accessibility**

Work with South Tyneside Council to implement projects to improve community safety and access for all, such as: traffic management enhancement to improve road safety, reduce traffic speeds and improve pedestrian safety, including provision of pedestrian crossing across Station Approach at the junction with Cleadon Lane.

**Community action 6: Enhancing community services and facilities**

Work with South Tyneside Council, community groups and other stakeholders on projects to enhance existing community services and facilities in the forum area, for example:

- Supporting the development of a sporting hub to be located at the cricket club;
- Explore options for the provision of mobile care service provision;
- Improve the play areas in Grange Park and Mundles Lane;
- Development of a village hall; and
- Identification of the infant school as an asset of community value

**Community action 7: Promotion of existing facilities to residents**

Develop an awareness raising exercise to inform residents of the existing sport and recreation facilities that are available within the forum area.

**Community action 8: Spiritual centre**

Work with local faith groups to consider options for the creation of a spiritual centre to enable facilities to be shared.

**Community action 9: Active travel**

Work with South Tyneside Council and other stakeholders to improve the ability of residents to undertake active travel, such as by:

- Exploring opportunities to improve the safety of walking routes to school;
- Improving the condition of footpaths, cycleways and the wider the public rights of way network; and
- Enhancing signage to and along the rights of way network.

**Community action 10: Improving access to public transport**

Hold discussions with South Tyneside Council, Nexus, bus operators and local groups about opportunities to improve public transport in the forum area, including:

- Improving the frequency of the bus service and range of destinations;
- Opportunities to use smaller eco-friendly buses for local routes;
- Improvements to bus stops, including reviewing their location, to reduce traffic congestion as well as highway and pedestrian safety and also options to provide real time data;
- Developing options for the expansion of Metro parking which should include a comprehensive survey and investigation by STC/Nexus into the usage of East Boldon Metro station.

**Community action 11: Parking improvements**

Work with South Tyneside Council, local residents and other stakeholders to improve parking within the forum area, this could include:

- Development of a parking management plan;
- Installation of electric charging points;
- Provision of additional secure cycle storage facilities at the metro station and new cycle parking at Station Terrace shops; and
- Considering options to provide additional parking for local businesses within the area.

**Community action 12: Highway safety improvements**

Work with South Tyneside Council, local residents and other stakeholders to identify appropriate traffic management opportunities to improve road safety, reduce traffic speeds and improve pedestrian safety.

# East Boldon Design Code

February 2021



**Quality information**

<b>Project role</b>	<b>Name</b>	<b>Position</b>	<b>Action summary</b>	<b>Signature</b>	<b>Date</b>
Review / QB Update	Chris Wiseman	Principal Landscape Architect and Urban Designer	Revisions based on EBNF Feedback	Chris Wiseman	03-02-2021
Review	John Wilkinson	Neighbourhood Planning Officer, Locality	Final Draft Review and Approval		21-05-2020
Review / QA	Laura Fogarty	Town Planner, AECOM	Final Draft Proof Read	Laura Fogarty	07-05-2020
Technical Lead / QA	Ruth Mauritzen	Associate Director	Final Draft QA Review / Approval	Ruth Mauritzen	05-05-2020
Review / Site Visit	Chris Wiseman	Principal Landscape Architect and Urban Designer	Revisions based on EBNF Feedback	Chris Wiseman	04-05-2020
Qualifying body	Dave Hutchinson	East Boldon Neighbourhood Forum (Secretary)	Second Round Comments on First Draft		06-04-2020
Qualifying body	Dave Hutchinson	East Boldon Neighbourhood Forum (Secretary)	Review of First Draft		15-03-2020
Project Director	Ben Castell	Director - Design, Planning and Economics	Review of First Draft	Ben Castell	11-02-2020
Technical Lead / QA	Ruth Mauritzen	Associate Director	First Draft QA Review / Approval	Ruth Mauritzen	06-02-2020
Researcher / Site Visit	Christine Stannage	Consultant Landscape Architect	Research, Drawings	Christine Stannage	28-01-2020
Review / Site Visit	Chris Wiseman	Principal Landscape Architect and Urban Designer	Research, review	Chris Wiseman	28-01-2020
Project Coordinator	Mary Kurcharska	Principal Consultant, Policy and Appraisal	AECOM Project Coordination		

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# Introduction

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# 1. Introduction

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## 1.1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide consultancy support to East Boldon Neighbourhood Forum in respect of a design code to inform future developments within the area.

## 1.2. Objectives

The main objective of this report is to develop design guidance in the form of a Design Code, for the Neighbourhood Plan. This is intended to be used by developers to inform and influence the design of future developments, so that they provide a 'good fit' with the Neighbourhood Plan Area.

This document provides coding to inform different aspects of development, including; working with the site character and its context, creating well defined streets and attractive neighbourhoods, external spaces and the public realm .

## 1.3. Process

This report builds on the existing work of East Boldon Neighbourhood Forum on the development of their Neighbourhood Plan, which has been underpinned by a series of public engagement detailed within Section 2.1 (Page 13).

An inception meeting and a site visit with members of the East Boldon Neighbourhood Forum was undertaken on 21/11/19. The following steps were agreed with the Forum to produce this report:

- Review of reference papers provided by East Boldon Neighbourhood Forum which provided background information on the area and key issues;
- Site walkover and analysis;
- Preparation of design codes to be used to inform the design of future developments within the East Boldon Neighbourhood Plan Area;
- Issue of a draft report with design codes to the Forum for review and comment; and
- Issue of final report.

## 1.4. Purpose

This document is an annex to the Neighbourhood Plan. Its purpose is to add depth and illustration to the Plan’s policies on design and growth, offering guidance on the community’s expectations. There is increasing need for additional housing in East Boldon and this guide has been developed to ensure it meets high standards and responds to the character of the local area.

The National Planning Policy Framework (NPPF; 2019), accompanying National Planning Practice Guidance, and National Design Guide, promote good design as a key aspect of sustainable development and to create better places in which to live and work (NPPF, pp.124). The NPPF also states that “neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development” (pp.125); this document does that for East Boldon.

The design code will be a valuable tool in securing context-driven, high quality future development. They will be used in different ways by different actors in the planning and development process.

### 1.4.1. Policy Context

This document sits within the wider UK planning policy context and should be read in conjunction with all other relevant statutory policy and guidance. This will include but is not limited to the emerging East Boldon Neighbourhood Plan, the South Tyneside Local

Development Plan and the National Planning Policy Framework.

Neighbourhood Plans need to be in general conformity with the strategic policies in the corresponding Local Plan. Where new policy requirements are introduced (that carry costs to development) over and above Local Plan and national standards it is necessary to assess whether development will remain deliverable. The principles and guidance set out in this document and within the Neighbourhood Plan’s policies are aligned with national policy and non-statutory best practice on design.

The values and costs of construction between new developments and within new developments will vary based on location, situation, product type, design

(architecture, placemaking etc.) and finish; and the state of the market at the point of marketing the properties. The guidelines herein constitute place making principles and guidance to help interpret and apply the statutory policies within the Neighbourhood Plan. Good design is not an additional cost to development and good placemaking can result in uplifts in value.

### 1.4.2. Using the code

Illustrations and dimensions are provided throughout the document to demonstrate spatially how the Codes can be applied to development. These are not intended to be prescriptive. For example, the suggested dimensions for highways works must comply with relevant Highway standards.

Actors	How They Will Use the Design Guidelines
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Code as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications.  The Design Code should be discussed with applicants during any pre-application discussions.  Where planning applications require a Design and Access Statement, the Statement should explain how the Design Guidelines have been followed.
Town and parish councils	As a guide when commenting on planning applications, ensuring that the Design Code is complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

The table above summarises how different actors will use the design guidelines presented in this report in the development process.

## 1.5. Context

### 1.5.1. Area of Study

The study area for this Design Code covers the East Boldon Neighbourhood Plan Area (see Figure 1) which is located within the Cleadon and East Boldon Ward, and a small area of the Boldon Colliery Ward of the Borough of South Tyneside, Tyne and Wear.

The Neighbourhood Plan Area designation was approved by South Tyneside Council in January 2018.

East Boldon is part of the group of 'Boldons' settlements located on a key route between Newcastle and Sunderland. The Neighbourhood Plan Area is made up of mostly residential properties and contains approximately 1800 households. The Neighbourhood Plan Area includes the village settlement and surrounding agricultural land<sup>1</sup>.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN and the GIS User Community

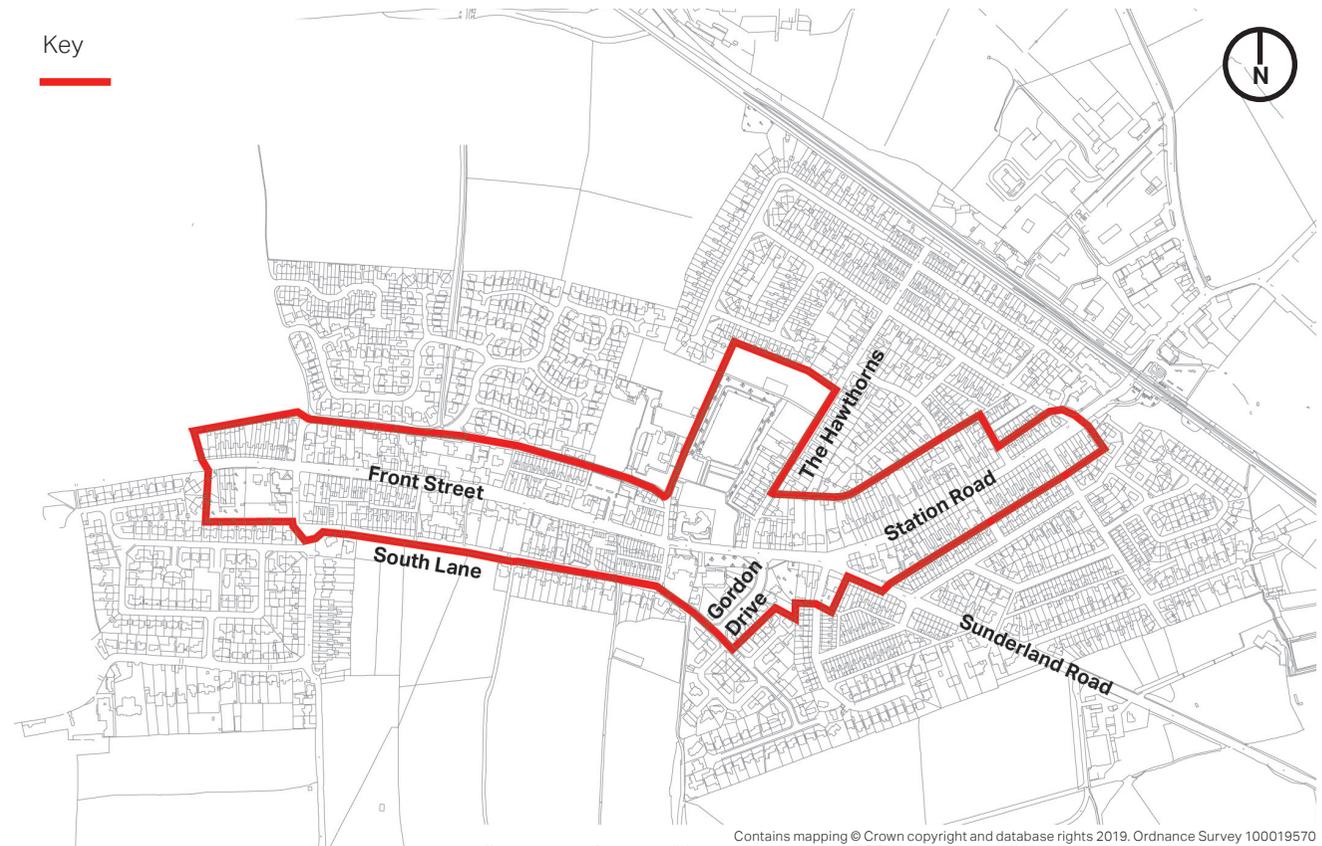
Figure 1: Study Area

## 1.5.2. Conservation Area, Built-form Character and Natural Environment Studies

This Design Code seeks to add guidance in respect of design quality and local distinctiveness for new development. It does not supersede or replace other published technical guidance and / or planning policy or supporting documentation.

Other relevant development / design guidance and reports include (but are not limited to):

- East Boldon Neighbourhood Plan and Background Papers, including the Community Character Statement and the 2 Architectural Survey documents;
- North of England Civic Trust on behalf of South Tyneside Metropolitan Borough Council, February 2006, 'East Boldon Conservation Area Character Appraisal';
- South Tyneside Council, April 2009, 'SPD 15: East Boldon Conservation Area Management Plan';
- South Tyneside Council, March 2012, 'South Tyneside Council Landscape Character Study';
- South Tyneside Council, November 2005, 'South Tyneside: Urban Design Framework'; and
- South Tyneside Council, 2011, South Tyneside Locally Significant Heritage Assets (SPD21).



**Figure 2: East Boldon Conservation Area, from South Tyneside Council, April 2009, 'SPD 15: East Boldon Conservation Area Management Plan'**

### 1.5.3. Density

Density is a measure by which the intensity of land use within a given area can be quantified. It is typically applied to residential contexts for a simple comparison of housing layouts.

There are a number of means by which to measure density. A standard measure is simply the number of units (dwellings) per hectare (dph); this approximates a 'gross density' i.e. it includes built plots, roads and other hard landscape areas, open space, and areas of soft landscape. It does not account for multiple occupancies / building heights, nor does it consider population.

Figure 3 is derived from South Tyneside District Council (2012) 'Distribution of Residential Properties in South Tyneside', and illustrates the approximate range of densities found across East Boldon .

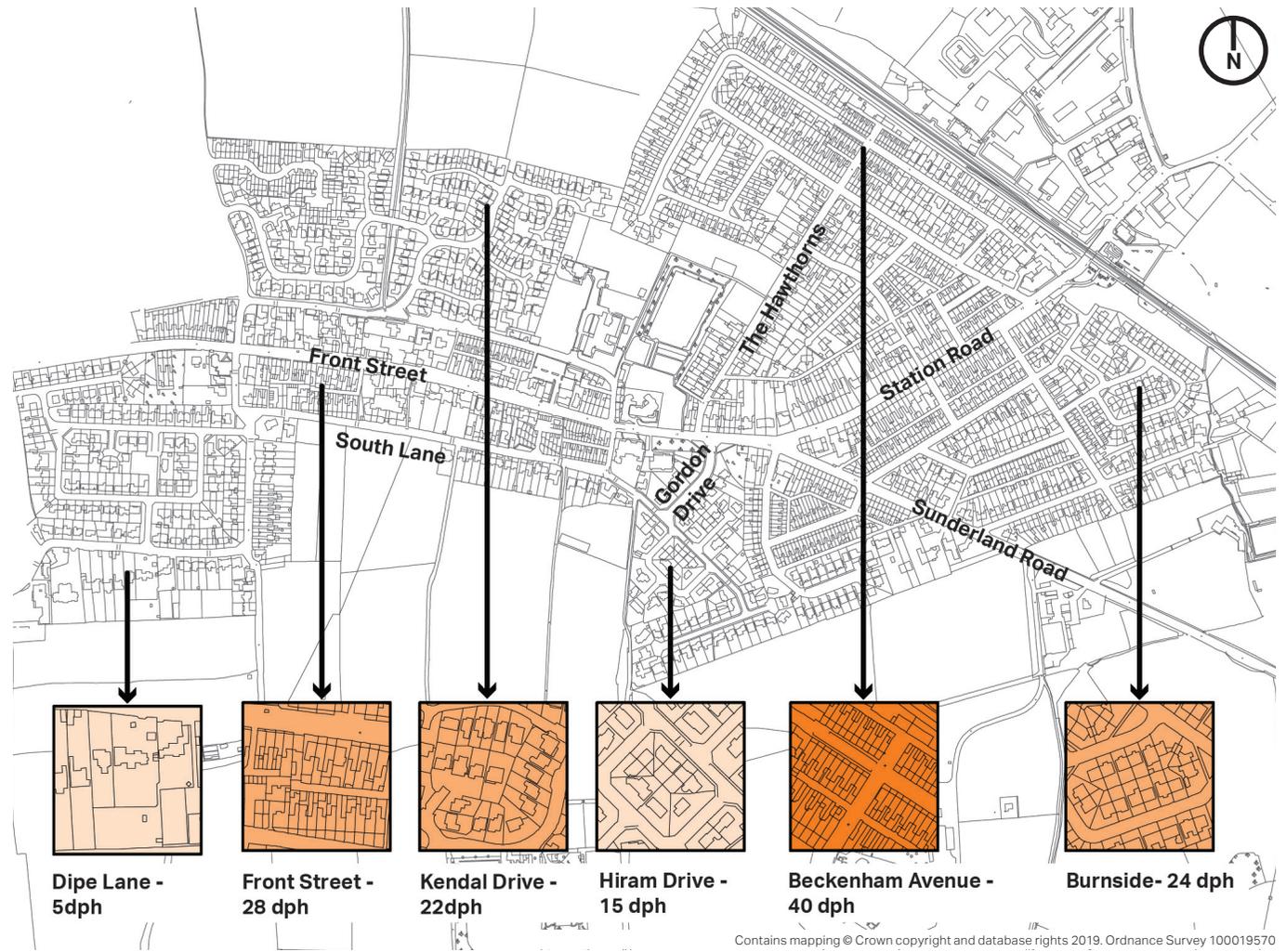


Figure 3: Building Density

### 1.5.4. Typology

Figure 4 is derived from South Tyneside District Council (2012) 'Distribution of Residential Properties in South Tyneside'.

The most frequent typologies found in East Boldon include a mix of detached housing particularly in more recent development, terraced housing, along primary and secondary streets, semi-detached houses, and detached and semi-detached bungalows often concentrated in more peripheral areas.

The core of East Boldon is generally defined by terraced buildings, albeit with more varied building typology, including flats, civic buildings, and commercial buildings.

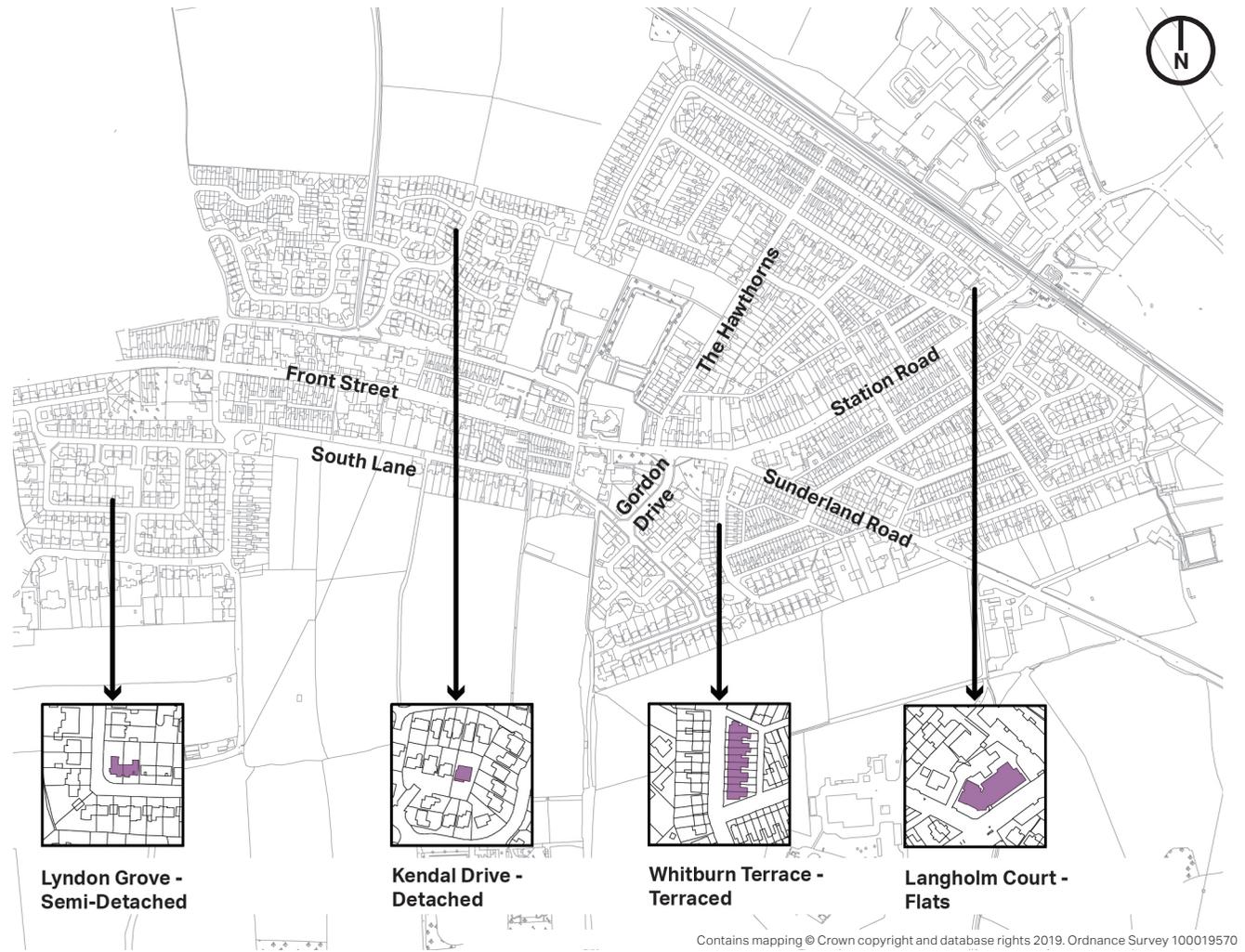


Figure 4: Typology

### 1.5.5. Streets

This section of the Design Code intends to describe the principle routes through East Boldon and how, in turn, this informs the urban form and character.

Figure 5 illustrates the perceived hierarchy of streets in the village (the widest lines indicating primary streets), and photos that illustrate their character.



Figure 6: Front Street (A184)



Figure 7: Station Road (B1299)

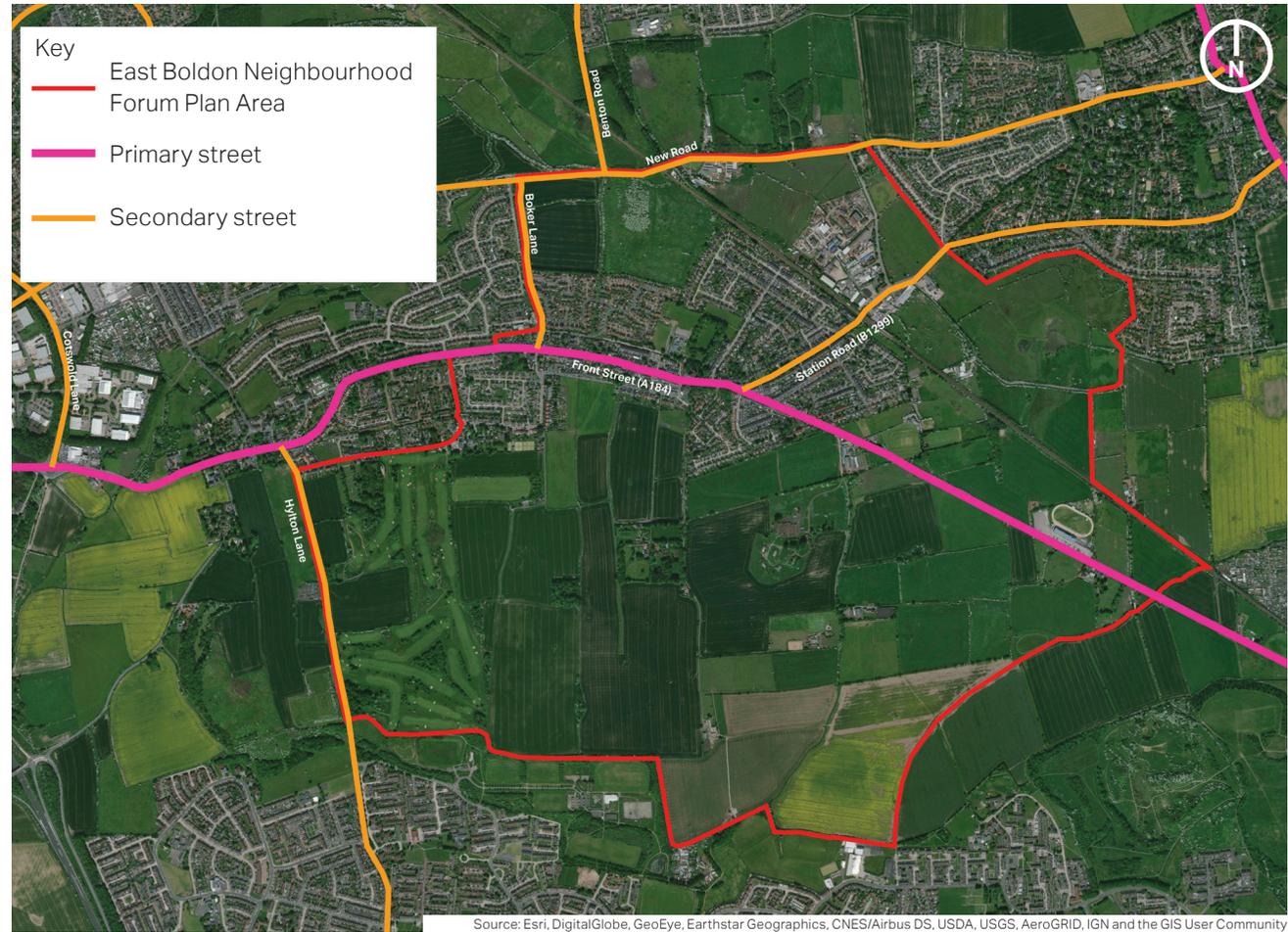


Figure 5: Hierarchy of streets



Design Objectives

2

## 2. East Boldon Neighbourhood Forum: Summary of Community Consultation

This section summarises the work undertaken by East Boldon Neighbourhood Forum to establish a set of formal objectives for the Neighbourhood Plan.

### 2.1. East Boldon Neighbourhood Forum - Summary of Community Consultation

Following a community consultation event in 2017, an application was made to South Tyneside Borough Council to establish a Neighbourhood Forum for East Boldon. Formal recognition followed in January 2018.

Using the feedback from its first community consultation event in 2017, East Boldon Neighbourhood Forum (EBNF) identified several Design Objectives (described subsequently) which best summarised the aspirations and concerns of the people who work and live in the area. These were then used as the basis for a further consultation event in June 2018 and given overwhelming endorsement by those who attended.

More detailed consultation followed in March and June 2019. The March consultation event examined the objective areas relating to the Vision, Natural Environment, & Housing. 77 people completed the EBNF June 2019 consultation event questionnaire and these conclusions focused on the 5 main question areas:

1. Community Well-being;

2. Local Economy;
3. Built & Historic Environment,
4. Transport & Movement; and
5. Flooding & Sustainable Drainage.

Since its establishment and the last consultation event, members of the Forum have been working to have a conversation with the wider community, including businesses, to ensure that the views of as many stakeholders as possible are represented by the East Boldon Neighbourhood Plan.

### 2.2. East Boldon Neighbourhood Forum – Design Objectives

The following broad 'Design Objectives' have been defined by the EBNF through engagement with the local community, as described above.

- **SETTING:** Deliver a built environment of the highest quality which is empathetic and sensitive to the characteristics of East Boldon.
- **DESIGN:** Create inspiring, sensitive design and avoid bland, extensive, and repetitive housing development.
- **SUSTAINABILITY:** Create a built form which can accommodate sustainable living and provides a public realm that encourages people to walk and cycle to local destinations including local centres, schools

and parks, along attractive safe, direct routes, and whenever possible maximise the opportunity to use public transport.

- **HOUSING PROVISION:** Deliver a range of accommodation and a mix that will help foster a strong sense of community and reflects the needs of East Boldon residents.
- **ACCESSIBILITY:** Ensure that new development successfully integrates with adjoining areas and provides street patterns and pedestrian routes which are easy to navigate, accessible to all, and promote community interaction.
- **ENVIRONMENT:** New development must be sensitive to the existing habitat and biodiversity of the area. It must provide high-quality landscaping, including tree planting, and a comprehensive and interconnected network of green infrastructure which links and complements the green spaces and community assets, especially those identified by the Neighbourhood Plan. It must provide design solutions that help to promote wildlife.

# Design Questions

# 3



## 3. Design Questions

This section provides a set of general questions which should be considered as a first step when assessing a design proposal. As the design codes cannot cover all design eventualities, these questions have been prepared based on established good practice, to provide a logical approach to evaluating the design of development proposals.

The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. It is up to East Boldon Neighbourhood Forum to decide the ones that are relevant to each specific case.

In addition to the questions provided, those involved in the proposals for new development should refer to industry standards to measure the quality of design. For example, Homes England (2020) 'Building for a Healthy Life' is a government endorsed design guidance to help people improve the design of new and growing neighbourhoods and create healthy communities.

New development in East Boldon should also be appraised against the objectives of the East Boldon Neighbourhood Plan, as set out in Section 2.2.

### 3.1. General questions to ask and issues to consider when presented with a development proposal

As a first step there are a number of ideas or principles that should be present in the proposals. The proposals or design should:

- a) Integrate with existing paths, streets, circulation networks and patterns of activity;
- b) Reinforce or enhance the established town or village character of streets, greens, and other spaces;
- c) Respect the rural character of views and gaps;
- d) Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- e) Relate well to local topography and landscape features, including prominent ridge lines and long distance views;
- f) Reflect, respect, and reinforce local architecture and historic distinctiveness, having regard to the Neighbourhood Plan, its background papers including the Community Character Statement and the 2 Architectural Survey documents;
- g) Retain and incorporate important existing features into the development;
- h) Respect surrounding buildings in terms of scale, height, form and massing;
- i) Adopt contextually appropriate materials and details;
- j) Provide adequate open space for the development in terms of both quantity and quality;
- k) Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- l) Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- m) Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours; and
- n) Positively integrate energy efficient technologies.

Following these ideas and principles, there are number of questions related to the design guidelines outlined below.

#### 3.1.1. Street Grid and Layout

- Does it favour accessibility and connectivity over cul-de-sac models? If not, why?

- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists, and those with disabilities?
- What are the essential characteristics of the existing street pattern? Are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?
- Does the street layout and design conform to good-practice principles (for example, MHCLG 'Manual for the Streets')?

### 3.1.2. Local Green Spaces, Views and Character

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- How does the proposal affect the trees on or adjacent to the site?

- Has the proposal been considered in its widest context?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal affect the character of a rural location?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Will any communal amenity spaces be created? If so, how will this be used by the new owners and how will it be managed?

### 3.1.3. Gateway and Access Features

- What is the arrival point and how is it designed?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

### 3.1.4. Buildings Layout and Grouping

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?

- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

### 3.1.5. Building Line and Boundary Treatment

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Have the appropriateness of the boundary treatments been considered in the context of the site?

### 3.1.6. Building Heights and Roofline

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing, and scale?
- If a higher than average building is proposed, what would be the reason for making the development higher?

### 3.1.7. Household Extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, or does it have an adverse impact on neighbouring properties in relation to privacy, overbearing, or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extension, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?

### 3.1.8. Building Materials and Surface Treatment

- What is the distinctive material in the area, if any?
- Does the proposed material harmonise with the local material?
- Does the proposal use high quality materials?
- Have the details of the windows, doors, eaves, and roof been addressed in the context of the overall design?
- Do the new proposed materials respect or enhance the existing area or adversely change its character?

### 3.1.9. Car Parking Solutions

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?

### 3.1.10. Architectural Details and Contemporary Design

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height, massing, and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?



Design Codes

4

## 4. Design Codes

The following Design Codes are broadly ordered by scale from the site, to the street, to the plot. It is important that the different scales at which the codes work are cross-referenced throughout the design of new development.

### 4.1. Working with the site character and its context

#### 4.1.1. Landscape: Existing Features Code EB.CC.01

- New development proposals should work with existing landscape features, for example notable or distinctive landform, contours, watercourses, hedgerows and / or trees. Such features should be retained where feasible and used to inform and enhance the layout and character of new development including buildings, streets and public open space.
- New development should ensure trees and planting have sufficient space. Buildings should be laid out in such a way that there is sufficient room for appropriate buffer zones to proposed and / or retained trees and opportunity to mature and grow to their full size and maximise the potential for canopy growth.
- New development proposals should identify the right tree species for the location and mix-and-match to encourage diversity, to ensure longevity and to provide resilience of green infrastructure within new development to pests and disease.



Figure 8: Views to notable landform/landmarks could be used to inform the layout of new developments



Figure 9: Shelterbelt planting along the existing settlement edge helps to integrate development with rural surroundings

- Planting within new development should consider the maintenance regime as well as the different conditions of leaf and canopy throughout the seasons.

### 4.1.2. Green and blue infrastructure (habitat and biodiversity) Code.EB.CC.02

- New development should seek to integrate with, join-up and enhance existing green / blue infrastructure networks adjacent to site boundaries and aim to strengthen biodiversity and the natural environment ( Refer also to Code EB.CC.01).
- The locations and typology of new green/blue infrastructure delivered as part of new development should be used to enhance its setting, for example in development at the rural edge, and the quality of new public space and streets.
- Existing habitats and biodiversity corridors should be protected and enhanced.
- New development proposals should aim for the creation of new habitats and wildlife corridors; e.g. by aligning back and front gardens.
- Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species.



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**Figure 10: Plan of existing green and blue infrastructure features**

**Note: The emerging Neighbourhood Plan currently sets out a number of proposals which may amend the current green infrastructure shown.**

### 4.1.3. Views Code EB.CC.03:

- New development should reinforce views outwards towards the rural surroundings of East Boldon.
- An indication (not exhaustive) of open views to and from the village is illustrated opposite.
- Consideration should be given to views outward from within the existing urban area.
- New development should recognise, and where feasible, incorporate opportunities for views from new public space and streets to existing landmarks, for example, to the Cleadon Hills from the north-east of the village.



Figure 12: Views from South Lane look towards the surrounding countryside

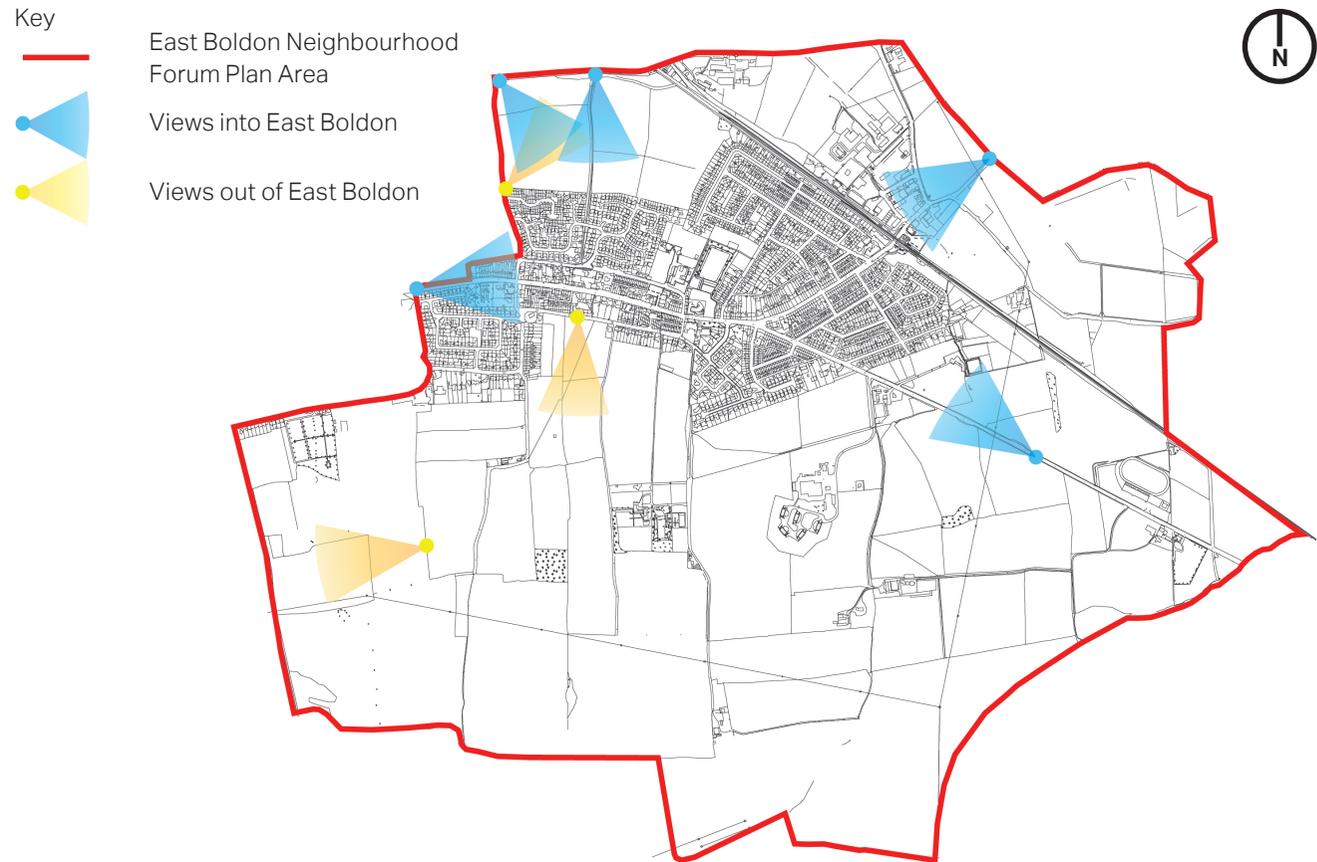
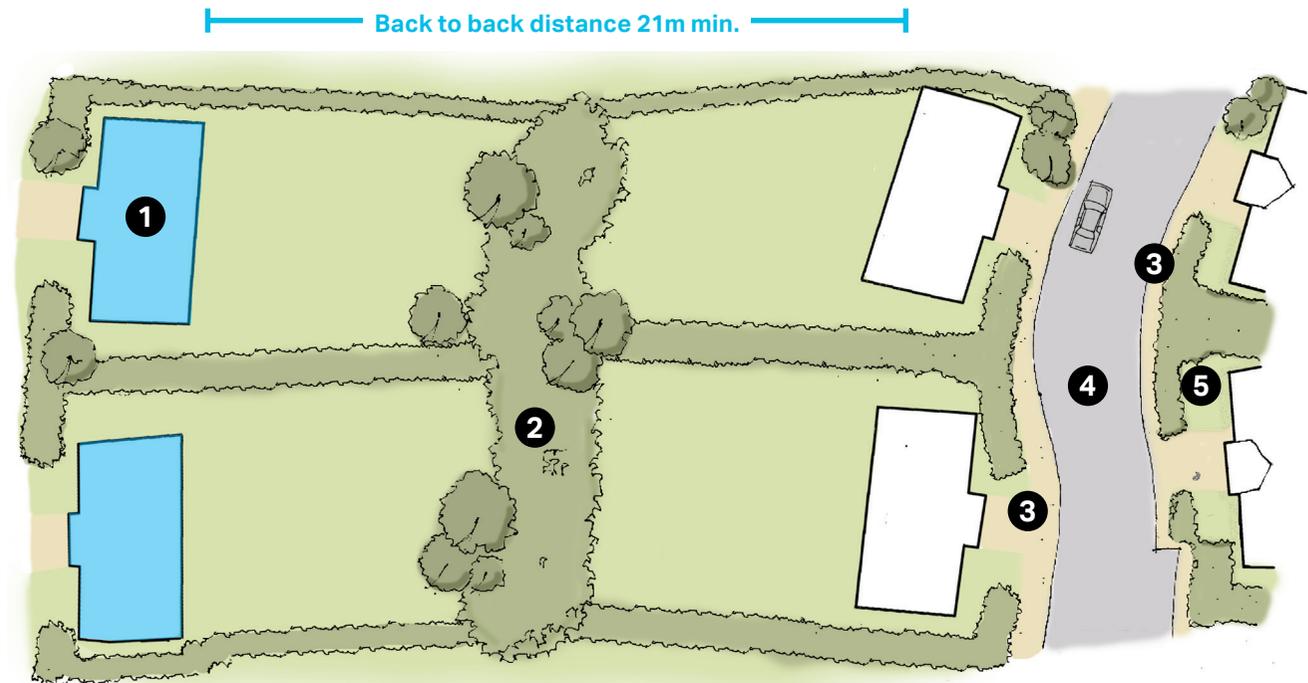


Figure 11: Indicative views into and out of East Boldon

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#### 4.1.4. Gateways and rural edge Code EB.CC.04:

- Interfaces between the existing settlement edges and any village extension must be carefully designed to integrate new and existing communities. This is particularly important where new residential buildings will face existing residential properties that currently back onto open fields.
- Where proposed new development would define the new edge to the settlement (that is to say, where it would extend the 'leading edge' of a settlement and/ or be located at the gateway / entry to the settlement) it must demonstrate, through good urban design principles, that it responds to local landscape character and enhances the rural setting to East Boldon.
- Edges of new development must be designed to link to, rather than segregate, existing and new neighbourhoods.
- Existing landscape features, for example hedgerows and / or trees, that define the existing settlement edge should, where feasible, be integrated into the green infrastructure framework of new neighbourhoods by providing a shared back hedge (See Figure 13 and Codes EB.CC.01/02).



**Figure 13: Sketch of potential interface between new and existing settlement**

1. Existing properties.
2. Retained shared back hedges at the back of existing properties.
3. New footpaths.
4. New street.
5. New residential frontage with boundary hedges and front gardens.

- A 21m minimum back to back distance between rear windows for one or two storey properties of the same height should be provided for privacy. Additional storeys will result in a need to increase this distance by 3m per additional storey. Where properties face window-less gables the distance can be decreased to 14m. Development may vary from this distance where there are specific local constraints.

## 4.2. Creating well defined streets and attractive neighbourhoods, external spaces and public realm

Streets are the places where people walk, meet, and interact; they should be considered as places in their own right. They are also often the most enduring features of our built environment. An attractive public realm enhances people's quality of life and the perception of a place.

Streets must meet technical highways requirements. Within the settlement boundaries, streets should not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups such as children and wheelchair users in mind and may introduce a range of traffic calming measures.

Aim to create spaces that incorporate integrated and subtle methods of traffic calming such as: narrowing down the carriageway, use of planting and build outs to incorporate street trees, use of clearly marked and allocated on-street parking areas, change of colour, change of materials, use of shared surfaces, varying the alignment of the vehicular route and use of tight junction radii.

New streets should tend to be linear with gentle meandering, providing interest and evolving views while helping with orientation. Routes should be laid out in a permeable pattern, allowing for multiple connections and

choice of routes, particularly on foot. The incorporation of cul-de-sacs should be minimised in favour of connected streets but where proposed these should be relatively short and provide onward pedestrian links. When designing turning areas at the end of roads, think of imaginative solutions that move away from formulaic responses (e.g. hammerheads at the end of a road). For example, small local square or front court could provide the turning space for refuse vehicles and HGVs whilst also creating an enclosed space to look at while not occupied by a vehicle.

The distribution of land uses should respect the general character of the area and street network, and take into account the degree of isolation, lack of light pollution, and levels of tranquillity. Pedestrian access to properties should be from the street where possible. Filtered permeability, where cars are unable to pass but pedestrians and cyclists are, is an increasingly popular way of deterring rat-running.

Streets must incorporate opportunities for landscaping, green infrastructure, and sustainable drainage.



Figure 14: Cherry blossoms on Gordon Drive



Figure 15: Parade of shops on Front Street

## 4.2.1. Pedestrian Connectivity and Active Travel

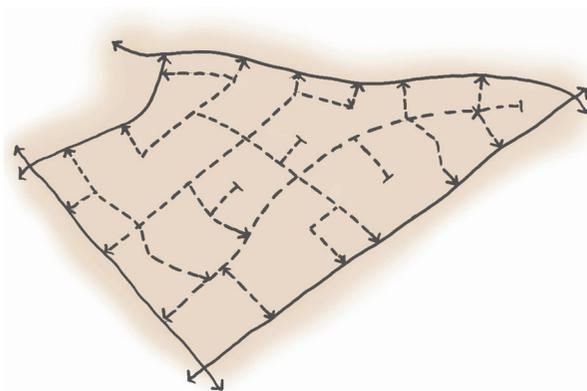
### Code EB.CC.05:

- This means having streets connecting with each other and creating different travel options and routes. Good practice favours a generally connected street layout that makes it easier to travel by foot, cycle, and public transport. Connected streets must provide a safe and pleasant environment at all times of the day. It is important that in the case of new developments, streets are integrated with green spaces. The aim is to provide natural surveillance, activity and paths with good sight-lines and unrestricted views which make people feel safer.
- This connected pattern creates a 'walkable neighbourhood'; a place where streets are connected and routes link meaningful places together. Short and walkable distances are usually defined to be within a 5-minute walk, or a five-mile trip by bike. If the design proposal calls for a new street or cycle/pedestrian link, make sure it connects destinations and origins.
- The use of a connected pattern also helps the accessibility of service and emergency vehicles which creates a smoother operation, improved services and faster response times.
- New development must provide a network of connections that are attractive, well lit, direct, easy to navigate, well overlooked and safe. Designers must consider that a pedestrian or cycle way through an open space may be attractive as a route during daylight hours, but less so early in the evening and

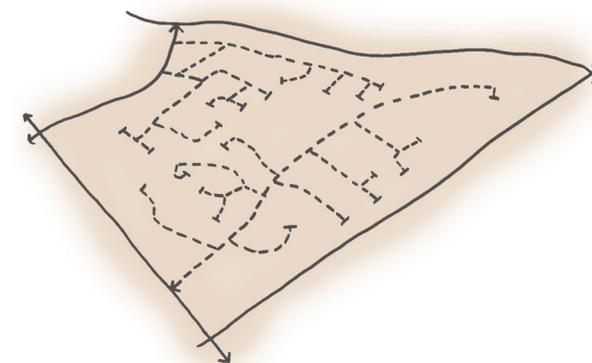
during winter. Where possible, designers must ensure that all street, pedestrian and cycle-only routes pass in-front of people's homes, rather than to the back of them. Future connections to subsequent phases of new development should be considered at the outset.

- The Police Secured by Design guidelines <sup>1</sup> warn against the "security of development being compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings, or by providing too many or unnecessary segregated footpaths"

<sup>1</sup> <https://www.securedbydesign.com/guidance/design-guides>



**Figure 16: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood.**

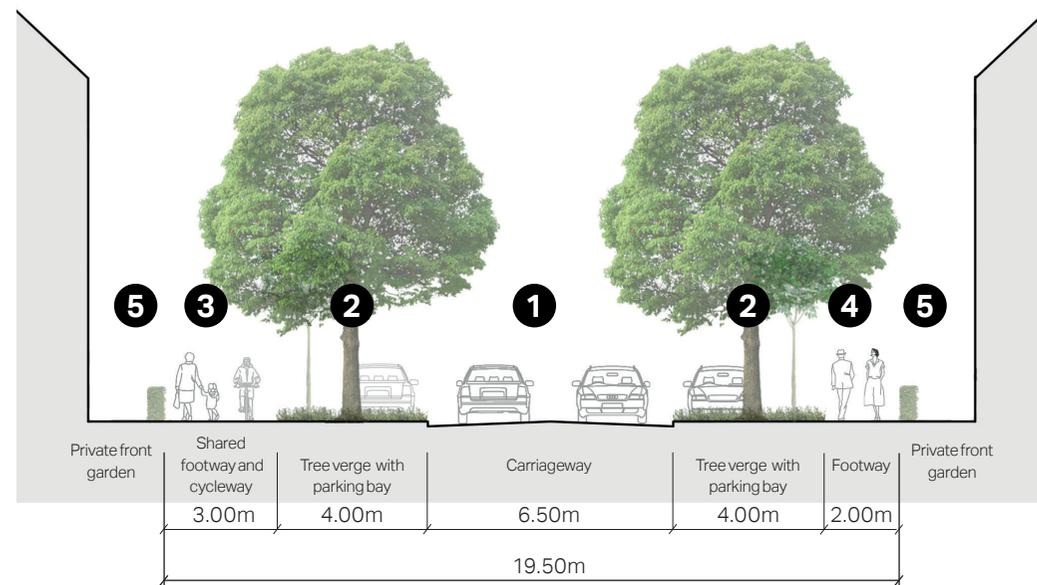


**Figure 17: A layout dominated by cul-de-sacs encourages reliance on the car for local journeys. Where cul-de-sacs are used, Police guidance is that they are not connected by narrow pedestrian footpaths.**

## 4.2.2. Streets: Primary Routes Code EB.SN.01

Primary roads are the widest neighbourhood roads and constitute the main accesses into any village extension, connecting the neighbourhoods with each other. They are also the main routes used for utility and emergency vehicles, as well as buses, if any.

- The design and character of primary roads must strike an optimum balance between their place-making role at the heart of the new community and their role as supporting through-routes.
- Primary roads must be defined by strong building lines. Blank frontages must be avoided.
- Carriageways must accommodate two-way traffic and parking bays. They may also include green verges with small trees on one or both sides. Verges may alternate with parking to form inset parking bays.
- The quality of the public realm must be of a high standard and consistent throughout the whole primary road, for example through the planting of trees and/or green verges along the road.
- Because primary roads are designed for comparatively higher speed and traffic volumes, they may be more appropriate locations for cycle ways that are segregated from traffic, for instance in the form of 'greenways' shared between cyclists and pedestrians.



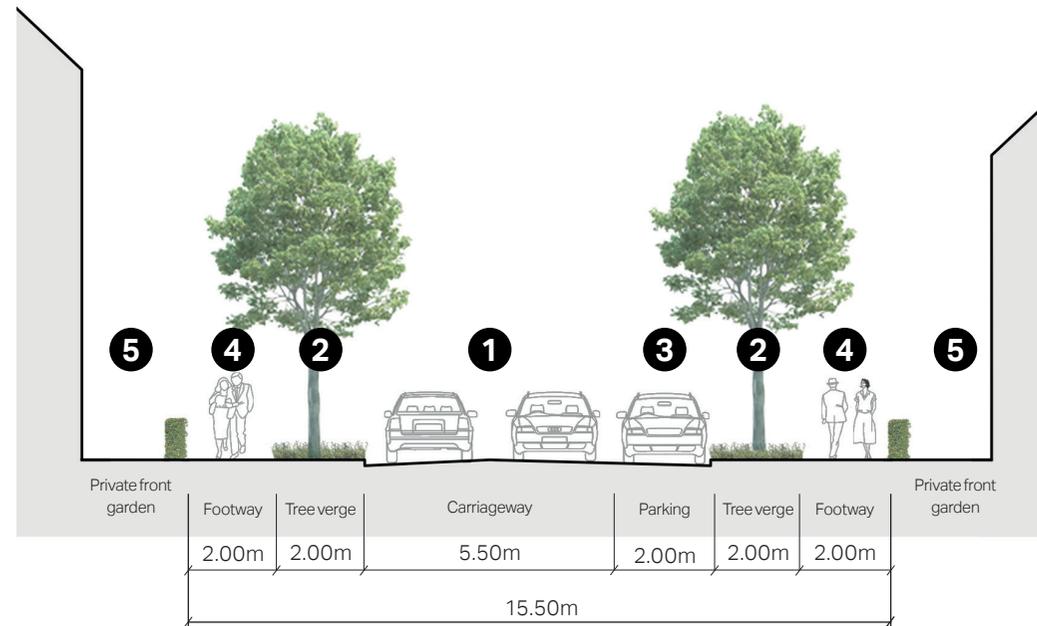
**Figure 18: Section showing indicative dimensions for primary roads. In some places trees may be omitted from one or both sides although they help with placemaking, contribute to local biodiversity, and create a positive micro-climate.**

1. Carriageway (village-wide traffic).
2. Green verge with tall trees. The latter are optional but would be positive additions. Parking bays to be inset into the verges to avoid impeding moving traffic or pedestrians.
3. Shared footway and cycleway - cyclists to be segregated from vehicle traffic.
4. Footway.
5. Residential frontage with boundary hedges and front gardens.

### 4.2.3. Streets: Secondary Routes Code EB.SN.02:

Secondary roads provide access between primary roads and neighbourhoods and clusters. They should emphasise the human scale and be designed for lower traffic volumes compared to primary roads.

- Secondary roads should accommodate carriageways wide enough for two-way traffic and on-street parallel car parking bays. They may also include tree verges on one or both sides. On-street parking may consist either in marked bays or spaces inset into green verges.
- Carriageways should be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations such as junctions and pedestrian crossings.



**Figure 19: Section showing indicative dimensions for secondary roads. In some places tree verges may be omitted from one or both sides, and parking bays may alternate with tree verges.**

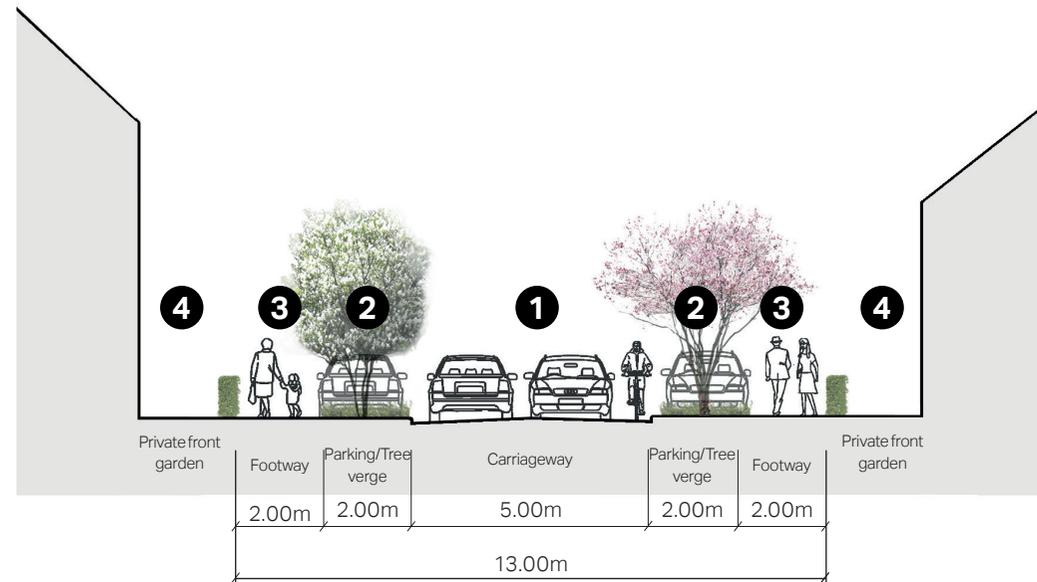
1. Shared carriageway (neighbourhood traffic). Traffic calming measures may be introduced at key locations.
2. Green verge with medium-sized trees. The latter are optional but would be positive additions.
3. Parking bay (may also be inset into verges).
4. Footway.
5. Residential frontage with boundary hedges and front gardens.

## 4.2.4. Streets: Tertiary Routes Code EB.SN.03:

### Tertiary Roads

Tertiary roads have a strong residential character and provide direct access to residences from the secondary roads. They should be designed for low traffic volumes and low speed.

- Carriageways should accommodate two-way traffic and parking bays on both sides. They may also include green verges with small trees on one or both sides. Verges may alternate with parking to form inset parking bays.
- This type of tertiary road should also accommodate footways with a 2m minimum width on either side and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding.



**Figure 20: Section showing indicative dimensions for tertiary roads. In some places tree verges may be omitted from one or both sides.**

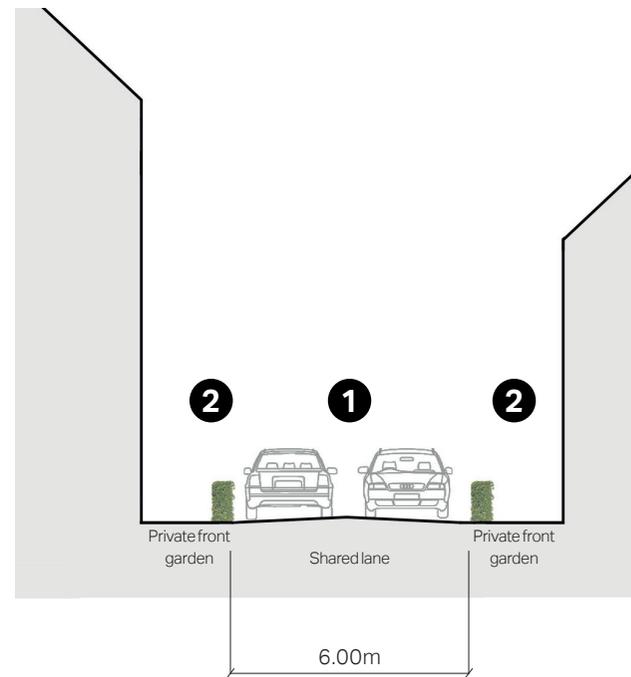
1. Shared carriageway (local access). Traffic calming measures may be introduced at key locations.
2. Green verge with small sized trees. The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.

## 4.2.5. Streets: Tertiary Routes Code EB.SN.04:

### Lanes/Private Drives

Lanes and private drives are the access-only types of streets that usually serve a small number of houses.

- They must be minimum 6m wide and serve all types of transport modes including walking and cycling and allow enough space for parking manoeuvres.
- Opportunities to include green infrastructure, for example hedges, and/or private gardens to soften the edges must be incorporated.



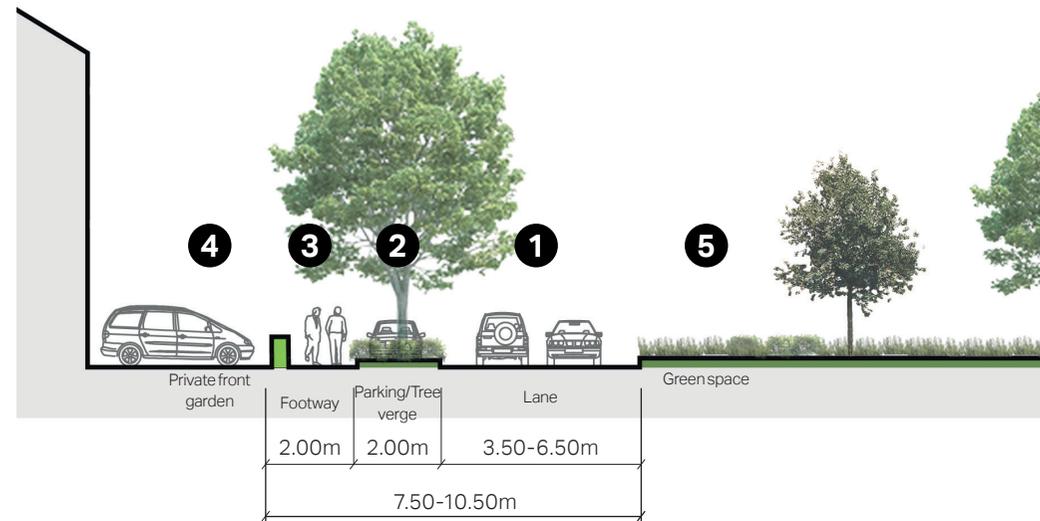
**Figure 21: Section showing indicative dimensions for lanes and private drives.**

1. Shared lane (local vehicle access, cyclists, and pedestrians).
2. Residential frontage with front hedges and gardens.

## 4.2.6. Streets: Tertiary Routes Code EB.SN.05:

### Edge Lanes

- Edge lanes are low-speed and low-traffic roads that front houses with gardens on one side and a green space on the other.
- Carriageways typically consist of a single lane of traffic in either direction and are shared with cyclists.
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Low upstand kerbs, variations in paving materials and textures can be used instead of high upstand kerbs or road markings.



**Figure 22: Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking.**

1. Shared lane (local access) - width to vary.
2. Green verge with trees. The latter are optional but would be positive additions. Parking bays to be interspersed with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.
5. Green space.

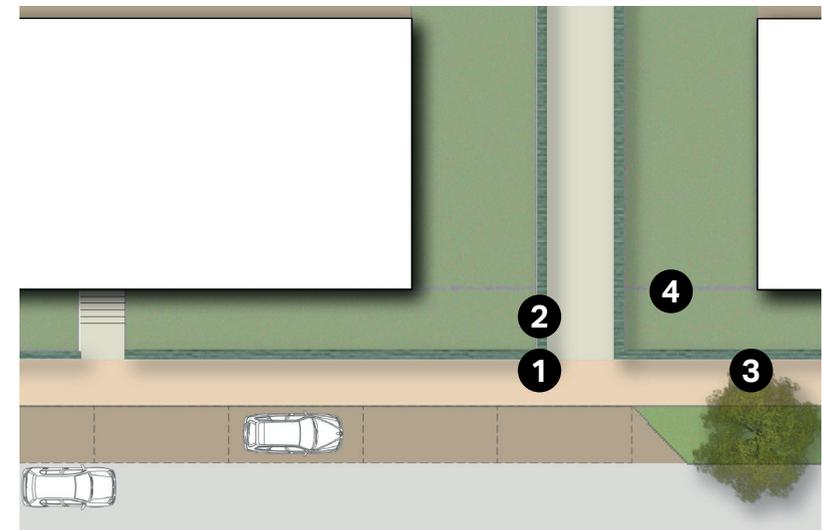
## 4.2.7. Vehicle parking Code EB.SN.06:

Parking areas are a necessity of modern development. Parking provision should be appreciated as integral to the exercise of creating distinctive places through good urban design. Example arrangements are shown for illustration, and should be developed in tandem with other government endorsed standards for the development of new houses and communities, for example Building for a Healthy Life.

When needed, residential car parking can be a mix of on-plot side, front, garage, and complemented by on-street parking. Car parking design should be combined with landscaping to make the presence of vehicles less obvious. Parking areas and driveways should, where feasible, contribute to surface water management, for example using permeable paving.

### On-street Parking

- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be marked by paving material changes instead of markings. This provides drivers with indications of where to park, so that parked vehicles do not impede motor vehicle or foot traffic.
- Opportunities should be created for new public car parking spaces to include electric vehicle charging points. Such provision should be located conveniently throughout the town, and sited / designed to minimise street clutter.
- On-street parking should be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function.
- Parking bays can be inset between kerb build outs or street trees. Kerb build outs between parking bays can shorten pedestrian crossing distances and can be used to host street furniture or green infrastructure. They must be sufficiently wide to shelter the entire parking bay to avoid impeding traffic.

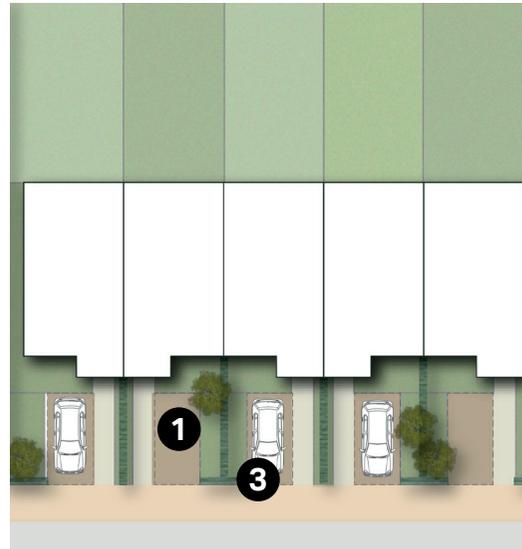


**Figure 23: Illustrative diagram showing an indicative layout of on-street inset parking.**

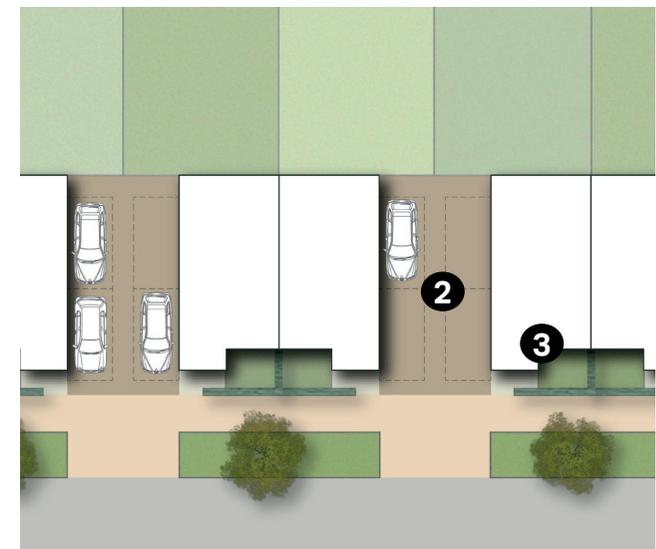
1. On-street parking bay inset between kerb extensions.
2. Footway - additional green verge if street width permits.
3. Planted kerb extensions - width to be sufficient to fully shelter parking bay. Trees are optional but would be positive additions.
4. Boundary hedges.

### On-Plot Side or Front Parking

- On-plot parking can be visually attractive when it is combined with high quality and well-designed soft landscaping. Front garden depth from pavement back should be sufficient for a large family car.
- Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high-quality paving materials between the private and public space.
- Hard standing and driveways should be constructed from porous materials to minimise surface water run-off.



**Figure 24: An illustrative diagram showing an indicative layout of on-plot front parking.**

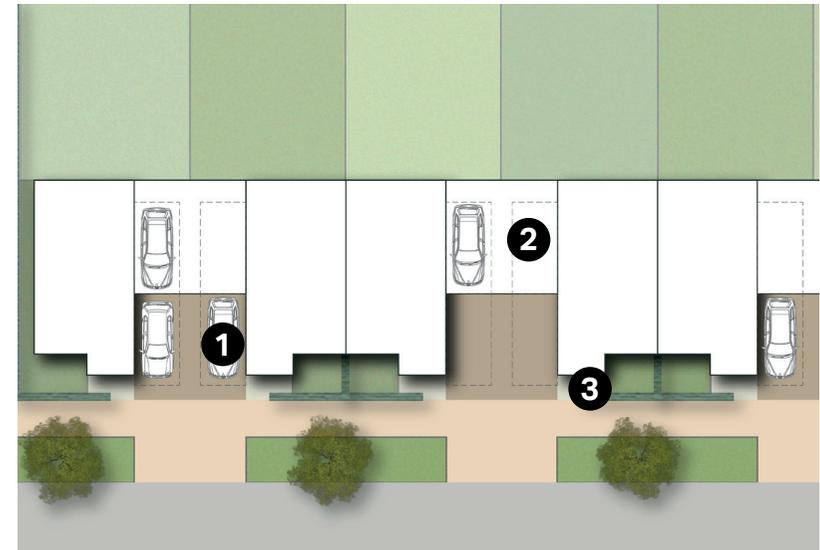


**Figure 25: An illustrative diagram showing an indicative layout of on-plot side parking.**

1. Front parking with part of the surface reserved for soft landscaping. Permeable pavement to be used whenever possible.
2. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
3. Boundary hedges to screen vehicles and parking spaces.

### On-Plot Garages

- Where provided, garages should be designed either as free-standing structures or as additive form to the main building. In both situations, it should reflect the architectural style of the main building, and visually be an integral part of it rather than a mismatched unit.
- Often, garages can be used as a design element to create a link between buildings, ensuring continuity of the building line. However, it should be considered that garages are not prominent elements and they should be designed accordingly.
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space.
- Garages should be large enough for a modern car to fit into them and if smaller should not count as a parking space.
- Suggested minimum size for a single garage 3m wide x 6.1m long with a door width of 2.7m.
- Considerations should be given to the integration of bicycle parking and/or waste storage into garages.



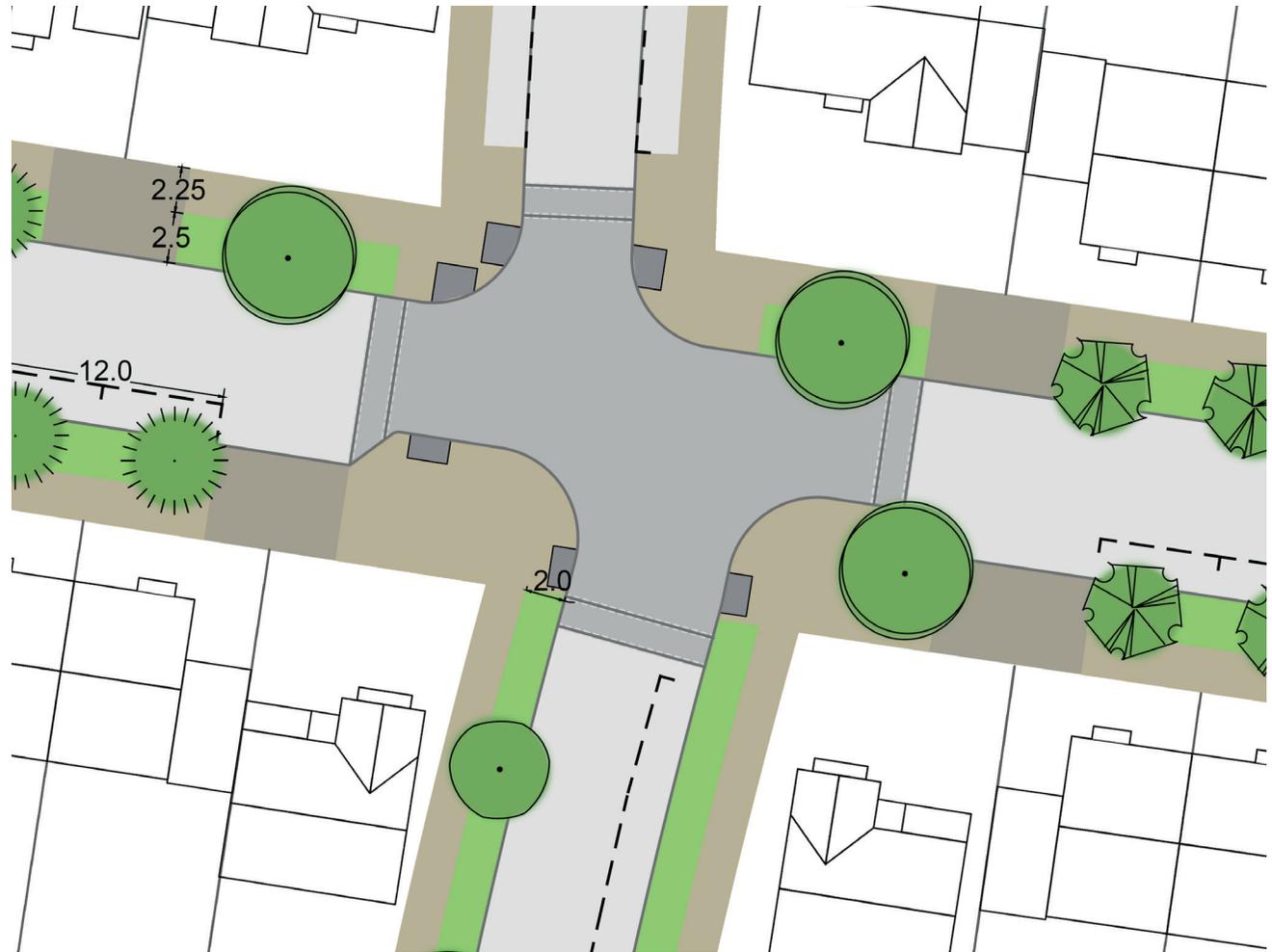
**Figure 26: An illustrative diagram showing an indicative layout of on-plot side parking.**

1. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
2. Garage structure set back from main building line. Height to be no higher than the main roofline.
3. Boundary hedges to screen vehicles and parking spaces.

#### 4.2.8. Landscape: Street Trees Code EB.SN.07:

Aside from their environmental benefits, trees on streets contribute to the character and pleasant feel of the neighbourhood. The following are general guidelines to observe when placing trees as part of the street scene. These are aspirational guidelines and dimensions given are only for illustration. Early discussion with the Local Authority and highways consultees should be carried out to find the best balance to ensure the street function and the longevity of trees.

- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long-term impact;
- Consideration of overhead utilities and lighting should inform the siting and selection of trees from an early stage to ensure successful future growth, management, and maintenance needs;
- The size of tree pit should be sufficient to ensure that trees can thrive. Engagement with underground utilities providers should be undertaken to reduce risks to tree health posed by future maintenance work;
- Aim to provide a diverse mix of species to ensure resilience and avoid cross contamination should disease and / or pests affect particular tree species; and
- The location of street trees should consider the needs and requirements for pedestrian movement and those of vehicular users.



**Figure 27: Diagram showing a typical neighbourhood junction with trees and their relationship with properties, parking spaces as well as tree-pit and verge sizes (dimensions shown given in metres). These dimensions are indicative only and not all locations will have ideal conditions, thus a discussion with the Local Authority and highways team should be carried out.**

### 4.2.9. Landscape: Public open space and play Code EB.SN.08:

Open spaces and play areas play a vital role in creating a positive urban environment. These are places fostering community and gathering; thus, creating lively places in the neighbourhood. All open space should have a purpose and be of a size, location and form appropriate for the intended use, avoiding space left over after planning or pushing open space to the periphery of development.

Landscape should not be used as a divisive measure between new and existing development however, green buffer zones which distinguish between older and new development are acceptable. This can be achieved by procuring a landscape consultant early on in the design process (See also code EB.CC.04).

New and existing landscapes and open spaces should be located within walking distance from their intended users. If appropriate, these should be linked to form connected green networks. The networks are often more useful for visual amenity, recreational use, and wildlife corridors than isolated parks. Where direct links are not possible, it may be appropriate to link these together through green routes, shared surface, and streets. Tree lined avenues can achieve a visual and physical connection to open space (See 4.2.8).

Open spaces need to offer choice and be inclusive for a variety of users. For example, outdoor gym equipment, productive gardens, vertical gardens, allotments, etc. offering choices will encourage a healthier lifestyle. Do not

forget the importance of quiet spaces where people can simply be (relaxation and contemplation/mindfulness).

'Surrounding buildings should overlook play areas and public spaces and where possible and appropriate (see Figure 28). Make them central to the neighbourhood or part of the neighbourhood in order to encourage social gatherings. If play areas are proposed or required, the location of play spaces needs to take into account the surrounding context. Factors to consider will be the intended age of the children using the play space, the size of it, the type of equipment and the proximity to existing residential properties.

Reference should be made to existing national guidance on inclusive play. 'When designing and planning play areas, shaded and accessible seating areas for carers should be considered. Play areas could also include elements relating to nature and landscape. The equipment and fittings considered should be of high quality, durability and conforming to the relevant standard as defined by the Local Authority.

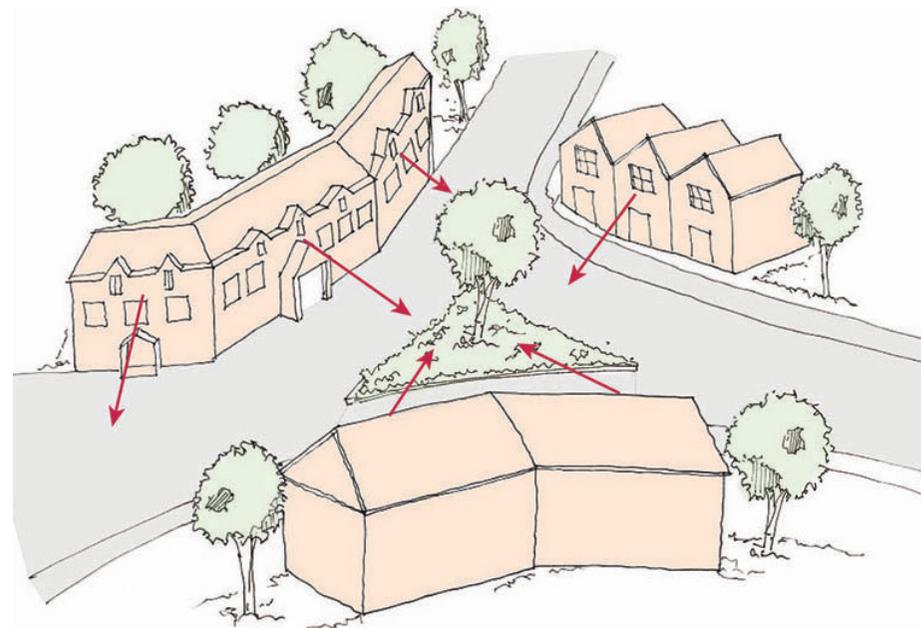


Figure 28: Diagram and example of an overlooked public space

#### 4.2.10. Landscape: Placemaking Code EB.SN.09:

Street furniture includes street signs, posts, luminaries, light columns, seating, post boxes, bins, cycle racks, bollards as well as items designed to house utilities.

For the purpose of this Design Code, the following considers typical features such as manholes, meter casings and other parts of utilities used to house, or cover said utilities.

Some of these elements are governed by specific standards and their aesthetics or format cannot be changed. However, if the possibility for customisation is an option, the following guidelines should be followed:

- Consider the location of street furniture and routes of utilities from the early stages of the design process;
- Analyse how all the elements will be seen and perceived when placed and viewed at once;
- Aim to make them pleasant;
- Provide seating places in convenient and gathering spaces;
- Boxes containing utilities and meters should be concealed by using or housing them with similar materials as those used in the public realm;

- If due to size or technical reasons, these cannot be concealed, celebrate them with a bold design that celebrates the place;
- Make street furniture and signage contribute to the street scene;
- If appropriate create a palette of street furniture and signage that is complementary and is likely to stand the test of time.



Figure 29: High quality, place specific village signage in West Boldon



Figure 30: Example of high quality, place specific street furniture in Leicester

## 4.3. Creating Attractive Neighbourhoods

### 4.3.1. Pattern and layout of buildings Code EB.H.10:

The following codes provide guidance as to how pattern and layout can be used to create a sense of place.

- The Design Objectives defined by East Boldon (Section 2.2) reinforce the approach of government endorsed standards for the development of new houses and communities - Building for a Healthy Life. The Objectives state that design should 'Create inspiring, sensitive design and avoid bland, extensive, and repetitive housing development'. To achieve this, new development proposals must comprise a variety of dwelling types. The density of new development should respond to its immediate context. Affordable housing should be 'pepper-potted' in new development, such that it is indistinguishable from other tenure. Architectural styles should avoid 'pastiche', they should incorporate architectural character typical to East Boldon and the region, to enhance a sense of place.
- Where cul-de-sacs are necessary, layouts should end with an informal turning head to correspond with the informal arrangements of dwellings and include green space and planting.
- The arrangement and design of gable ends should be carefully considered to avoid blank façades

in prominent locations, at entrances to new development, or adjacent to pedestrian routes.

- The building line of new development should be used to shape views and define enclosure of adjacent streets or open space.
- The size of plots and their pattern should reflect that of East Boldon, and be sympathetic to existing residential areas adjacent to new development sites.
- Future development in East Boldon should reflect the range of densities found within the existing urban area. Density should be used to reinforce a transition from central areas to the rural edge, and to define the character of different street typologies.
- Planting should be an essential and integrated part of street design.



Figure 31: Dipe Lane - Outside 'Shotley Grove'

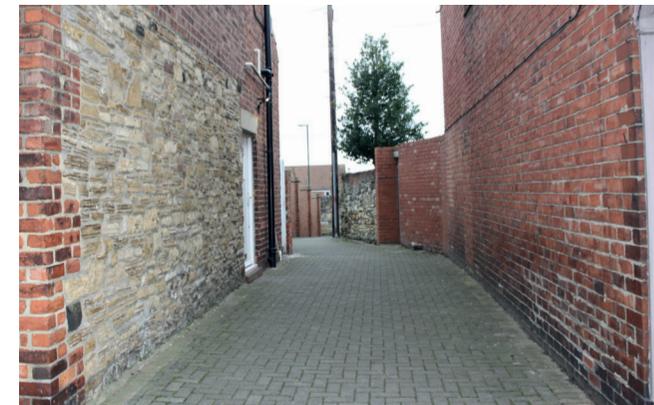


Figure 32: Narrow pedestrian passageways between Front Street and North Road



Figure 33: Plan of example pattern and layout which brings together many of the East Boldon Design Codes where they relate to pattern and layout

### 4.3.2. Housing typology - Building Heights and Rooflines Code EB.H.11:

#### Building Heights and Rooflines

The height of proposed development should respond to adjacent buildings, and should generally reflect the two storey development which is found in the Neighbourhood Plan Area. Where three storey development is proposed however, this should be limited to 'room in the roof' house types (2.5 storey height) in order to limit ridge heights.

- New development proposals should consider pitched, half hipped and hipped roofs.
- A varied and visually interesting roofscape is a characteristic of East Boldon. Typical roof features such as chimney stacks and gables should be incorporated into new development proposals to correspond with the historic and rural character of the village.
- Buildings within East Boldon in general vary between 1 and 2 storeys, although 4 storey buildings are present, they are the exception to the prevailing built form.
- Dormer extensions to both 1 and 2 storey properties are also found within the area and are classed as 1.5 or 2.5 storeys respectively.
- It is important that future development is scaled such that it encloses spaces to the benefit of their

character, for example streets and open spaces, and that it relates well to adjoining built form.

- 3-4 storey buildings will only be appropriate in higher-density, more centrally located areas.
- Single storey dwellings are appropriate within East Boldon, however the siting and layout must consider the adjoining land-uses to ensure enclosure of public space and natural surveillance can be provided.



Figure 34: Varied roof line along Front Street

### 4.3.3. Housing typology - Corner Plots

#### Code EB.H.12:

#### Corner Plots

Together with creating potential local landmarks, one of the crucial aspects of a successful townscape and urban form is the issue of corners. In particular buildings placed at the corner of a block. Because these buildings have at least two public facing façades they have double the potential to influence the street's appearance. Thus, the following guidelines apply to corner buildings.

- If placed at important intersections, the building could be treated as a landmark and thus be slightly taller or display another built element signalling its importance as a way finding cue.
- The aim should be to create a positive outlook that improves the building, the street scene and generates local pride.
- All the façades overlooking the street or public space should be treated as primary façades.
- They should have some form of street contact in the form of windows, balconies, or outdoor private space.
- In the case of fencing for back gardens or perimeter walls, the quality of the materials should be high. Panel fencing will not be suitable. Instead use a different treatment such as: dry wall or masonry wall with reveals creating patterns similar to the main building windows, patterns created with bricks, a green wall,

hedges and planting, a combination of timber and brick, country fencing, etc.

- Perimeter walls should be made in high quality materials.



Distinctive roofline makes building stand out as a landmark

Entrances face street

Building orientated to 'turn the corner'

Windows on all street facing edges

Building set back slightly but maintains close relationship with street

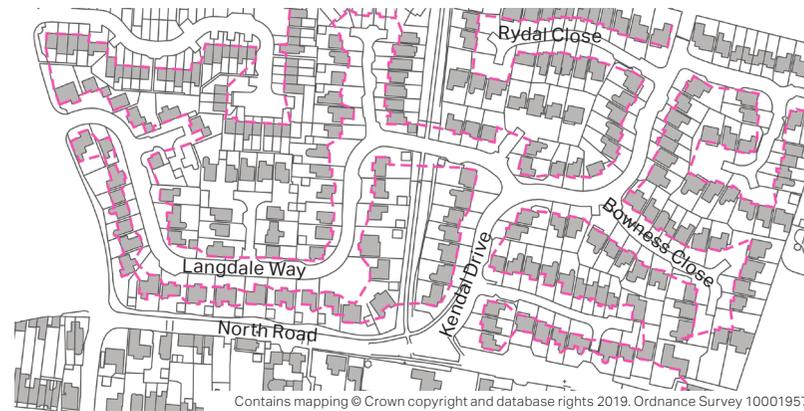
Figure 35: Langholm Court Flats

### 4.3.4. Boundaries and building line Code EB.H.13:

#### Building Line

This refers to keeping a consistent building line at the front of the property in relation to neighbouring buildings. For this feature, the guidelines are as follows:

- Existing buildings should preserve their existing general alignment. No major outbuildings or roof projections should be allowed where visible from the street.
- New buildings should match the surrounding alignment of the main facade facing the road. In this case small alignment variations of up to +/- 1m are allowed to provide interest to the streetscape.



**Figure 36: Stepped building line in more recent development in East Boldon**



**Figure 37: Generally consistent building lines along terraces and semi-detached pairs**

## Boundaries

New development should use boundary features which are complementary to the street and that enhance the rural character of the village.

- The materials proposed for new boundary features should be of high quality, responding to the village character and have strong attention to architectural detailing. Suitable boundary treatments should be consistent along a street frontage and in-keeping with the village vernacular; red brick walls, red brick with iron-work details, course squared magnesian limestone, or hedges.
- Boundary treatments should be used to reinforce the continuity of the building line along the street.
- A maximum height to wall, fence, and hedge of 1.2m is recommended (see illustration). The minimum height of 'dwarf' red brick walls should be no lower than 0.4m and have a stone coping as per the example images opposite.
- Close-board panel fencing should not be used to demarcate property boundaries along street frontages or from prominent publicly visible locations e.g. edge of settlement.



Figure 38: Station Road



Figure 39: Langholm Road



Figure 40: Blacks Corner, Station Road



Figure 41: Yellow Leas Farm, South Lane

### 4.3.5. Private Gardens Code EB.H.14:

New development should provide sufficient private open space appropriate to the location and size of the dwelling and / or plot, preferably through provision of private gardens. The depth of front gardens will define the setback of built form from the street and sense of enclosure and, therefore, is integral to consider when defining streetscape character.

- Rear gardens should, at a minimum, be equal to the ground-floor footprint of the building.
- In higher density areas it would be appropriate to have smaller front gardens that are complemented by more continuous street frontage. In these areas front gardens should have a minimum depth of 3m.
- In lower density areas longer, front gardens will be more suitable, complemented by staggered or stepped building lines. In these areas front gardens should have a minimum depth of 5m up to 9m.
- Communal garden, for example those associated with apartment blocks or sheltered housing, should encourage use, interaction and play through sensitive, inclusive and high quality design that also enhances visual amenity, biodiversity and ecological value.

### Front Gardens Main Routes - Front Street

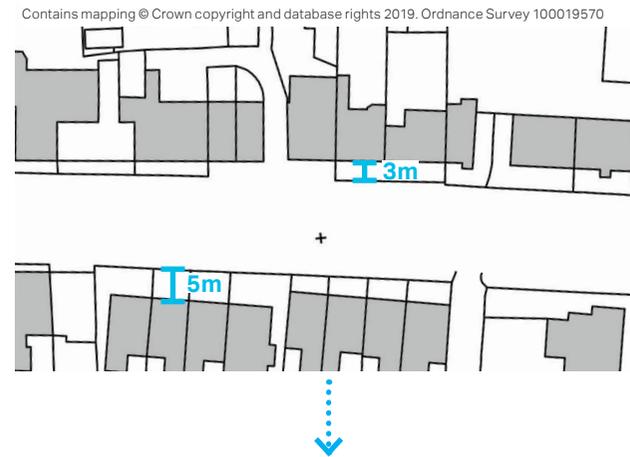


Figure 42: Direct street frontage along Front Street

### Residential Areas

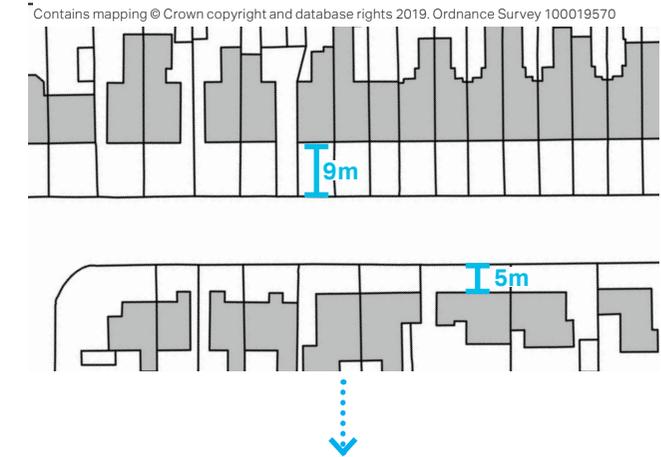


Figure 43: Medium front gardens along Langholm Road

### 4.3.6. Character and distinctiveness; Code EB.H.15:

The materials and architectural detailing of built form contribute to the character of the area and the local vernacular. It is therefore important that the materials used in proposed developments are of a high quality and reinforce local distinctiveness.

Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

This section includes examples of architectural styles, building materials and details frequently found within the Neighbourhood Plan boundary which contribute to local vernacular and could be used to inform future development. This list is not exhaustive, and each design proposal should explain its material strategy and how it fits within the context of East Boldon.

## Architectural Styles



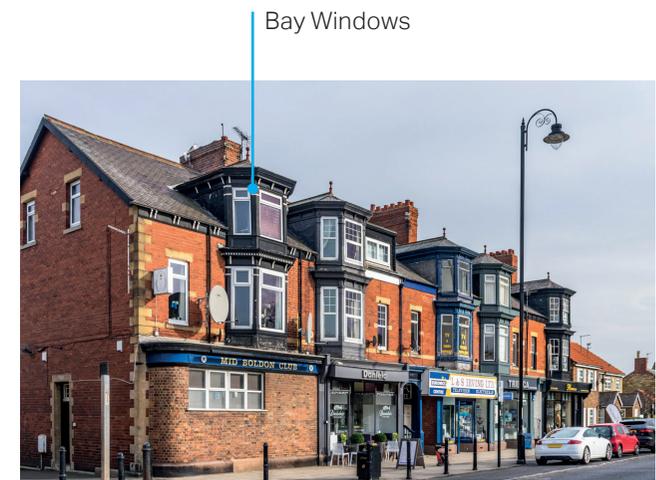
17th Century - 100 Front Street



Georgian - 30-32 Front Street



Victorian - The Terrace



Edwardian - Shops on Front Street

### Roofs

### Doors

### Windows

### Walls

### Public Realm/ Other



Gabled Dormer Windows



Decorative gable-end



Extruded porch



Bay Windows



Rubble and brick wall



Pedestrian Passageway



Gable



Varied roofline



Decorative Arches



Arches



Magnesium bricks



Scoria Blocks Edging



Clay Pantiles



Welsh Slate and Chimneys



Porch Canopy



Vertical sashed windows



Red bricks



Glinters/Bumpers

### 4.3.7. Contemporary architecture Code EB.H.16:

Contemporary interpretations of local traditional architectural forms should be explored. Achieving local distinctiveness is important, but proposals that demonstrate creativity or design flair, that are appropriate and sensitive to their context, should be encouraged.

Figure 44 is an example of appropriate contemporary architecture within East Boldon.



**Figure 44: Example of new build property which has a prominent roofline and combines a contemporary selection of building materials.**

### 4.3.8. Sustainable design and Climate Resilience Code EB.H.17:

In July 2019, South Tyneside Council declared a climate emergency and pledged to take all necessary steps to make the council carbon neutral by 2030.

More and more technologies dealing with energy efficiency, waste and services should be incorporated into buildings. In some cases, these are retrofits to older properties.

Sustainability and climate resilience should be a priority, with an overall aim to reduce home energy use and design for homes with low environmental impact. This section deals with the principles of what is known as “green building”, and its effect on the appearance of buildings and public realm, as shown on the illustration in Figure 47.

**1:** Ambitious measures for energy capture and generation, sustainable water management and habitats, for example, green roofs and solar panels maximising the benefits of solar gain. The design of buildings in new development should prioritise low-carbon heating and passive cooling.

**2:** Well insulated double or triple-glazed windows and external shading strategies that can be informed by local climate and site conditions.

**3:** Measures to increase energy efficiency such as loft insulation and draft-proofing.

**4:** Use of highly energy and waste efficient appliances. Considering how potential flood resilience may inform the siting of appliances away from ground floors.



**Figure 45: Sustainable low carbon homes in existing and new build conditions**

**5:** Sustainable water management and drainage, for example: rain-water harvesting using down-pipes; bioretention ‘raingardens’ and permeable paving within the streetscape and sustainable drainage in public open space; greening / planting within gardens and public open space to intercept runoff, and to enhance micro-climate.

**6:** External lighting to reduce light pollution with timers.

## Rainwater Harvesting

This refers to the systems allowing the capture and storage of rainwater, as well as those enabling the reuse in-situ of grey water i.e. all waste water except that from toilets. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Some design recommendations would be to:

- Conceal tanks by cladding them in materials complementary to the main building;
- Use of contrasting but attractive materials or finishing for pipes;
- Combine landscape/planters with water capture systems;
- Consider using underground tanks;
- Utilise water bodies for storage, which in turn could be an attractive feature (e.g. pond).



Figure 46: Raingardens, De Montford University



Figure 47: Electric charging points, North Acton



Figure 48: Bathgate SuDS pond

## Solar Panels

The aesthetics of solar panels over a rooftop can be a matter of concern for many homeowners. Some hesitate to incorporate them because they believe these diminish the home aesthetics in a context where looks are often a matter of pride among the owners. This is especially acute in the case of historic buildings and conservation areas, where there has been a lot of objection for setting up solar panels on visible roof areas. Thus, some solutions are suggested as follows:

On new builds:

- Design this feature from the start, forming part of the design concept. Some attractive options are: solar shingles and photovoltaic slates;
- Use the solar panels as a material in their own right;

On retrofits:

- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels;
- Aim to conceal wiring and other necessary installations;
- Consider introducing other tile or slate colours to create a composition with the solar panel materials;
- Conversely, aim to introduce contrast and boldness with proportion. For example, there has been increased interest in black panels due to their more attractive appearance. Black solar panels with black

mounting systems and frames can be an appealing alternative to blue panels.

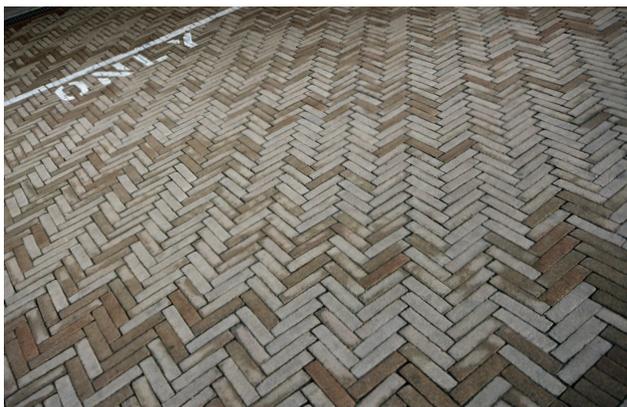


Figure 49: Permeable Paving (Hardscape)



Figure 50: Solar Panels on a new build at Levensgrove Park, Dumbarton

## Permeable Paving

Permeable pavements reduce flood risk by allowing water to filter through. They should:

- Respect the material palette;
- Be easy to navigate by people with mobility aids;
- Be in harmony with the landscape treatment of the property; and
- Help define the property boundary.



Figure 51: Example of retro-fitted solar panels in East Boldon

### Green roofs and walls

Green roofs<sup>1</sup> and green walls<sup>2</sup> are generally acceptable. Whether they are partially or completely covered with vegetation, their design should follow some design principles such as:

- Where applicable, plan and design this feature from the start;
- Develop a green roof that is easy to reach and maintain like climbing plants which are a good example of this;
- Ensure the design, materials and proportions complement the surrounding landscape;
- Helps to integrate the building with the countryside;
- Design comprehensively with other eco-solutions such as water harvesting and pavements;
- Use them to improve a dull urban element such as a blank wall.



Figure 52: Green wall, Leicester



Figure 53: Green roof on information shelter, Highlands



Figure 54: Climbing plants can create a green wall, East Boldon

1. A roof covered with vegetation, designed for its aesthetic value and to optimise energy conservation ([www.dictionary.com](http://www.dictionary.com)).

2. A structure covered in plants that can be attached to the wall of a building (<https://www.oxfordlearnersdictionaries.com>).

### 4.3.9. Commercial and Industrial Development Code EB.H.18:

The guidelines below aim to guide the potential inclusion of employment and light industrial units. These typologies tend to be highly visible and therefore will require to be treated with sensitivity towards the more traditional pattern and urban form of the village.

#### Building layout and groupings

- Road networks should be laid out in a way to facilitate the circulation within the industrial area.
- Proposals for new industrial developments should avoid the creation of access conflicts with surrounding residential areas.
- Building layout should optimise the use of land according to the proposed land use, whilst ensuring the other design guidelines contained within this document are not compromised.
- Building height and mass should not create abrupt changes in proximity to existing residential areas but should be integrated within the surrounding context.

#### Views and connections with the countryside

- Landscape within the area should be designed as an integral part of the industrial development to ensure the environmental quality of the area.

- Landscape buffer zones should be provided between the residential and the industrial area to soften the visual impact of the new developments.
- View to the open countryside should not be obstructed by new industrial buildings.
- Landscape screening and building orientation should be used to minimise the visual impact of new development over the surrounding settlement and countryside.
- The general design of the development should maintain and enhance view corridors from and to the site and potential focal points and gateway functions.

#### Building architecture and appearance

- New buildings should provide facade solutions which are visually attractive from the street and engaging and respectful of the streetscape.
- The design of new buildings in the industrial area should be consistent in scale with nearby industrial buildings.
- New developments should be attractively designed and use high quality contemporary building forms and materials.
- Buildings adjacent to open space areas and residential land uses should use a transitional scale and appearance to interface the adjoining environs.
- **Materials**



Figure 55: Green roof at the Adnams Distribution Centre



Figure 56: Windsor Business Park, Berkshire

- A common material palette should be adopted and used throughout the area to provide a unified and identifiable image of the industrial area.
- Light and/or neutral colours should be used on industrial buildings to help reduce their perceived size into the surrounding landscape.
- Parking lots should not dominate the area and should be screened by vegetation and mature trees and where possible located to the rear of buildings.

### Boundary treatment

- Buildings should be well set back from main roads to provide opportunity for landscape planting to improve the visual quality of the streetscape.
- Boundary treatment for new developments should be designed to frame the building and improve the overall streetscape.
- Plot boundaries should be screened with native vegetation or other landscape design solutions.

### Shop Frontages

While the preceding codes consider purpose-built commercial / industrial / employment, it is equally important to consider how commercial uses in residential areas (for example, mixed use premises) can contribute to high quality design.

The design of each shop front should consider its effect on the rest of the street. The proposed proportions, materials and details should reinstate or maintain the original design between each building.

Shop fronts should respect the original proportions, materials, and details of the existing building as a whole. Original design details should be retained and restored where necessary to maintain the quality of architecture.

New shop fronts in existing buildings must respect the proportions, scale, vertical or horizontal emphasis, materials, and type and amount of decoration on the original building.

Shop signage along main roads should be unified using well-proportioned and well-designed fascia. The style and font used for lettering within the fascia may be individual however this must not conflict with other shop fronts or building elements.

Signs, lighting, and security measures must be integrated within the design of the shop fronts. A competent designer, high quality materials and craftsmen must be used. Materials should be selected to complement the character of the building, keeping the number and type of materials to a minimum. Selected materials must be durable, high quality and easy to maintain. Proposed palettes of materials for walls, windows, doors, and signs should ensure their quality and appropriateness.

Shop fronts within the Conservation Area must be carefully designed, with particular reference to fascias and signage. Reference should also be made to the East Boldon Conservation Area Management Plan (South Tyneside Council).



Figure 57: Industrial building at Hanlon Creek



Figure 58: Blue panels designed to reduce visual impacts of industrial buildings at G Park, Worksop

## 4.4. External Storage

### 4.4.1. Bins and recycling Code EB.UD.01

With modern requirements for waste separation and recycling, the number and size of household bins has increased. This poses a problem with the aesthetics of the property. The following recommendations should be explored in new developments:

- When dealing with waste storage, servicing arrangements and site conditions should be considered: in some cases, waste management should be from front of building and in some other from the rear.
- It is recommended that bins are located away from areas used as amenity space.
- Waste bins could be stored at the rear of the properties if they are easily accessible, access does not harm security and safety and rear gardens are not affected.
- Create a specific enclosure of sufficient size for all the necessary bins.
- Place it within easy access from the street and, where, possible, able to open on the pavement side to ease retrieval.
- Refer to the materials palette to analyse what would be a complementary material.

- Use it as part of the property boundary.
- Add to the environmentally sustainable design by incorporating a green roof element to it.
- It could be combined with cycle storage.



**Figure 59: Large timber bin shelter with green roof for flats in Edinburgh**



**Figure 60: Bike shelter with habitat provision and green roof, serving commercial and multi-occupancy flat development, Glasgow**

## 4.4.2. Cycle parking Code EB.UD.03

This guidance sets out the requirements for cycle parking in non-residential / commercial buildings and public realm spaces. Readers should refer to the Neighbourhood Plan for residential bike storage provision.

- If not built as part of an enclosure, make sure there are racks or hoops to secure bikes.
- Whether covered or open, place the cycle parking with sufficient space that retrieval and manoeuvring is easy.
- Refer to the materials palette to analyse which would be a complementary material.
- Use it as part of the property boundary.
- Add to environmentally sustainable design by incorporating a green roof element to it.
- It could be combined with waste storage.
- New development should consider the inclusion of facilities for charging e-bikes.



Figure 61: Cycle shelters



Figure 62: Cycle loops



References

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# 5. References

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## 5.1. References

Any references are included as footnotes on the relevant pages.

## 5.2. Image References

East Boldon Neighbourhood Forum has kindly provided permission to reproduce a number of images of in this report.

Other images are owned by AECOM with the exception of those detailed below;

51. Permeable Paving, Hardscape Flickr Account. Available at < <https://www.flickr.com/photos/14778857@N08/> >

52. Electric vehicle charging points Holst Road North Acton (2019) © Copyright David Hawgood and licensed for reuse under Creative Commons Licence CC BY-SA 2.0. [Photograph]. Available at: < <https://www.geograph.org.uk/photo/6173562> >

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## **Annex 2a: East Boldon Design Code on Parking**

This Annex to the East Boldon Design Code sets out the Guidance in relation to Policy EB22 Cycle Storage, and Parking and EB23 Residential Parking Standards

### EB 22 Cycle Storage and Parking

The minimum dimensions for a single cycle storage space serving a single private dwelling is 1.5 metres by 2.2 metres, accessible via a doorway of at least 1 metre wide. In order for a garage to satisfy the requirement for cycle storage it must be at least 7.6 metres x 3 metres in order to accommodate one car and one bike. Where the garage is to be used to provide additional parking, the size must be increased, or other provision made, such as a secure shed or locker located in a rear garden, or internal storage space within the dwelling.

As a minimum:

- a. One bedroom dwellings should be provided with one bike storage space;
- b. Two and three bedroom dwellings should be provided with two bike storage spaces; and
- c. Four or more bedroom dwellings should be provided with three bike storage spaces.

In the case of flatted developments such as apartment blocks or retirement homes, the preference is for cycle storage to be located within the main building. Shared storage within the main building will be considered acceptable if there is secure locking of individual bikes. Where it is not possible to provide storage within the main building, any free-standing structure must be of an appropriate design and construction. Provision must be made available on the basis of:

- d. In apartment blocks:
  - one bedroom apartments should be provided with one bike storage space;
  - two or more bedroom apartments should be provided with two bike storage spaces; and
  - external secure cycle parking for visitors, Sheffield stand or similar should be provided on the basis of two spaces or one space per 16 units, whichever is the higher;
- e. In retirement homes, such as those for the over 55 age group:
  - one bike storage space should be provided for every three dwellings; and
  - external secure cycle parking for visitors, Sheffield stand or similar should be provided on the basis of two spaces or one space per 16 units, whichever is the higher;
- f. In specialist housing, including that for the elderly:
  - the level of bike storage will depend on the nature of housing provision and the level of staff employed at the site; and
  - external secure cycle parking for visitors, Sheffield stand or similar should be provided on the basis of two spaces or one space per 16 units, whichever is the higher.

## EB 23 Residential Parking Standards

Except in the case of flatted development, such as apartment blocks, communal car parking provision for individual houses should be avoided and it is expected that residential parking will be provided within the curtilage of the dwelling. The following minimum standards will apply:

- a. One bedroom dwellings must provide one off street parking space;
- b. Two and three bedroom dwellings must provide two off street parking spaces;
- c. Four or more bedroom dwellings must provide three off street parking spaces;
- d. Where garages are to be included as an off street parking space and unless they are also being employed for additional uses such as cycle storage (see policy EB22), the following minimum internal dimensions should apply:
  - i. Single garages: 3 metres wide by 6.1 metres deep;
  - ii. Double garages: 5.7 metres wide by 6.1 metres deep;
- e. In the case of flatted developments, such as apartment blocks or retirement homes, communal parking will also need to accommodate visitor parking and where applicable, parking for staff. Where communal, unallocated off-street parking is provided for eight or more such dwellings, the minimum standard for two bedroom dwellings and above may be reduced by one space per four dwellings depending on parking capacity in the local area;
- f. Parking provision for specialist housing, such as care homes or supported living, may require a lower level of resident and higher level of visitor parking depending on the nature of the provision. The level of parking provision will be agreed in discussion with the highway authority;
- g. As a minimum, one visitor parking space must be provided per two dwellings. This can be provided on or off street and restricted to visitor parking or car share clubs but must be distributed evenly across the site to provide easy access to all dwellings.

## **Annex 2b: Flooding and Sustainable Drainage**

This Annex to the East Boldon Design Code sets out Guidance in relation to flooding and sustainable drainage.

### Flooding and Sustainable Drainage

Ensure that development proposals separate, minimize and control surface water runoff, with sustainable drainage systems being the preferred approach:

- i. Surface water should be disposed of in accordance with the hierarchy of preference contained within the Building Regulations Document H – Drainage and Waste Disposal, which states that surface water should be directed:
  - A soakaway, or if that is not feasible due to underlying ground conditions;
  - A watercourse, unless there is no alternative or suitable receiving watercourse available;
  - A surface water sewer;
  - A combined sewer should be the last resort once all other methods have been explored.
- ii. Where greenfield sites are to be developed, the surface water runoff rates should not exceed, and where possible, should reduce the existing runoff rates. Where previously developed (brownfield) sites are to be developed surface water runoff rates should be reduced by a minimum of 50% of the existing run off rate.

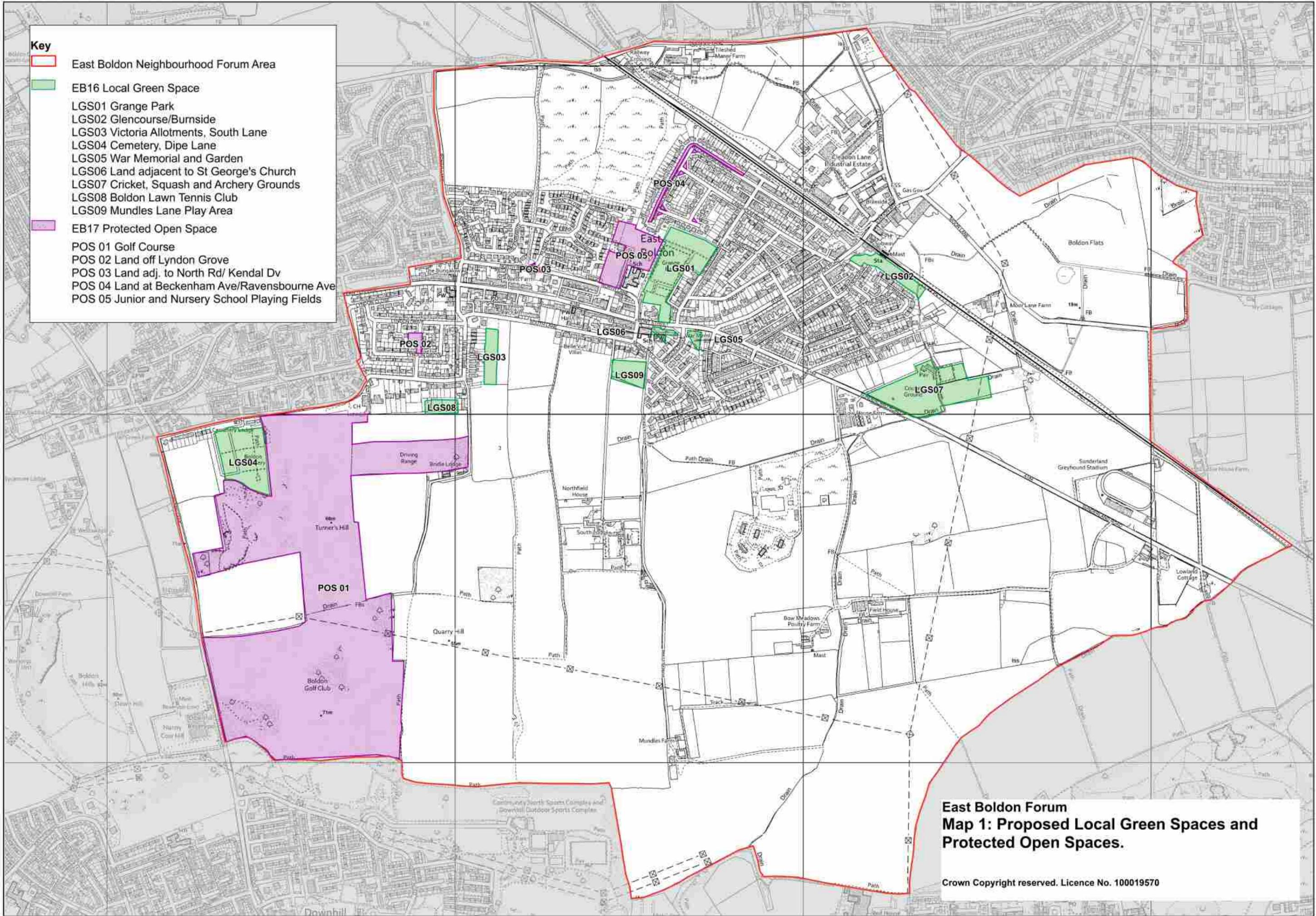
The logo for East Boldon Forum features the words "EAST BOLDON" in a bold, black, sans-serif font on the top line, and "FORUM" in a larger, bold, green, sans-serif font on the bottom line. The text is centered and set against a white background with a subtle drop shadow.

# EAST BOLDON FORUM

## East Boldon Neighbourhood Plan Annex 3: Policies Map and Related Mapping



- Key**
- East Boldon Neighbourhood Forum Area
  - EB16 Local Green Space
  - LGS01 Grange Park
  - LGS02 Glencourse/Burnside
  - LGS03 Victoria Allotments, South Lane
  - LGS04 Cemetery, Dipe Lane
  - LGS05 War Memorial and Garden
  - LGS06 Land adjacent to St George's Church
  - LGS07 Cricket, Squash and Archery Grounds
  - LGS08 Boldon Lawn Tennis Club
  - LGS09 Mundles Lane Play Area
  - EB17 Protected Open Space
  - POS 01 Golf Course
  - POS 02 Land off Lyndon Grove
  - POS 03 Land adj. to North Rd/ Kendal Dv
  - POS 04 Land at Beckenham Ave/Ravensbourne Ave
  - POS 05 Junior and Nursery School Playing Fields

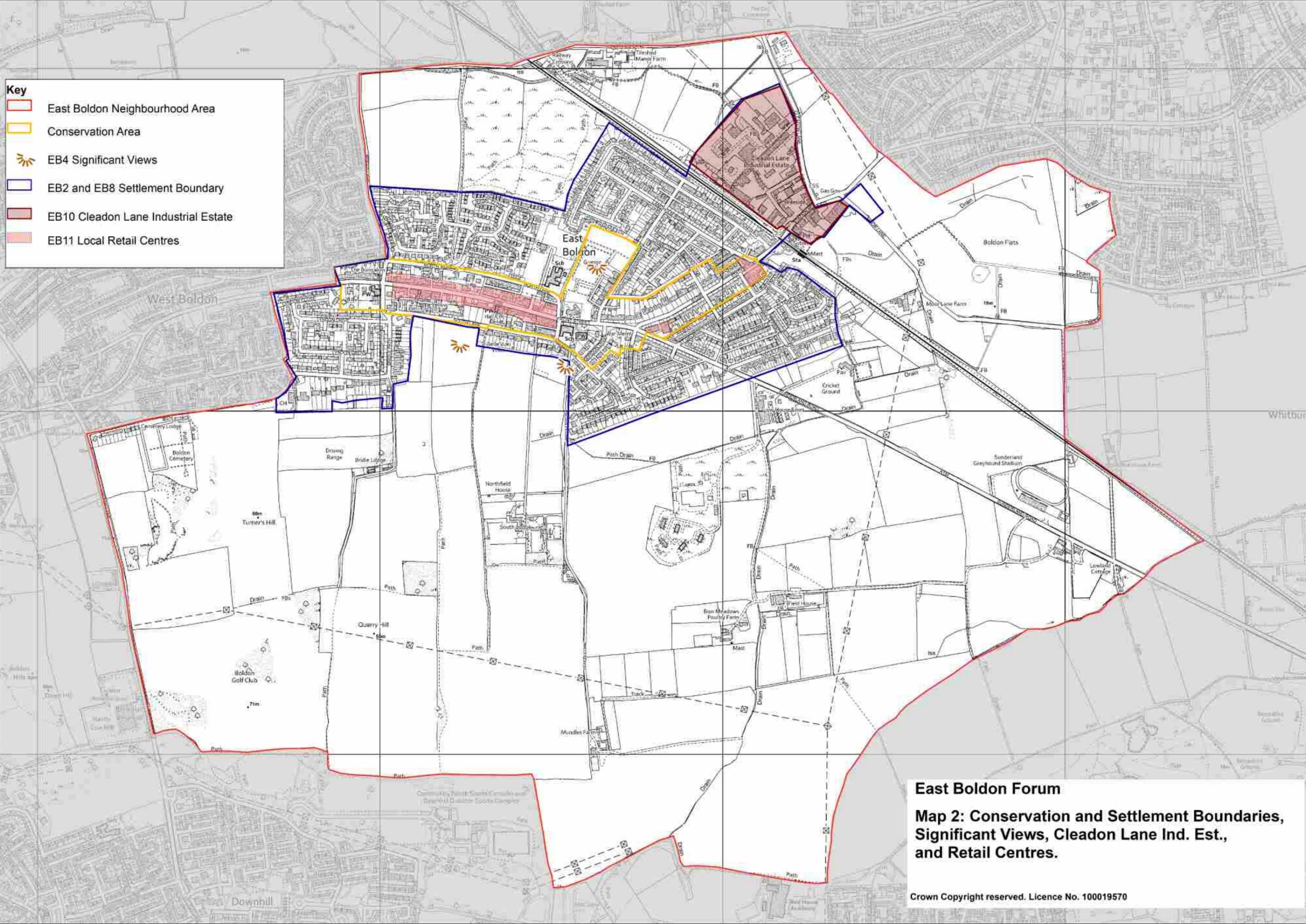


**East Boldon Forum  
Map 1: Proposed Local Green Spaces and Protected Open Spaces.**

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**Key**

- East Boldon Neighbourhood Area
- Conservation Area
- ☀ EB4 Significant Views
- EB2 and EB8 Settlement Boundary
- EB10 Cleadon Lane Industrial Estate
- EB11 Local Retail Centres

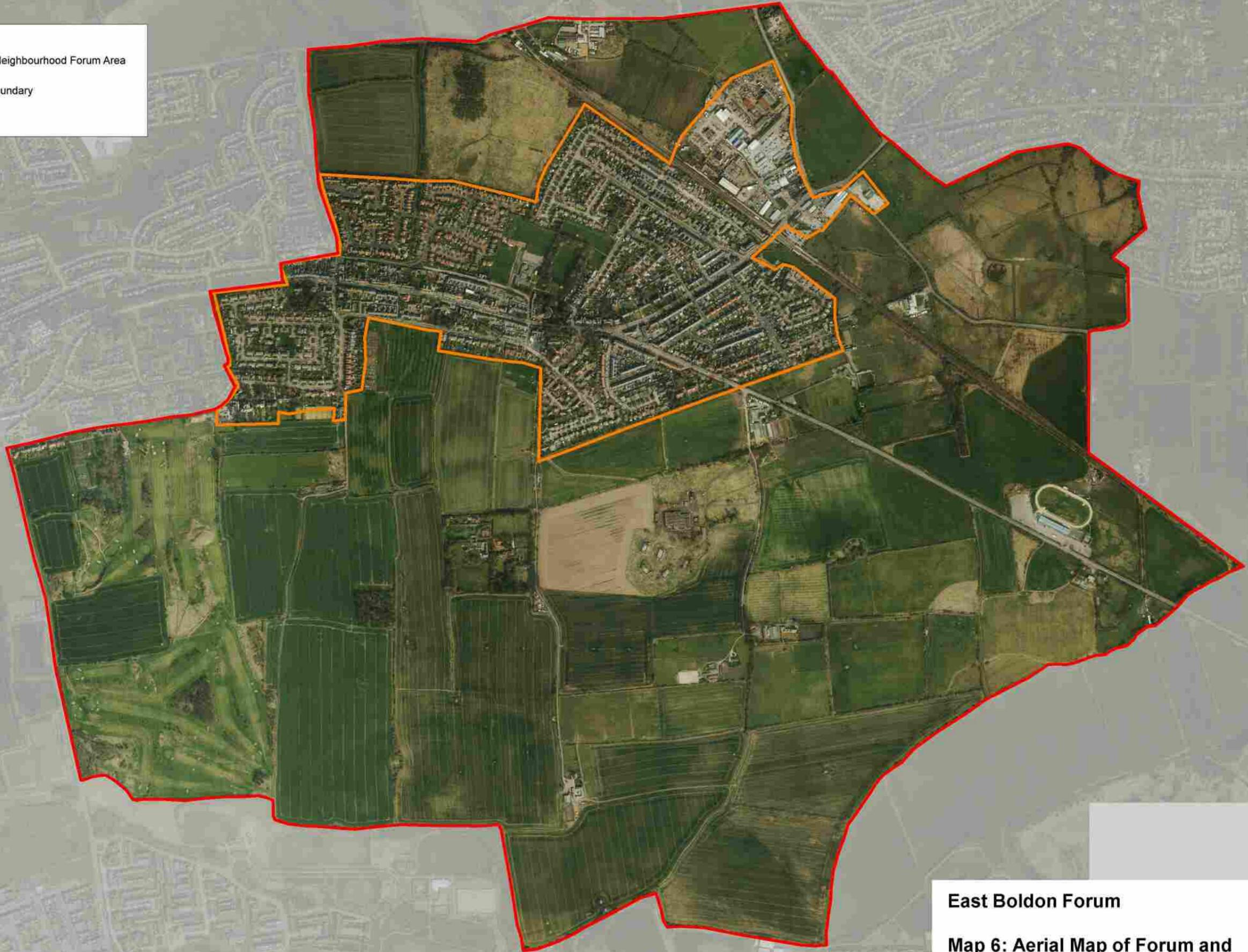


**East Boldon Forum**  
**Map 2: Conservation and Settlement Boundaries, Significant Views, Cleadon Lane Ind. Est., and Retail Centres.**

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Key

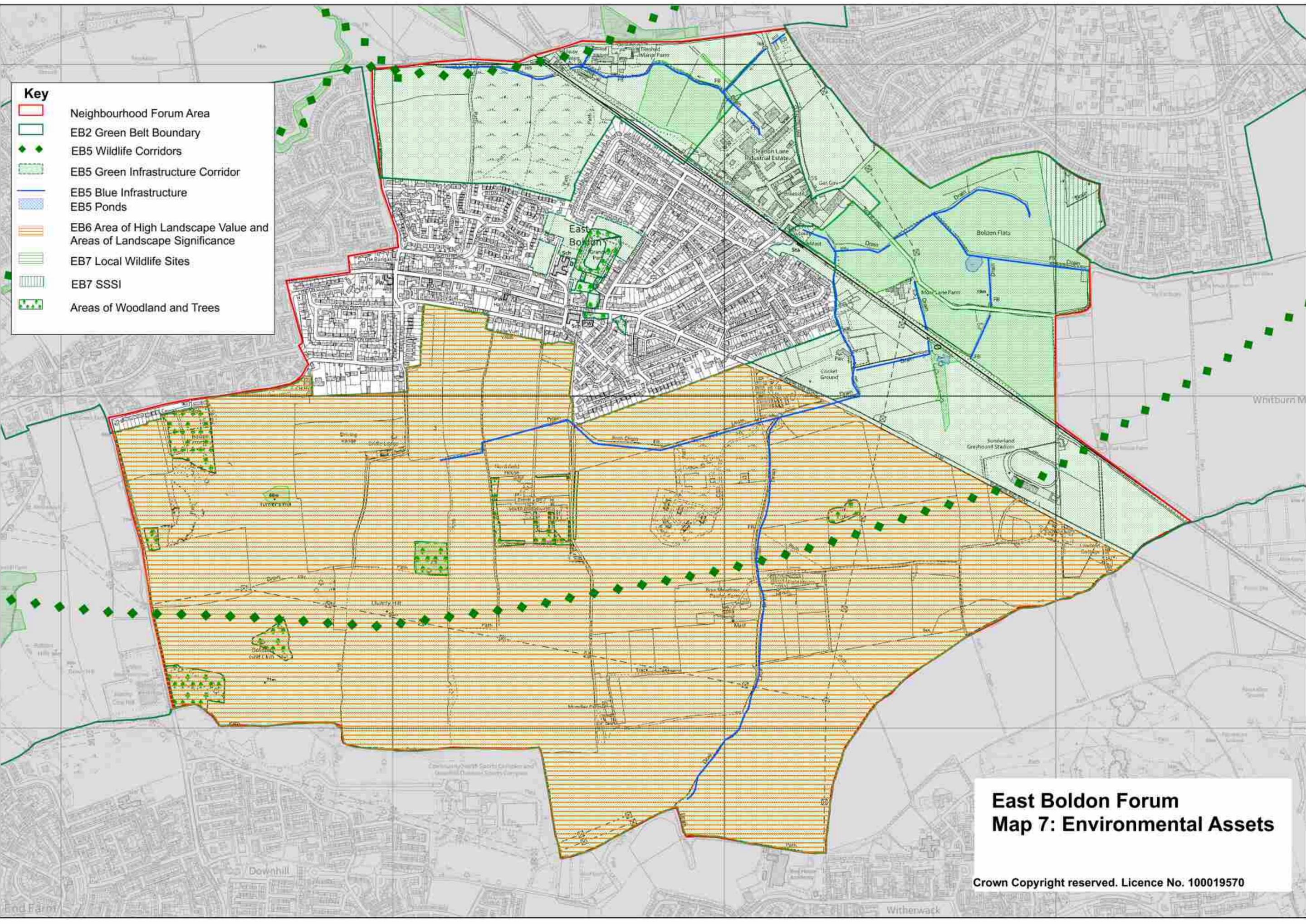
-  East Boldon Neighbourhood Forum Area
-  Settlement Boundary



**East Boldon Forum**

**Map 6: Aerial Map of Forum and  
Settlement Boundary**

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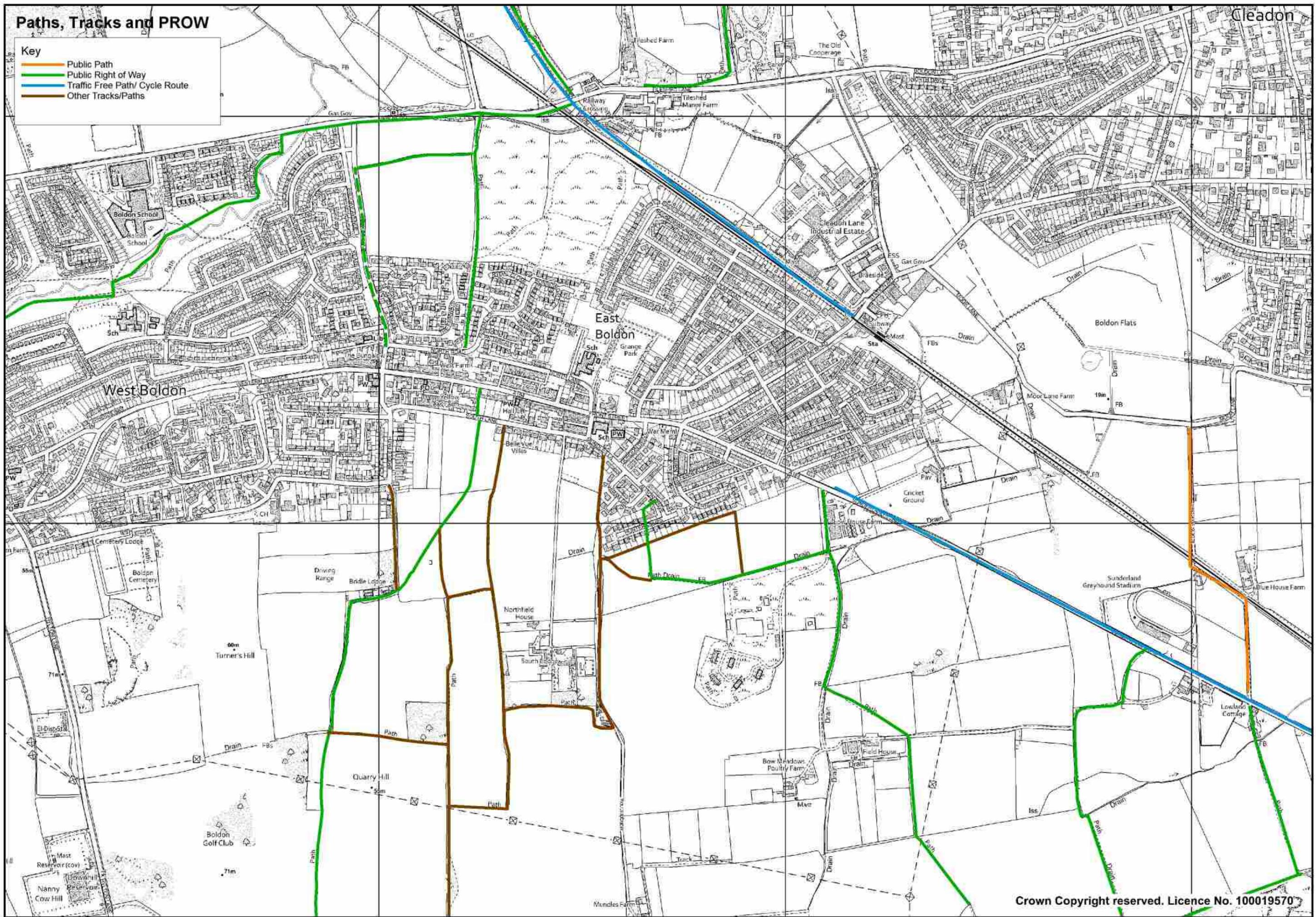
- Key**
- Neighbourhood Forum Area
  - EB2 Green Belt Boundary
  - EB5 Wildlife Corridors
  - EB5 Green Infrastructure Corridor
  - EB5 Blue Infrastructure
  - EB5 Ponds
  - EB6 Area of High Landscape Value and Areas of Landscape Significance
  - EB7 Local Wildlife Sites
  - EB7 SSSI
  - Areas of Woodland and Trees

**East Boldon Forum  
Map 7: Environmental Assets**

# Paths, Tracks and PROW

## Key

- Public Path
- Public Right of Way
- Traffic Free Path/ Cycle Route
- Other Tracks/Paths



## Report of the Examiner for the East Boldon Neighbourhood Plan

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**The following is a list of the background papers (excluding exempt papers) relied upon in the preparation of the above report:**

<b>Background Paper</b>	<b>File Ref:</b>	<b>File Location</b>
Appendix 1: Report to South Tyneside Council into the examination of the East Boldon Neighbourhood Development Plan	Development Services	Regeneration and Environment
Appendix 2: The East Boldon Neighbourhood Plan, as modified in accordance with the Examiner's recommendations (the draft 'Referendum version')	Development Services	Regeneration and Environment
Appendix 3: The East Boldon Neighbourhood Plan Policies Map, as modified in accordance with the Examiner's recommendations (the draft 'Referendum version')	Development Services	Regeneration and Environment