

Appendix A

Policies in the North East of England Regional Strategy

This Appendix sets out the text of the policies that make up the Regional Strategy for the North East of England. It comprises policies contained in the North East of England Plan published in July 2008.

The North East of England Plan

POLICY 1: NORTH EAST RENAISSANCE

Strategies, plans and programmes should support a renaissance throughout the North East by:

- delivering sustainable and inclusive economic prosperity and growth;
- delivering sustainable communities;
- conserving, enhancing and capitalising upon the Region's diverse natural and built environment, heritage and culture; and
- improving connectivity and accessibility within and beyond the Region.

POLICY 2: SUSTAINABLE DEVELOPMENT

Planning proposals and Local Development Frameworks should support sustainable development and construction through the delivery of the following environmental, social and economic objectives:

2.1 Environmental Objectives

- a. to ensure good local air quality for all;
- b. to protect and enhance the quality of the Region's ground, river and sea waters;
- c. to protect and enhance the Region's biodiversity, geodiversity and soil quality;
- d. to reduce the amount of waste produced and increase the amount recycled;
- e. to make better use of our resources, including the built fabric;

- f. to mitigate environmental and social costs of developments, and encourage efficient resource use;
- g. to protect and enhance the quality and diversity of the Region's rural and urban land and landscapes;
- h. to prevent inappropriate development in flood plains;
- i. to reclaim and reuse derelict land to make more productive use of land;
- j. to protect and enhance the Region's cultural heritage and diversity; and
- k. to promote the concept of green infrastructure, a network of linked, multifunctional green space in and around the Region's towns and cities;

2.2 Social Objectives

- a. to tackle the social, economic and environmental impacts of multiple deprivation;
- b. to raise educational achievement across the Region and improve the skills of the workforce and of adults who are currently economically inactive, through training and skill development;
- c. to ensure everyone has the opportunity of living in a decent and affordable home;
- d. to improve the quality and choice of housing through market renewal and new development;
- e. to reduce crime and the fear of crime, particularly through good design;
- f. to improve health and well-being while reducing inequalities in health;
- g. to ensure good accessibility for all to jobs, facilities, goods and services in the Region particularly by public transport, walking and cycling;
- h. to reduce the need to travel by private car; and
- i. to increase public involvement in decision-making and civic activity;

2.3 Economic Objectives

- a. to ensure high and stable levels of employment so everyone can share and contribute to greater prosperity;

- b. to achieve high and sustainable levels of economic growth by focusing on the Region's strengths and alleviating weakness; and
- c. to reduce adverse impacts of economic growth on global communities by supporting the use of local labour, materials and produce.

POLICY 3: CLIMATE CHANGE

All strategies, plans and programmes in the Region shall contribute to mitigating climate change and assisting adaptation to the impacts of a changing climate by:

- 3.1 Helping the Region to contribute to meeting national policy as set out in the Energy White Paper to put ourselves on a path to cutting the UK's carbon dioxide emissions by some 60% by about 2050, with real progress by 2020, by including policies and proposals that:
 - a. focus substantial new development on locations with good accessibility by sustainable transport modes, particularly public transport, walking and cycling;
 - b. reduce road traffic growth and promote sustainable alternatives to the private car;
 - c. increase renewable energy capacity;
 - d. seek opportunities for and encourage the use of decentralised energy supply systems based on renewable and low-carbon forms of energy ;
 - e. seek opportunities to maximise the energy efficiency of new developments through planning and design;
 - f. recognise the potential of, and encourage, land uses and land management practices and related infrastructure that help capture or store carbon;
 - g. integrate climate change considerations into all spatial planning concerns, including transport, housing, economic growth and regeneration, water supply and sustainable drainage, and waste management.
- 3.2 Planning for the successful adaptation to the impacts of climate change in the Region by:
 - a. locating and designing new development for the climate, and climatic impacts, it is likely to experience over its intended lifetime;

- b. considering the desirability of avoiding new development in those areas likely to be vulnerable to the impacts of climate change, particularly in situations where measures to provide resilience are not viable. Options should be brought forward for adapting existing development in areas that are, or are likely to become, vulnerable to such impacts;
 - c. taking into account and assisting adaptation to the impact of climate changes on the natural environment, ecosystems and biodiversity, agriculture, water resources, economic activities, transport, built environment and energy supply;
 - d. maximising opportunities from positive impacts of climate change in the Region.
- 3.3 Helping the Region mitigate and adapt to climate change. The Regional Planning Body will work with regional and local partners to ensure that:
- a. A regional greenhouse gas emissions inventory is developed, and regional trajectories are set out for the expected carbon performance of new residential and commercial development planned for by the RSS.
 - b. Mechanisms are established to coordinate a programme of data collection and monitoring on climate change that will enable future revisions of the RSS to fully take this into account. This will include development of a regional Climate Change Action Plan, and updating the regional climate change impacts report, 'And the Weather Today is', in line with the most recent scenarios available from the UK Climate Change Impacts Programme and updates to the national Climate Change Programme.

POLICY 4: THE SEQUENTIAL APPROACH TO DEVELOPMENT

Local Development Frameworks should adopt a sequential approach to the identification of land for development to give priority to previously developed land and buildings in the most sustainable locations. All sites should be in locations that avoid areas at the highest risk from flooding, having particular regard to the vulnerability of the proposed development to flooding. Locations should be selected in the following priority order:

- a. Suitable previously-developed sites and buildings within urban areas, particularly around public transport nodes;
- b. Other suitable locations within urban areas not identified as land to be protected for nature or heritage conservation or recreational purposes;

- c. Suitable sites in locations adjoining urban areas, particularly those that involve the use of previously-developed land and buildings; and
- d. Suitable sites in settlements outside urban areas, particularly those that involve the use of previously-developed land and buildings.

For the purposes of this policy, urban areas are defined as the Conurbations, Main Settlements, Regeneration Towns and Rural Service Centres, as defined in this RSS, and Secondary Settlements identified in Local Development Frameworks as providing a significant opportunity in terms of previously developed land and buildings.

All sites should be in locations that are, or will be, well related to homes, jobs and services by all modes of transport, particularly public transport, walking and cycling.

POLICY 5: PHASING & PLAN, MONITOR AND MANAGE

5.1 The Regional Planning Body will produce an Annual Monitoring Report assessing the delivery of the RSS locational strategy and policies by the end of February each year. A significant change in the key indicators below could necessitate a partial or full review of the RSS:

- GVA growth;
- population growth and migration;
- housing provision, take up and phasing requirements;
- delivery of housing market restructuring areas;
- employment rates;
- employment land provision and take up; and development on previously developed and greenfield land.

The Regional Planning Body will prepare guidance on the application of the phasing and plan, monitor and manage approach in the light of Government guidance.

5.2 Local Development Frameworks shall plan for the managed release of land for development in the periods 2004-11; 2011-16; and 2016-21, based on:

- a. prioritising previously developed land in accordance with the sequential approach;
- b. up-to-date monitoring information provided through Local Development Frameworks' Annual Monitoring Reports;

- c. up-to-date population and housing provision requirements at the housing market / city-region level, as indicated through the RSS Annual Monitoring Reports and Strategy;
- d. a recognition of the phasing requirements in relation to the effects of new development on the delivery of wider strategies and programmes within the city-regions and rural areas, particularly housing market restructuring initiatives; and
- e. an employment land supply that is prioritised in order of its phased release.

Local planning authorities shall review the phasing approach and priorities set out in Local Development Frameworks every five years, or earlier if the RSS or Local Development Frameworks' Annual Monitoring Reports or plan reviews indicate a need for this.

- 5.3 In determining new planning proposals and the renewal of lapsed planning consents, local planning authorities should:
- a. take into account changing circumstances and needs as identified through the RSS and Local Development Frameworks, Annual Monitoring Reports and RSS reviews;
 - b. ensure that major developments to be developed over a long timeframe are phased over the three periods 2004-11; 2011-16; and 2016-21, and are capable of being responsive to changes in phasing as identified from monitoring processes; and
 - c. ensure that major greenfield housing developments proposals are accompanied by an assessment of the impacts of the development on the successful delivery of the housing market restructuring areas.

POLICY 6: LOCATIONAL STRATEGY

Plans, strategies and programmes should support and incorporate the locational strategy to maximise the major assets and opportunities available in the North East and to regenerate those areas affected by social, economic and environmental problems. This will be done by the following means, which should also be delivered by planning proposals:

- a. supporting the polycentric development and redevelopment of the Tyne & Wear City-Region and the Tees Valley City-Region by concentrating the majority of new development in the two Conurbations and the Main Settlements;

- b. allowing development appropriate in scale within the Regeneration Towns and Rural Service Centres to meet local needs and achieve a balance between housing, economic development, infrastructure and services;
- c. maintaining vibrant rural areas with a diversified economy and sustainable market towns, service centres and villages whilst preserving their historic fabric and character;
- d. conserving and enhancing biodiversity, geodiversity, heritage resources, tranquillity and the high quality landscapes, including the Northumberland National Park, the North Pennines and Northumberland Coast AONBs and the Durham, Northumberland and North Yorkshire and Cleveland heritage coasts and protecting them from development that would endanger these qualities; and
- e. improving sustainable internal and external connectivity and accessibility, including sustainable accessibility from Other Regeneration Areas to the Conurbations and the Main Settlements.

POLICY 7: CONNECTIVITY AND ACCESSIBILITY

Strategies, plans and programmes, and planning proposals should seek to improve and enhance the sustainable internal and external connectivity and accessibility of the North East by:

- a. Reducing the impact of travel demand particularly by promoting public transport, travel plans, cycling and walking;
- b. reducing the need to travel long distances, particularly by private car, by focusing development in urban areas that have good access to public transport and for cyclists and pedestrians, and by encouraging home-working and improving electronic communications;
- c. minimising the impact of the movement of people and goods on the environment and climate change;
- d. making best use of resources and existing infrastructure;
- e. ensuring safe transport networks and infrastructure;
- f. maximising the potential of the International Gateways of the ports and airports and strategic transport infrastructure in supporting regional economic growth and regeneration; and

- g. improve and enhance the sustainable internal and external connectivity and accessibility of the North East region by improving accessibility and efficiency of movements with emphasis on promoting sustainable modes and reducing travel demand along the four key transport corridors set out in Policy 49.

POLICY 8: PROTECTING AND ENHANCING THE ENVIRONMENT

Strategies, plans, programmes, and planning proposals should seek to maintain and enhance the quality, diversity and local distinctiveness of the environment throughout the North East by:

- a. promoting a high quality of design in all development and redevelopment;
- b. promoting development that is sympathetic to its surroundings;
- c. protecting the special qualities of the environment in the nationally designated areas of the Northumberland National Park, and the North Pennines and Northumberland Coast AONBs and upholding their statutory purposes, while recognising their role in a living, working and vibrant countryside. Major development should not take place in these areas other than in exceptional circumstances when it can be demonstrated that there is an overriding national need and it could not be located elsewhere;
- d. seeking to conserve and enhance historic buildings, areas and landscapes;
- e. identifying and giving an appropriate degree of protection to historic parks and gardens, battlefields, ancient field systems, green lanes trackways, industrial monuments and other unscheduled archaeological sites, which reflects their national or regional importance;
- f. identifying and giving appropriate protection to the Region's internationally and nationally important sites for biodiversity and geodiversity, including full assessment of the potential impacts of development on Internationally Designated Nature Conservation Sites;
- g. identifying and protecting existing woodland of amenity and nature conservation value, particularly ancient woodlands;
- h. encouraging and facilitating the implementation of the Regional Forest Strategy, Great North Forest and Tees Forest community forestry strategies, related biodiversity initiatives and other woodland planting;
- i. paying due regard to the needs of the aquatic and marine environment including taking into account the potential risk of coastal squeeze, and considering measures to address this; and

- j. encouraging and supporting the establishment of green infrastructure including strategic wildlife corridors.

POLICY 9: TYNE AND WEAR CITY-REGION

Strategies, plans and programmes, and planning proposals should support the polycentric development and redevelopment of the Tyne & Wear City-Region by:

9.1 Regeneration

- a. giving priority to the regeneration of the following areas:
- the central parts of the Tyne River Corridor, extending over including the Bridging Newcastle Gateshead area, Newcastle City Centre, Teams, Gateshead Quays and town centre, and North Felling, both banks of the river Tyne including Hebburn, Jarrow, South Shields, Wallsend and North Shields, and the town centre of South Shields forming the Tyne Gateway, for appropriate mixed-use development;
 - the River Wear Corridor in Central Sunderland;
- b. ensuring a scale and quality of development to reflect Durham City's unique character and its role as a major service and employment centre for its surrounding hinterland;
- c. supporting the regeneration and development of Amble, Ashington, Blyth, Cramlington, Chester-le-Street, Consett, Stanley, Crook, Seaham, Peterlee, Hetton-le-Hole and Houghton-le-Spring, for sustainable growth without adversely impacting on the regeneration initiatives within the Tyne and Wear Conurbation;

9.2 Economic Prosperity

- a. focusing the majority of new economic development on the city centres of Newcastle and Sunderland and the Key Employment Locations of West Hartford, Blyth Valley; Newcastle Great Park; Newburn Riverside, Newcastle; and Baltic Business Quarter, Gateshead (as set out in Policy 20);
- b. supporting the Science City Newcastle initiative, focusing development on the western area of Newcastle for science and technological development and developing a network of complementary nodes including Baltic Business Park, Gateshead; Northumbria University (Manors development); the Centre for Renewables, Blyth; Durham University and NetPark, County Durham;

- c. continuing to support the influential economic role of the four universities in the city-region, enabling better links between universities and business, and campus expansions where appropriate;
- d. focussing new knowledge based Small Medium Enterprise accommodation and offices within and adjacent to Newcastle and Sunderland city centres, with provision in regeneration centres and rural service centres to meet local needs;
- e. developing manufacturing and logistics based accommodation in line with Policies 18 and 20;
- f. focusing on the creation of local jobs and retraining and up-skilling of local workforces in the Other Regeneration Areas;
- g. broadening and better integrating the city-region's tourism offer by building on the success of the Newcastle-Gateshead Initiative including a major regional conference facility; sustainably developing the tourism potential of Hexham, Morpeth, Alnwick, Durham and the region's World Heritage Sites; and improving sustainable accessibility between tourist facilities and destinations;

9.3 Sustainable Communities

- a. supporting the integrated housing market renewal initiatives and programmes of:
 - 1. Bridging Newcastle Gateshead, and Sunderland Arc areas, including large scale housing demolitions, and
 - 2. the SENNTRi area, Rural Coalfield Regeneration Area, and Durham Coalfield Communities Area, with particular emphasis on rebalancing the housing stock and meeting local housing needs;
- b. locating the majority of new retail and leisure development in the regional centre of Newcastle and the sub-regional centre of Sunderland. Additional development in other town centres should be consistent with their scale and function to maintain and enhance their vitality and viability;
- c. developing housing to support the economic growth strategies in sustainable locations, mainly on previously developed land in areas where it does not undermine existing housing markets, particularly housing market restructuring areas;

- d. encouraging high standards in the layout, design and energy efficiency of new development and redevelopment, which improve the quality of the environment and promote sustainability;

9.4 Connectivity

- a. strengthening international air connections from Newcastle International Airport, and encouraging the development of 55 hectares of undeveloped allocated land for airport-related uses (as defined in this RSS), to enable its potential as an economic driver to be realised and cater for its anticipated passenger growth;
- b. improving public transport links from throughout the city-region to Newcastle International Airport, and from Durham Tees Valley Airport to Durham City in particular;
- c. supporting the sustainable growth of the Port of Tyne, Blyth Harbour, Port of Sunderland and Seaham Docks, and ensuring good public transport links to the Port of Tyne are maintained to facilitate and cater for its passenger growth and tourism potential;
- d. promoting a further crossing of the River Wear and improved transport connections along the river in Sunderland;
- e. investigating the modernisation of the Metro system and improvements to the Newcastle/Gateshead Western Bypass; supporting improvements to the A19 junctions in North and South Tyneside and Northumberland;
- f. promoting the improvement of rail services between the two conurbations and to destinations outside the region, especially Edinburgh, Manchester, Leeds and London, particularly on the Durham Coast and East Coast Main Line.
- g. improving interchange facilities at the Strategic Public Transport Hubs of Newcastle, Sunderland and Durham City, particularly Newcastle Central Station;
- h. promoting bus based public transport improvements between the regeneration centres and Tyne & Wear and, for the longer term, investigating enhanced rail passenger services;
- i. protecting the Leamside rail line from development that would restrict its reinstatement in the longer term;

9.5 Green Belt

Ensuring that the Green Belt continues to safeguard the countryside from encroachment and check the unrestricted sprawl of Tyne & Wear.

The Green Belt should:

- a. prevent the merging of:
- b.
 - Sunderland with Seaham, Houghton-le-Spring, Washington or Tyneside;
 - Gateshead with Hebburn, Washington, Birtley or Whickham;
 - Washington with Chester-le-Street; Newcastle upon Tyne with Ponteland, Newcastle International Airport, or Cramlington;
 - North Tyneside with Cramlington or Blyth; and
 - Durham City with Chester-le-Street.
- c. preserve the setting and special character of Durham City, Hexham, Corbridge and Morpeth;
- d. assist in urban regeneration in the city-regions by encouraging the recycling of derelict and other urban land; and
- e. maintain the broad extent of the Green Belt with detailed boundaries to be defined in relevant Local Development Frameworks, around Morpeth and the area to the north of Consett and Stanley and eastwards to Chester-le-Street.

9.6 Environment

- a. supporting the establishment of strategic networks of green infrastructure that links existing and proposed greenspace with green corridors running through urban, suburban and urban fringe areas to the countryside and coast
- b. subjecting development proposals in or likely to affect internationally designated sites of nature conservation importance and the Heritage Coast to rigorous examination;
- c. encouraging the development of renewable energy whilst carefully considering the local impacts of proposals.

POLICY 10: TEES VALLEY CITY REGION

Strategies, plans and programmes, and planning proposals, should support the polycentric development and redevelopment of the Tees Valley City-Region by:

10.1 Regeneration

- a. giving priority to the regeneration of the Stockton-Middlesbrough Initiative area, both banks of the Tees between Stockton, Middlesbrough and Redcar; Hartlepool Quays and brownfield opportunities in Darlington;
- b. supporting the regeneration of the Coastal Arc from Hartlepool Headland to East Cleveland for appropriate development;
- c. supporting the regeneration and development of Newton Aycliffe, Spennymoor, Shildon, Bishop Auckland, Saltburn, Brotton, Skelton, and Loftus for sustainable growth without adversely impacting on the regeneration initiatives within the Tees Valley conurbation.

10.2 Economic Prosperity

- a. giving priority to major new heavy industrial, chemicals and port related development at Billingham, Seal Sands, South Tees, Teesport and Wilton;
- b. supporting the expansion of the renewable energy and recycling sector and their links to sustainable regeneration;
- c. supporting the development of business and financial services and new city scale leisure, cultural and retail development in Stockton and Middlesbrough;
- d. developing manufacturing and logistics based accommodation in line with Policies 18 and 20;
- e. supporting the appropriate development of Wynyard and NetPark as Key Employment Locations as set out in Policy 20.
- f. supporting the development of Darlington and Newton Aycliffe as employment locations, particularly to take advantage of their location close to the A1, A66 and East Coast Main Line;
- g. supporting the expansion of the Universities of Teesside and Durham, and the research and development capabilities of the Wilton Centre and NetPark;

- h. concentrating major new tourist developments related to the coast in Hartlepool and Redcar;
- i. focusing on the creation of local jobs and retraining and up-skilling of local workforces in the Other Regeneration Areas.

10.3 Sustainable Communities

- a. locating the majority of new retail and leisure development in the sub-regional centres of Middlesbrough and Darlington, whilst additional development in other centres should be consistent with their scale and function to enhance their vitality and viability;
- b. developing housing to support the economic growth strategies in sustainable locations, mainly on previously developed land in areas where it does not undermine existing housing markets, particularly housing market restructuring areas;
- c. supporting housing market renewal programmes for the Tees valley City-Region, including Durham Coalfields Communities Area;
- d. insisting on high standards of new development and redevelopment, which improve the quality of the environment and promote sustainability;

10.4 Connectivity

- a. encouraging the growth of passenger and freight services from Durham Tees Valley Airport in linking the Region to international markets, and encouraging the development of 80 hectares of land for airport-related uses (as defined in this RSS), to enable Durham Tees Valley Airport's potential as an economic driver to be realised and cater for its anticipated passenger growth;
- b. supporting and encouraging the sustainable development of Teesport as a northern gateway port;
- c. developing a modern integrated public transport network for the Tees Valley;
- d. exploring the need for sustainable transport infrastructure improvements to support regeneration initiatives;
- e. supporting the upgrading of the East Coast Main Line, the Durham Coast Rail improvements and rail freight improvements to Teesport;
- f. improving interchange facilities at the Strategic Public Transport Hubs of Darlington and Middlesbrough

- g. investigating improvements to the A66 Darlington Bypass, a new crossing of the River Tees and reducing congestion on the A19;
- h. promoting bus-based public transport improvements between the Other Regeneration Areas and the Tees valley Conurbation and Main Settlements
- i. protecting the line of the East Middlesbrough Transport Corridor, primarily for development as a public transport link.

10.5 Strategic Gaps

Ensuring that strategic gaps continue to maintain the separate identity of settlements in the Tees Valley by preventing them from coalescing and by preventing urban sprawl. Strategic gaps should be identified:

- Between the conurbation (Marske / Redcar / Eston / Middlesbrough / Thornaby / Stockton/ Yarm / Billingham) and surrounding towns and villages;
- Between Hartlepool and surrounding villages;
- Between Darlington and surrounding towns and villages and Newton Aycliffe;
- Between Eaglescliffe and Middleton St George; and
- Between Middleton St George and Darlington.

10.6 Environment

- a. supporting the establishment of strategic networks of green infrastructure, including green wedges, that links existing and proposed greenspace with green corridors running through urban, suburban and urban fringe areas to the countryside and coast;
- b. subjecting development proposals in and likely to affect internationally designed sites of nature conservation importance, Saltholme Nature Reserve, the Heritage Coast and the Tees Estuary, to rigorous examination, taking account of existing biodiversity and geodiversity interests; and
- c. encouraging the development of renewable energy whilst carefully considering the local impacts of proposals.

POLICY 11: RURAL AREAS

Strategies, plans and programmes, and planning proposals, should support the development of a vibrant rural economy that makes a positive contribution to regional prosperity, whilst protecting the Region's environmental assets from inappropriate development by:

11.1 Regeneration

- a. strengthening the role of the Rural Service Centres of Alnwick, Barnard Castle, Berwick-upon-Tweed, Guisborough, Haltwhistle, Hexham, Middleton-in-Teesdale, Morpeth, Prudhoe, and Stanhope; and
- b. identifying an appropriate scale of development that is sufficient to sustain settlements and a vibrant rural economy. Local Development Frameworks should identify a settlement hierarchy, including Secondary Settlements to determine the appropriate scale and nature of development.

11.2 Economic Prosperity

- a. providing a positive framework to capitalise on the key opportunities the environment provides for the development of a range of employment uses, including the diversification of agriculture, tourism, culture and leisure and new sectors of the economy including renewables and environmental technologies.

11.3 Sustainable Communities

- a. protecting and improving the provision of rural service infrastructure and other physical development where this is critical for supporting and maintaining sustainable rural communities;
- b. addressing affordable housing problems arising throughout the Region's rural areas, particularly in Alnwick, Berwick, Tynedale and Castle Morpeth; and;
- c. combining landscape improvements, wildlife and heritage conservation and enhancement measures with the provision of leisure and educational opportunities, where appropriate.

11.4 Connectivity

- a. providing attractive and innovative public transport services to improve accessibility for their surrounding hinterland to Rural Service Centres, between Rural Service Centres and to the Conurbations and the Main Settlements in the city regions;
- b. developing core networks of public transport links focused on key hubs, in particular on the main rural service centres, with frequent services from these centres to the Conurbations and Main Settlements within the two city regions;
- c. developing feeder public transport services from surrounding rural areas to the main Rural Service Centres, ensuring integration with core network services;

- d. supporting the introduction, concept and development of Community Rail Partnerships; and
- e. protecting the land at the former goods yard at Tweedmouth that may be required as part of the ECML improvements.

POLICY 12: SUSTAINABLE ECONOMIC DEVELOPMENT

- 12.1 Strategies, plans and programmes should focus the majority of new economic development and investment:
 - a. in the Conurbations and Main Settlements within the Tyne & Wear and Tees Valley City-Regions;
 - b. at brownfield mixed-use locations; and
 - c. at Key Employment Locations, particularly for employment uses of regional and sub-regional significance.
- 12.2 New economic activity of an appropriate scale and nature should also be encouraged:
 - a. in the Regeneration Towns, acting as the stimulus for their regeneration and surrounding areas, with a particular emphasis on improving access to skills and training, education and employment opportunities; and
 - b. in the Rural Service Centres, and to a lesser degree in Secondary Settlements, to provide a framework for integrated rural development of an appropriate scale to support sustainable, rural communities and diversified economies.
- 12.3 Economic development proposals should prioritise the renewal and reuse of previously developed land and buildings, particularly within town and city centres and established industrial and commercial estates.
- 12.4 Proposals for new economic investment should seek to be innovative and imaginative to promote 'green business' in terms of self sufficiency, locally producing goods and services. High quality development in high quality settings, aided by the provision of 'green infrastructure' should be sought.
- 12.5 To enhance economic performance, and promote sustainability within existing business premises, strategies, plans and programmes should investigate improvements to the existing road and rail networks; footpaths and cycle

routes; and at the Region's airports and ports. These improvements should seek to enable opportunities for the Region's businesses to:

- a. operate within the regional, national and international marketplace;
- b. allow their workforce to travel to and from work more efficiently, particularly by public transport; and
- c. reduce the fear of crime and improve the health and safety of employees travelling to and from the workplace.

POLICY 13: BROWNFIELD MIXED-USE LOCATIONS

13.1 Strategies, plans and programmes should support brownfield mixed use developments in sustainable locations throughout the Region.

13.2 The following Brownfield Mixed-Use Locations are identified for major mixed-use regeneration projects in the Conurbations and Main Settlements:

- Blyth Estuary;
- Central Newcastle;
- Tyne River Corridor (East of Newburn, excluding MetroCentre in terms of Policy 26);
- Central Sunderland;
- Greater Middlehaven, Middlesbrough;
- Central Darlington;
- Victoria Harbour, Hartlepool; and
- North Shore, Stockton.

13.3 Local Development Frameworks should make provision for regeneration schemes within the above brownfield mixed-use locations. Provision for the employment element of proposals at these locations will be met from the General Employment Land Allocation in Policy 18. LDFs and planning proposals should ensure that the development of each site:

- a. is subject to the preparation of a detailed masterplan prior to the commencement of development;
- b. adopts an appropriate phasing and monitoring framework to ensure alignment with changing local and wider city-region objectives so that housing development does not exceed the respective local authority's housing provision;

- c. mitigates any potential exacerbation of housing market failure in the respective local authority and surrounding districts;
- d. ensures that the respective adjacent town centres are not adversely affected by the proposed development of town centre uses associated with the mixed use scheme;
- e. is served by high levels of public transport, walking and cycling, particularly through the development of workplace travel plans;
- f. secures any necessary improvements to the strategic and local road network required to accommodate traffic generated by the development, taking account of the likely use of public transport to the site;
- g. seeks to maximise the employment opportunities for residents of surrounding wards, particularly from the more deprived wards;
- h. ensures that the necessary utilities infrastructure is coordinated with new development; and
- i. protects and enhances environmental, historic and resource assets

POLICY 14: SUPPORTING FURTHER AND HIGHER EDUCATION

Strategies, plans, programmes, and planning proposals should support the growth and increasing role of universities and colleges in the regional economy by:

- a. recognising their pivotal role in the transition to higher productivity and a more knowledge-based economy;
- b. encouraging greater links with local businesses, particularly in terms of workforce development and research and development opportunities;
- c. enabling the necessary infrastructure and campus development to facilitate their expansion;
- d. supporting the emerging Science City concept;
- e. maintaining, improving and adopting innovative public transport solutions and information and communication technologies to improve access to learning and training opportunities in both urban and rural areas; and
- f. strengthening their links to assist existing and new companies to take advantage of partnering opportunities and/or cluster activity, particularly at

NetPark, Knowledge Campus, NaREC, Greater Middlehaven, Central Park and North Shore.

POLICY 15: INFORMATION AND COMMUNICATIONS TECHNOLOGY NETWORKS

Strategies, plans and programmes, and planning proposals should seek to provide flexible responses to rapidly changing physical and social demands for ICT business and in particular should:

- a. seek to ensure that broadband infrastructure is available to all communities, particularly within the more rural and peripheral areas;
- b. encourage flexi-working patterns in order for people to achieve a better work-life balance and quality of life overall;
- c. promote e-tailing, working from home and e-business to contribute to a better environment by reducing the need to travel, particularly by private car;
- d. seek investment into ICT training and skills in schools and the workplace;
- e. establish strategic priorities for providing access from rural areas in order to guide investment decisions;
- f. ensure the roll out of ICT networks to existing urban areas, rural communities, business parks and industrial estates;
- g. ensure ICT infrastructure needs are incorporated into the development of sites and premises and enabled at an early stage;
- h. establish a targeted programme to promote broadband-enabled small and medium-sized business accommodation in every district in the Region, including possible refurbishment and improvements to existing premises; and
- i. promote the use of telecommunications technology in traffic management and in improving information available to public transport users.

POLICY 16: CULTURE AND TOURISM

Strategies, plans and programmes and planning proposals should promote culture and tourism, including provision for sport and leisure and the resources which support these, by:

- a. improving the first impressions gained by visitors arriving and passing through the Region, including supporting environmental improvements to gateways and transport corridors;
- b. ensuring that the development of culture, sports, leisure, recreation and tourist facilities and attractions protects, invests in and enhances and maintains the Region's natural, built and heritage environments, and that adverse effects on internationally designated nature conservation sites are avoided or mitigated;
- c. ensuring that the planning and development of cultural, sports, leisure, recreation and tourism facilities of regional or sub-regional significance is taken forward in a coordinated way, including working across local authority boundaries;
- d. encouraging cultural, sports, leisure, recreation and tourism developments that benefit the local economy, people and environment without diminishing the attractiveness of the place visited;
- e. ensuring that the identification and development of cultural, sports, leisure, recreation and tourist facilities is guided by the principles of sustainability and information on market demand, including maximising opportunities to travel by means other than the private car;
- f. ensuring all major cultural, sports, leisure, recreation and tourism attractions and services are accessible by a range of transport modes to improve links to develop the Region as an integrated visitor destination; and
- g. encouraging the creation of concentrations of , cultural, sports, leisure, recreation and tourism related development within sustainable locations to contribute to wider regeneration objectives.

POLICY 17: CASINO DEVELOPMENT

For regional, large and small casino development, Local Development Frameworks and planning proposals should:

For regional, large and small casino development, Local Development Frameworks and planning proposals should:

- a. establish the need for the development if proposed outside of town centres;
- b. ensure that any development is accessible by a range of transport modes, particularly public transport, cycling and walking;
- c. establish the impact of development on existing centres;

- d. develop on previously developed sites to make optimum use of existing infrastructure;
- e. maximise the contribution to regional economic growth; the creation and enhancement of sustainable communities; tourism; and wider regeneration priorities; and
- f. optimise the net additional employment opportunities that would arise locally as a result, particularly for residents of deprived wards.

POLICY 18: EMPLOYMENT LAND PORTFOLIO

18.1 Local Development Frameworks should make the appropriate provision of general employment land and Key Employment Locations up to:

Local Authority	General Employment Land Allocation (hectares)	Key Employment Locations (hectares)	Total (hectares)
Hartlepool	210	135	345
Stockton-on-Tees	255	70	325
Redcar & Cleveland	160	0	160
Middlesbrough	185	0	185
Darlington	235	125	360
Tees Valley	1,045	330	1,375
Durham City	150	0	150
Derwentside	105	0	105
Wear Valley	105	0	105
Sedgefield	55	95	150
Easington	110	0	110
Chester-le-Street	30	0	30
Teesdale	20	0	20
Durham	575	95	670
Wansbeck	165	0	165
Blyth Valley	120	55	175
Castle Morpeth	90	0	90
Tynedale	55	0	55
Berwick upon Tweed	25	0	25

Local Authority	General Employment Land Allocation (hectares)	Key Employment Locations (hectares)	Total (hectares)
Alnwick	25	0	25
Northumberland	480	55	535
Sunderland	225	0	225
North Tyneside	230	0	230
Newcastle	30	170	200
Gateshead	110	20	130
South Tyneside	70	0	70
Tyne & Wear	665	190	855
NORTH EAST	2,765	670	3,435

18.2 In determining the land portfolio in accordance with the provision set out above, planning authorities should undertake sub-regional and local employment land assessments based on a 25 year level of supply and take up, taking into account of:

- a. the need to protect employment land and premises from redevelopment to alternative uses, where they are an essential part of the long-term employment land and premises portfolio;
- b. the potential of existing employment allocations no longer required for employment purposes for reallocation to alternative uses or de-allocation;
- c. a presumption in favour of regenerating and upgrading existing employment land and premises in advance of allocating new sites on greenfield land;
- d. the need to ensure that employment land provision is of an appropriate scale and nature, particularly at employment sites outside the conurbations; and
- e. the need for the Tyne and Wear authorities to seek to maximise opportunities to meet any shortfall of employment land supply through the intensification of sites around transport hubs and on previously developed land.

18.3 The Regional Development Agency, the Regional Planning Body and sub-regional partnerships will conduct a joint regional study to provide up-to-date evidence, review the demand for and supply of employment land, and consider de-allocating employment land where this is not required within the 25 year period.

Notes

- Figures are subject to rounding.
- 20ha of Stockton’s 255ha general employment land and 5ha of Darlington’s 235ha general employment land is to be provided on land to the south of Durham Tees Valley Airport.
- General Employment Allocation figures exclude land developed as of June 2005.

POLICY 19: OFFICE DEVELOPMENT OUTSIDE OF CITY AND TOWN CENTRES

City and town centres will be the preferred locations for major office development (B1a) which is not ancillary to other uses.

Proposals for this form of office development, other than those already allocated in existing adopted development plans, will only be approved at Key Employment Locations, if it can be shown that –

- in order of priority, they cannot be accommodated in a city or town centre, in an edge of centre location, or at other brownfield mixed-use locations in Policy 13.
- and any such proposal will not put at risk the strategy set out in any approved Local Development Document for a city or town centre, or Master Plan for a major brownfield mixed-use development.

This policy is not intended to restrict small scale developments as provided for in Policy 11.1 and 11.2.

POLICY 20: KEY EMPLOYMENT LOCATIONS

In order to enable the accelerated growth in the regional economy to be maximized, strategies, plans and programmes should focus appropriate investment towards the Key Employment Locations shown below:

NewcastleGreat Park	Approximately 80 hectare location focusing on innovation, entrepreneurship and technology transfer.
Newburn Riverside, Newcastle	Approximately 90 ha location with planning permission for general industry.
Baltic Business Quarter	Approximately 20 ha location for innovation and high technology uses

West Hartford, Cramlington	Approximately 55 ha location to provide a limited number of large scale development opportunities for high quality modern industry
NorthEast Technology Park, Sedgefield	Approximately 25ha location for research, innovation and technology transfer.
Wynyard, Stockton/Hartlepool	Approximately 200ha location to provide a limited number of large scale development opportunities for high quality modern industry, minimising B1 (a) potential.
Heighington Lane West, NewtonAycliffe	Approximately 70ha location with potential for distribution and Logistics
Faverdale, Darlington	Approximately 120ha location with potential for distribution and logistics

In planning for Key Employment Locations, Local Development Frameworks and planning proposals should ensure a high level of sustainability. They should:

- a. prepare a detailed masterplan prior to the commencement of development setting out such considerations and meeting the requirements of clauses b-e;
- b. seek to achieve zero or low carbon emissions, including energy conservation measures and secure energy supply from decentralised and renewable or low-carbon sources in accordance with the approach set out in Policy 38;
- c. encourage high levels of public transport, walking and cycling accessibility and use;
- d. discouragement of the need to travel by car through limited parking, the use of other demand management measures, and requiring a Travel Plan for each future occupier;
- e. include a waste audit in view of Policy 46;
- f. secure any necessary improvements to the strategic and local road and rail networks required to accommodate traffic generated by the development, taking account of the likely use of public transport to the site;
- g. maximise the employment opportunities for residents of surrounding areas, particularly those in deprived communities;
- h. ensure that the necessary infrastructure is coordinated with new development;

- i. employ sustainable construction and design methods, which deliver biodiversity benefits and foster local distinctiveness;
- j. protect and enhance major environmental, historic assets; and
- k. ensure that the integration of the development with the landscape meets high environmental standards;
- l. give priority to accommodating major investors and prestige business development of national or regional significance.

POLICY 21: AIRPORTS

Strategies, plans and programmes and planning proposals should support the development of both North East airports by:

- a. supporting the sustainable expansion of facilities at the Region's airports to accommodate and cater for the anticipated growth in passenger numbers to 10 million passengers per annum at Newcastle International Airport and 3 million passengers per annum at Durham-Tees Valley Airport by 2016;
- b. maintaining and improving efficient surface access links by all modes, particularly by public transport and sustainable modes;
- c. allowing for the expansion of operational facilities and airport-related development – as set out in the preceding table - within currently allocated land;
- d. maintaining frequent services to London Heathrow Airport;
- e. increasing the range of direct European and other international destinations;
- f. ensuring that the needs and preferences of tourists, including both leisure and business visitors are taken into account.

Relevant Local Development Frameworks should safeguard land currently allocated for airport-related uses but not yet developed (80 hectares of land at Durham Tees Valley Airport and 55 hectares of land at Newcastle International Airport) for airport-related uses.

POLICY 22: PORTS

Strategies, plans and programmes and planning proposals should support the growth of the Region's ports by:

- a. supporting and encouraging the sustainable development of Teesport;
- b. supporting rail loading gauge enhancements to Teesport and the Port of Tyne;
- c. continuing to focus the Region’s international passenger ferry traffic at the Port of Tyne;
- d. recognising the significant economic investment generated at both the Port of Tyne and Teesport, both directly and indirectly;
- e. supporting the development of short-sea shipping connections to improve linkages between the Region’s ports and the wider European network;
- f. promoting north east ports’ facilities;
- g. ensuring that the needs and preferences of tourists, including both leisure and business visitors are taken into account;
- h. safeguarding adjacent sites for port operational uses, where appropriate;
- i. ensuring the protection of sites of nature conservation importance and features of heritage conservation importance; including taking into account the potential risk of coastal squeeze, and considering measures to address this;
- j. considering, where appropriate, alternative land uses, particularly where this would contribute to the regeneration of the wider area.

POLICY 23: CHEMICAL & STEEL INDUSTRIES

In addition to the allocations in Policy 18, Hartlepool, Stockton-on-Tees and Redcar & Cleveland Local Development Frameworks should safeguard land for chemical and steel manufacturing industries up to:

Local Authority	Land for Chemical & Steel Industries (hectares)
Hartlepool	65
Stockton-on-Tees	445
Redcar & Cleveland	230
Tees Valley	740

POLICY 24: DELIVERING SUSTAINABLE COMMUNITIES

Strategies, plans and programmes and planning proposals, should assess the suitability of land for development and the contribution that can be made by design in relation to the following criteria:

- a. the nature of the development and its locational requirements;
- b. concentrating the majority of the Region's development within the defined urban areas;
- c. the need to utilise previously developed land wherever possible;
- d. locating development to reduce the need to travel, journey length and fuel consumption;
- e. the ability for movement needs and accessibility of development sites to homes, jobs, services and facilities to be well served by all modes of transport, particularly walking, cycling and public transport;
- f. linking development to appropriate provision of infrastructure including green infrastructure, water supply and wastewater treatment, energy supplies;
- g. linking development to provision of educational, health and other social facilities and services;
- h. the impact that the development of sites and its design will have on the Region's natural resources, biodiversity, landscapes, environmental and cultural assets, and people's health; and its potential to contribute to enhancement of these;
- i. physical constraints on the development of land including the level of contamination, flood risk and land stability, incorporating flood protection and alleviation mechanisms such as Sustainable Drainage Systems;
- j. the potential contribution of development to reducing health and social inequalities including fuel poverty, and to meeting the needs of an ageing population and the disabled, through design and the provision of accessible health, sports, community, recreational, and other facilities including suitable provision of play space and greenspaces with accessible woodland, with new development;

- k. the promotion of mixed use developments, well served by public transport, to reduce journey lengths and ensure that the best use is made of land, transport infrastructure and services;
- l. the potential contribution of development to the strengthening of local communities and their social cohesion;
- m. the potential contribution of development to secure crime prevention and community safety by design;
- n. ensuring that development has low consumption of natural resources both in construction and in operation, and incorporates embedded renewable energy generation where appropriate;
- o. the potential contribution of development to the enhancement and creation of habitats and species populations and to the promotion of biodiversity and geodiversity; and,
- p. the use of local labour markets and materials.

POLICY 25: URBAN AND RURAL CENTRES

Local Development Frameworks and planning proposals should ensure that:

- a. in the Conurbations and Main Settlements development of retail, commerce; entertainment, leisure, community, cultural and religious facilities, recreation, education, health services, business, public services and other high trip generating uses are focused within defined urban centres commensurate with their scale, function, environmental capacity and ability to be served by transport modes other than the car;
- b. within the Tyne & Wear City-Region, the majority of new retail and leisure floorspace should be located in Newcastle (Regional Centre) and Sunderland (Sub-Regional Centre). Durham City will continue to have an important role in servicing its hinterland;
- c. within the Tees Valley City-Region the majority of new retail and leisure floor space should be located in Middlesbrough (Sub-Regional Centre) and Darlington (Sub-Regional Centre). Hartlepool, Stockton and Redcar will continue to have an important role in servicing their hinterlands;
- d. in other centres, additional retail, commerce; entertainment, leisure, community, cultural and religious facilities, recreation, education, health services, business, public services development should be consistent with their scale and function to maintain and enhance their health and vitality;

- e. where a need for retail-led regeneration has been identified for Regeneration Towns and for Rural Service Centres, retail and leisure development may be allowed above the scale that would be required for the centre to maintain its role.; provided that it would support the sustainable regeneration of these centres without compromising the vitality and viability of other town centres; and
- f. The design of development in centres should contribute to the creation of sustainable communities and be in harmony with and enhance the built environment.

POLICY 26: METROCENTRE

No provision should be made for additional retail or leisure development at the MetroCentre or the surrounding retail complex.

POLICY 27: OUT-OF-CENTRE LEISURE DEVELOPMENTS

Proposed regional and sub-regional scale leisure developments will need to be considered and justified through the sequential approach (Policy 4) and locational strategy (Policy 6) of the Regional Spatial Strategy. Local Development Frameworks should ensure that leisure developments are of an appropriate scale in relation to nearby settlements, and should not make provision for new out-of-centre leisure developments unless there are demonstrable benefits that would contribute to the sustainable growth of the local economy.

POLICY 28: GROSS AND NET DWELLING PROVISION

28.1 Total dwelling construction (Gross completions)

Local Development Frameworks should make provision for the following average annual level of total dwelling construction in the period 2004-2021.

Gross Dwelling Provision				
Figures Rounded (Oct 2005)	2004-11	2011-16	2016-21	2004-21
Tees Valley	2,860	2,695	2,280	2,640
Durham	1,890	1,620	1,225	1,615
Northumberland	945	930	900	925
Tyne & Wear	3,580	4,200	4,670	4,080
NORTH EAST	9,270	9,450	9,070	9,265

(Regional totals rounded to the nearest 5)

28.2 Improving the housing stock

Strategies, plans and programmes and planning proposals should develop an integrated package of measures to address low demand and abandonment that:

- a. maximises the improvement of existing properties where sufficient demand exists for their continued residential use and reduces or maintains vacancy rates at or below 3%;
- b. increases the average annual level of demolitions, particularly in the housing market restructuring areas, to the indicative estimated level identified below:

Demolitions					
Figures Rounded		2004-11	2011-16	2016-21	2004-21
Tees Valley	Replacement	580	575	460	545
	Demolitions	920	635	440	695
Co Durham	Replacement	220	285	190	230
	Demolition	355	360	145	295
Northumberland	Replacement	45	35	50	45
	Demolition	70	35	55	55
Tyne & Wear	Replacement	1,005	820	715	865
	Demolition	1,595	780	750	1,110
NORTH EAST	Replacement	1,845	1,720	1,410	1,680
	Demolition	2,940	1,815	1,395	2,155

(Regional totals rounded to the nearest 5)

- c. considers, in areas of older high-density housing, replacement at lower densities where this would improve the living environment and quality of life, and achieve a better mix of dwelling type, size and tenure.

28.3 Net dwelling provision

Local Development Frameworks and planning proposals shall:

- a. provide for average annual net additions to the dwelling stock, by district, for the financial years 2004-2021, as identified below:

Net Dwelling Provision				
(Figures Rounded)	2004-11	2011-16	2016-21	2004-21
Hartlepool	390	400	400	395
Redcar & Cleveland	325	365	330	340
Middlesbrough	440	485	300	410
Stockton-on-Tees	600	530	525	555
Darlington	525	340	265	395
Tees Valley	2,280	2,120	1,820	2,100
Chester-le-street	100	130	130	120
Derwentside	320	270	200	270
Durham	250	220	190	225
Easington	370	215	70	235
Sedgefield	280	260	225	260
Teesdale	70	80	75	75
Wear Valley	280	160	145	205
County Durham	1,670	1,330	1,035	1,385
Alnwick	105	95	85	95
Berwick-upon-Tweed	85	85	75	80
Blyth Valley	250	290	290	275
Castle Morpeth	140	130	120	130
Tynedale	140	115	100	120
Wansbeck	180	180	180	180
Northumberland	900	895	850	885
Gateshead	435	585	775	580
Newcastle upon Tyne	700	940	1,070	880
North Tyneside	400	500	500	460
South Tyneside	340	415	540	420
Sunderland	700	940	1,070	880
Tyne and Wear	2,575	3,380	3,955	3,220
NORTH EAST	7,425	7,725	7,660	7,580

(Sub-Regional and Regional totals rounded to the nearest 5)

The District Allocations set out above should not provide the justification for the refusal of windfall housing proposals that fall within the guidance set out for Strategic Housing Land Availability Assessments.

28.4 Provision post 2021

- a. To plan for the continuous delivery of housing for at least 15 years from the date of adoption, the first round of Local Development Documents should make the assumption that the annual average rate of provision during the early years after 2021 will be the same as the average for 2004 to 2021.

28.5 Housing markets and assessments

- a. Local Development Frameworks should identify and develop specific strategies and programmes in liaison with stakeholders and local communities, for each Housing Market Restructuring area.
- b. In preparing strategies, plans and programmes, and in determining planning proposals, local planning authorities should ensure that they have regard to the wider housing market area, including that beyond their local authority boundary and the potential impact that their proposals may have on that wider area.
- c. In preparation for future reviews of housing within RSS, the RPB and Local Planning Authorities should develop Strategic Housing Market Assessments. These should take into account of market information and have regard to housing market areas.

POLICY 29: DELIVERING AND MANAGING HOUSING SUPPLY

Local Development Frameworks and/or planning proposals shall:

29.1 Previously Developed Land Targets

- a. meet the sub-regional targets for housing development on previously developed land and through the re-use of existing buildings as set out below;

Previously Developed Land Targets		
Area	2008	2016
Tees Valley	70%	
Durham County	65%	
Northumberland County	50%	
Tyne and Wear	80%	
North East	70%	75%

29.2 Infrastructure Provision

- a. ensure that the necessary new or improved infrastructure and services are provided and co-ordinated with the development of new housing;

29.3 Densities

- a. consider making suitable land available for replacement housing which is unable to be accommodated on its original site due to re-building at lower density;
- b. where appropriate restrict higher density housing resulting from sub-division or other intensification to protect an area's characteristics and ability to contribute towards types, sizes and tenure under-represented in the Region's dwelling stock; and
- c. provide for an average density of 30-50 dwellings per hectare at the local authority level, and set out criteria to define circumstances where provision of lower densities is needed for additional dwellings to better provide for future households and a better mix of dwelling type, size and tenure within the context of the RSS Locational Strategy and Sequential Approach.

29.4 Release of land

Local Development Frameworks should put in place phasing policies that:

- a. ensure the managed release of housing land occurs in accordance with the locational strategy and sequential approach and consider reaching at or below 3% vacancy in local authority areas by 2011;
- b. bring forward previously developed land opportunities first, taking account of new previously developed land potential as identified in up-to-date Strategic Housing Land Availability Assessments;

29.5 Consideration of planning proposals

In considering planning proposals local planning authorities should:

- a. take into account lapsed planning permissions and unimplemented development plan allocations in light of up-to-date Strategic Housing Land Availability Assessments, and the locational strategy;
- b. consider phasing the release of housing land to ensure that it does not compromise the successful delivery of housing market restructuring initiatives;

- c. consider the re-use of employment sites for housing only where they are not required for long-term employment use;
- d. consider the compatibility of housing with the operation of adjacent employment land; and
- e. take into account the impact on the local planning authority's housing and previously-developed land trajectories.

POLICY 30: IMPROVING INCLUSIVITY AND AFFORDABILITY

- 30.1 In preparation for future reviews of housing within RSS, Strategic Housing Market Assessments will inform a review of the regional approach to addressing affordable housing needs, including an affordable housing target for the Region and each housing market area.
- 30.2 Strategies, plans and programmes and planning proposals should:
 - a. make provision for a range of dwelling type, size and tenure to meet the assessed needs of all sectors of the community, including the needs of families with children, single person households, the disabled and older people. In doing so they should consider those elements of the housing stock which are currently under-represented and the contribution that could be made by replacement dwellings in the housing market restructuring areas;
 - b. set local authority affordable housing provision targets informed by up to-date local housing assessments;
 - c. address the problems of local affordability in both urban and rural areas, including ensuring a high provision of affordable housing is sought within the districts of Alnwick, Berwick-upon-Tweed, Castle Morpeth and Tynedale;
 - d. have regard to the level of need for affordable housing, including the use of planning obligations in the development of all housing sites, including when considering the renewal of lapsed planning consents;
 - e. ensure housing is served by public transport and is accessible to jobs, services and facilities by modes other than the car; and
 - f. ensure the integrated and phased provision of new or improved schools, health, community and other services and facilities with new housing development.

30.3 Provision of sites for gypsies and travellers

- a. Local authorities should carry out an assessment of the housing needs of Gypsies and Travellers and Showpeople. Collaboration between authorities on these studies is encouraged to more fully understand the patterns of need and the adequacy of current provision; and
- b. Local development frameworks / documents should provide the criteria following the plan, monitor and manage and sequential approaches for the provision and release of pitches for the Gypsy and Travelling and Showpeople communities and, where appropriate, identify locations for these pitches.

POLICY 31: LANDSCAPE CHARACTER

Strategies, plans and planning proposals should:

- a. promote development appropriate to the special qualities and statutory purposes of these areas in the Northumberland National Park, the Northumberland Coast and the North Pennines AONBs, and the three areas of Heritage Coast: North Northumberland, Durham and North Yorkshire and Cleveland;
- b. contribute to the implementation of the National Park and AONBs Management Plans whilst helping to achieve favourable condition status at European sites;
- c. have regard to landscape character assessments and the content of AONB/National Park Management Plans to justify the retention or creation of any local landscape designations, guide policy formulation and development control decisions, and assist in targeting landscape restoration and environmental improvement schemes;
- d. promote integrated management initiatives to sustain nationally, regionally and locally valued landscapes, including the Durham, North Northumberland and North Yorkshire and Cleveland Heritage Coasts and urban fringe landscapes;
- e. recognise the role that character-based planning tools such as Town Design Statements, Village Design Statements, Countryside Design Summaries and Concept Statements can play in promoting high quality development that respects local character and distinctiveness; and
- f. Incorporate the findings of Shoreline Management Plans and Catchment Flood Management Plans.

POLICY 32: HISTORIC ENVIRONMENT

- 32.1 Strategies, plans and programmes and planning proposals should seek to conserve and enhance the historic environment of the Region by:
- a. clearly identifying and assessing the significance of any heritage assets and their vulnerability to change;
 - b. using the process of characterisation to understand their contribution to the local environment and to identify options for their sensitive management;
 - c. encouraging the refurbishment and re-use of appropriate disused or under-used buildings and incorporating them into regeneration schemes;
 - d. seeking to preserve, in situ, archaeological sites of national importance and, where appropriate, other archaeological remains of regional and local importance;
 - e. recognising the opportunities for heritage led regeneration to be used in a constructive way to help bring about social and economic regeneration, and to encourage its potential for business, education and tourism; and
 - f. encouraging and supporting the preparation and review of the management plans for Hadrian's Wall Military Zone World Heritage Site, Durham Cathedral and Castle World Heritage Site, and the candidate World Heritage Site at Jarrow and Monkwearmouth and incorporating their principles and objectives;
- 32.2 Local authorities should:
- a. prepare, and regularly maintain registers of Grade II listed buildings 'at risk'; for their areas, and pursue policies and measures which seek to repair and remove all grades of building from 'at risk' registers through repair;
 - b. consider preparing, and regularly maintaining, lists of locally important buildings for their areas, and set out policies in LDFs, which seek, as far as possible, their protection against inappropriate change;
 - c. consider preparing Conservation Area Appraisals for existing and proposed conservation areas, and proceed to the preparation of Management Plans for the delivery of improvements to those areas;
 - d. consider preparing lists of locally important registered landscapes, Historic Landscape Assessments and Conservation Management Plans for historic designated landscapes; and

- e. consider preparing urban surveys of historic towns and other substantial settlements, to improve knowledge of their entire historic fabric as a guide to ensure future development maximises the potential for preservation, protection and enhancement.

POLICY 33: BIODIVERSITY & GEODIVERSITY

Strategies, plans and programmes, and planning proposals should ensure that the Region's ecological and geological resources are protected and enhanced to return key biodiversity resources to viable levels by:

- a. continuing to promote the protection and enhancement of internationally and nationally important sites and species;
- b. reversing habitat fragmentation and species isolation particularly in Biodiversity Target Zones;
- c. developing habitat creation / restoration projects particularly in the priority Habitat Creation and Enhancement Areas;
- d. providing for the expansion and linking of existing habitats and species populations including the creation of semi-natural green spaces in and around urban areas and for habitat restoration;
- e. contributing to improving the Region's SSSIs to a favourable condition, by 2010;
- f. preparing biodiversity and geological audits;
- g. preparing and implementing Local Biodiversity Action Plans and Local Geodiversity Action Plans;
- h. supporting proposals for biodiversity and geodiversity within Sustainable Community Strategies; and
- i. including proposals for action to stop the spread of, and eliminate, invasive species.

POLICY 34: THE AQUATIC & MARINE ENVIRONMENT

Strategies, plans and programmes, and planning proposals should:

- a. ensure that any schemes involving the transfer of water between catchments have consideration to the impacts on environmental and recreational assets of areas both nearby and upstream of the transfer base, particularly in relation to Kielder Water;
- b. integrate the objectives of emerging and existing plans and strategies which consider the wider management of water bodies, groundwater and coastal / marine areas;
- c. ensure that the construction and use of new development along river corridors takes account of its potential polluting effects; any opportunities for improvements and conservation of water quality; the possibility of flooding onsite and elsewhere along the watercourse; the availability of water resources; biodiversity; the impacts of climate change and the incorporation of necessary adaptation and mitigation measures, and the risk from minewater pollution;
- d. ensure, where appropriate, that Sustainable Drainage System techniques are adopted;
- e. set a positive policy framework for delivering plans for Integrated Coastal Zone Management, River Basin Management, Shoreline Management and Catchment Flood Management for the Region's coastal, estuarine and near-shore zones by adopting an ecosystem based approach to promote the recovery and conservation of marine eco-systems, including designated sites, favouring the evolution of the coast, estuaries and near-shore zones through natural processes wherever possible and seeking to safeguard the conservation of marine heritage features;
- f. take into account, and where possible plan to ameliorate, the risk of "coastal squeeze" having an impact on internationally designated nature conservation sites; and
- g. promote appropriate water-based recreational and leisure opportunities, particularly at Kielder Water and along the Region's coastline.

POLICY 35: FLOOD RISK

- A. Strategies, plans and programmes should adopt a strategic, integrated, sustainable and proactive approach to catchment management to reduce flood risk within the Region, managing the risk from:
 - a. tidal effects around estuaries and along the coast including the implications of the latest Government predictions for sea level rise;

- b. fluvial flooding along river corridors and other significant watercourses resulting from catchments within and beyond the Region and other sources of flooding; and
 - c. flooding resulting from surface water runoff and capacity constraints in surface water drainage systems.
- B. In developing Local Development Frameworks and considering planning proposals, a sequential risk-based approach to development and flooding should be adopted as set out in PPS25. This approach must be informed by Strategic Flood Risk Assessments prepared by planning authorities in liaison with the Environment Agency to inform the application of the Sequential Test and, if necessary, the Exception Test, in development allocations in their LDDs and consideration of planning proposals.

POLICY 36: TREES, WOODLANDS AND FORESTS

Strategies, plans and programmes, and planning proposals should:

- a. in line with the North East Regional Forest Strategy, seek to maximise the social, economic and environmental opportunities that trees, woodlands and forests present, particularly in regeneration areas and on derelict, damaged and underused sites;
- b. support the expansion of community forestry;
- c. facilitate the expansion of tree cover, particularly in urban centres and the rural urban fringe, to provide accessible leisure, recreation and environmental education opportunities;
- d. support the establishment of integrated timber processing facilities, including related industries such as renewable energy, close to existing facilities and timber resources;
- e. seek to maximise the tourism development opportunities presented by woodlands and forests, particularly in rural areas; and identify and ensure strong protection of areas of ancient woodland; and
- f. ensure that proposals for expansion of tree cover do not have adverse effects on internationally designated sites of nature conservation importance.

POLICY 37: AIR QUALITY

Strategies, plans and programmes and planning proposals should:

- a. contribute to sustaining the current downward trend in air pollution in the region;
- b. consider the potential effects of new developments and increased traffic levels on air quality; and
- c. consider the potential impacts of new developments and increased traffic levels on internationally designated nature conservation sites, and adopt mitigation measures to address these impacts.

POLICY 38: SUSTAINABLE CONSTRUCTION

Strategies, plans and programmes, and planning proposals should:

- a. ensure that the layout and design of new buildings and developments minimise energy consumption;
- b. encourage and promote opportunities for new developments or the redevelopment or refurbishment of existing buildings to achieve high energy efficiency and minimise consumption in terms of energy efficiency best practice, BREEAM rating and the Code for Sustainable Homes;
- c. encourage and facilitate homeowners and businesses in improving their energy efficiency and reducing consumption; and
- d. promote and secure greater use of local renewable energy in new development, including through Development Plan Documents, setting local level size thresholds for major new development and require all relevant developments, particularly major retail, commercial and residential developments, to secure an ambitious but viable percentage of their energy supply from decentralised and renewable or low carbon sources. In advance of local targets being set in DPDs, major new developments of more than 10 dwellings or 1000m² of non-residential floorspace should secure at least 10% of their energy supply from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable.

POLICY 39: RENEWABLE ENERGY GENERATION

Strategies, plans and programmes, and planning proposals should:

- a. facilitate the generation of at least 10% of the Region’s consumption of electricity from renewable sources within the Region by 2010 (454 MW minimum installed capacity);
- b. aspire to further increase renewable electricity generation to achieve 20% of regional consumption by 2020;
- c. facilitate the achievement of the following minimum sub regional targets to 2010:

Northumberland	212MW
Durham	82MW
Tyne & Wear	22MW
TeesValley	138MW
	454MW

POLICY 40: PLANNING FOR RENEWABLES

Strategies, plans and programmes should support and encourage renewable energy proposals and identify renewable resource areas. In assessing proposals for renewable energy development significant weight should be given to the wider environmental, economic and social benefits arising from higher levels of renewable energy, and the following criteria should be considered:

- a. anticipated effects resulting from development construction and operation such as air quality, atmospheric emissions, noise, odour, water pollution and the disposal of waste;
- b. acceptability of the location and the scale of the proposal and its visual impact in relation to the character and sensitivity of the surrounding landscape;
- c. effect on the region’s World Heritage Sites and other national and internationally designated heritage sites or landscape areas, including the impact of proposals close to their boundaries;
- d. effect of development on nature conservation sites and features, biodiversity and geodiversity, including internationally designated and other sites of nature

- conservation importance, and potential effects on settings, habitats, species and the water supply and hydrology of such sites;
- e. maintenance of the openness of the Region's Green Belt;
 - f. accessibility by road and public transport;
 - g. effect on agriculture and other land based industries;
 - h. visual impact of new grid connection lines;
 - i. cumulative impact of the development in relation to other similar developments; and
 - j. proximity to the renewable fuel source such as wood-fuel biomass processing plants within or close to the Region's major woodlands and forests.

POLICY 41: ONSHORE WIND ENERGY DEVELOPMENT

Strategies, plans and programmes should provide a positive policy framework to facilitate onshore wind energy development within the following broad areas of least constraint for wind energy developments:

- a. Kielder Forest has the potential to become a Strategic Renewables Resource Area, including large scale wind energy development;
- b. The following areas have potential for medium scale development:
 - South and West Berwick upon Tweed
 - North/ South Charlton
 - Knowesgate Area
 - Harwood Forest
 - Northern Coalfield south of Druridge Bay
 - Kiln Pit Hill Area
 - North Durham Upland Coalfield
 - South Durham Upland Coalfield
 - East Durham Limestone Area
 - Tees Plain
 - Teesside
- c. Small wind farms in urban areas and on the urban rural fringe should also be supported, particularly within the following areas:
 - Sunderland;

- South Tyneside; and
- Tees Valley.

The broad locations of these areas should be identified within Local Development Frameworks using Policy 40. Their identification does not preclude proposals being considered in other areas in terms of Policy 40.

POLICY 42: OVERALL MINERALS STRATEGY

Minerals and Waste Development Frameworks, Minerals Development Frameworks, Local Development Frameworks, and planning proposals should:

- ensure that land is made available to provide an appropriate contribution to local, regional and national needs for minerals;
- ensure the prudent use of minerals resources in line with sustainable development objectives;
- ensure the effective environmental management of mineral extraction and processing sites, high quality restoration and aftercare, and appropriate beneficial after uses;
- promote the transport of minerals and minerals products by rail or water wherever practicable and minimise the effects of transport by road;
- identify and safeguard significant mineral resources from other types of development; and
- include criteria based policies against which individual minerals proposals will be assessed.

POLICY 43: AGGREGATE MINERALS PROVISION

Minerals and Waste Development Frameworks, Minerals Development Frameworks, Local Development Frameworks, and planning proposals should make provision to maintain a landbank of planning permissions for primary aggregates which is sufficient to deliver 26.25 million tonnes of sand and gravel and 156 million tonnes of crushed rock over the 21 year period 2001-2021 based on the following apportionment to sub regional areas.

	Sand and gravel (m tonnes)	Crushed rock (m tonnes)
Durham	8.0	99.5
Northumberland (including	14.6	47.8

National Park)		
Tyne & Wear	3.5	6.0
Tees Valley	0.21	2.9

To reduce the need for primary aggregates over the period 2001-2016 Minerals and Waste Development Frameworks, Minerals Development Frameworks, and Local Development Frameworks should:

- a. facilitate the increased use of alternative (secondary and recycled) materials, including suitably located minerals recycling facilities, to enable the regional target of supplying 76 million tonnes of alternative materials to be met;
- b. ensure that development projects use construction materials that reduce the demand for primary aggregates where practicable; and
- c. safeguard existing wharves and where appropriate propose new wharves for the handling and distribution of imported materials to enable a minimum of 9 million tonnes of marine dredged sand and gravel to be imported.

POLICY 44: OPENCAST COAL

Minerals and Waste Development Frameworks, Minerals Development Frameworks and Local Development Frameworks should, in consultation with the coal industry, identify acceptable areas for the opencast extraction of coal, subject to individual proposals meeting relevant development control criteria. Where this is not possible minerals authorities should either indicate broad areas of search or the extent of the shallow coalfield and the constraints within that area.

Minerals Authorities should adopt a presumption against opencast coal extraction unless:

1. the proposal is environmentally acceptable, or can be made so by planning conditions or obligations; or
2. the proposal can provide local or community benefits which clearly outweigh the likely impacts.

Where opencast coal extraction is acceptable, provision should be made for the extraction, stockpiling, if necessary, and beneficial use of fireclay.

All extracted minerals should be transported by rail whenever possible.

POLICY 45: SUSTAINABLE WASTE MANAGEMENT

Strategies, plans and programmes, and planning proposals should give priority to initiatives which encourage behavioural change through:

- a. developing and implementing waste minimisation plans and schemes;
- b. implementing waste awareness and education campaigns;
- c. developing reuse schemes; and
- d. minimising the use of primary construction materials and the production of waste;

and should be based on the following key principles:

- a. the waste hierarchy with minimisation at the top, then reuse, recycling, composting, waste to energy and landfill;
- b. enable waste to be disposed of in one of the nearest appropriate installations; and
- c. ensuring communities take more responsibility for their own waste.

POLICY 46: WASTE MANAGEMENT PROVISION

Strategies, plans and programmes should provide the management capacity for the annual tonnage of waste arisings set out in Table 3¹ & 3A². The type and number of facilities should reflect local circumstances within the strategic framework established by RSS policies and will be based on:

Household Waste – to increase recycling and composting to 40% by 2010 and 46% by 2016

Municipal Solid Waste – to increase recovery to 53% by 2010 and 72% by 2016

Commercial & Industrial – to increase recovery to 73% by 2016

¹ Table 3 is on page 151 of the North East of England Plan.

² Table 3A is on pages 152 & 153 of the North East of England Plan.

Waste and Local Development Frameworks should:

- a. allocate sites for waste management facilities and contain policies which identify specific criteria for the location of waste management facilities, having regard to the locational and planning considerations set out in national planning policy, the environmental and social-economic impacts, the suitability of the road network and the potential for access by non-road transport;
- b. encourage the provision of new waste related businesses to process recycled materials including, where appropriate, defining suitable sites and/or criteria based policies;
- c. facilitate the development of a network of small scale local waste management facilities in accessible locations, and effective methods of waste management such as facilities to separate or store different types of waste, including materials that are required to be separated for kerbside collection schemes;
- d. limit additional landfill sites unless it can be demonstrated that there is insufficient capacity for the deposit of residual wastes: and
- e. assess the capacity gap for the municipal solid and commercial and industrial waste streams.

Minerals and Waste Development Frameworks, Local Development Frameworks and planning proposals should require the submission of a waste audit for major developments and provide details of in-house or on-site waste management facilities.

POLICY 47: HAZARDOUS WASTE

Waste and Local Development Frameworks should provide for a range of new facilities for the treatment and management of 567,000 tonnes of hazardous waste per annum by 2010/11, 610,000 tonnes per annum by 2015/16 and 671,000 tonnes per annum by 2021/22.

Waste Management Method	2010/11 '000 tonnes	2015/16 '000 tonnes	2021/22 '000 tonnes
Landfill	156	168	187
Physical/chemical treatment	115	124	136
General hazardous waste incineration	34	37	40
Animal/healthcare waste incineration	1.7	1.9	2

Solvent recovery	76	82	90
Oil & oil/water recovery	132	143	156
Metal bearing waste recovery	15.1	16.2	18
Other recovery/recycling	36	38	42
Total	567	610	671

Note: Figures may not add up due to rounding

Waste and Local Development Frameworks should:

- a. identify specific sites or criteria for the location of facilities to treat and manage hazardous waste, with priority being given to appropriate industrial areas in Tyne and Wear and Tees Valley;
- b. identify criteria against which individual proposals will be assessed; and
- c. provide for the appropriate treatment of hazardous waste where this arises on a regional or sub regional scale.

POLICY 48: INTERNATIONAL GATEWAYS

48.1. Airports

To support the growth of the Region's airports, strategies, plans and programmes and planning proposals should take due account of the possible need to improve surface access links by all modes, particularly by public transport.

At Durham-Tees Valley Airport priorities for consideration will be to:

- a. improve bus services to Darlington, Middlesbrough, Stockton and Durham City;
- b. improve rail services and rail integration with the main terminal buildings; and
- c. improve access on the surrounding road network, including Long Newton Junction, the A66 Darlington bypass and the Darlington Eastern Transport Corridor.

At Newcastle International Airport, priorities for consideration will be to:

- d. improve public transport access to the airport;
- e. overcome the constraints on the wider road network including the A1 Newcastle/Gateshead Western Bypass;

48.2. Ports

To support the Region's ports, strategies, plans and programmes should seek to achieve good surface access and multi-modal links to all the Region's ports.

Particular priorities will be:

- a. rail loading gauge enhancements to Teesport;
- b. development of existing infrastructure at ports for strategic multi-modal road-rail and rail-sea freight interchanges, together with passenger facilities; and
- c. support and encourage the sustainable development of Teesport.

POLICY 49: REGIONAL TRANSPORT CORRIDORS

49.1. Local Transport Plans, if appropriate, and other strategies, plans and programmes should focus on improving sustainable accessibility and the efficiency of movement along the strategic transport networks within the following Inter-Regional Transport Corridors:

- A1/East Coast Main Line;
- A19/Durham Coast rail line;
- A66/Tees Valley rail line; and
- A69/Tyne Valley rail line.

49.2. Particular priorities should be:

- East Coast Main Line power supply;
- Rail loading gauge enhancements to Teesport;
- A1Newcastle/Gateshead Western Bypass as part of a Tyne & Wear demand management and investment strategy;
- A19 Junction improvements in Tyne & Wear allied with the New Tyne Crossing; and
- Rail services between the city-regions and beyond to London and Scotland.

49.3. The strategic function of all major routes should be retained and major investment should seek to tackle issues of safety and congestion and to enable opportunities for further development to come forward in accordance with the RSS. Demand management measures should also be considered as part of packages of measures to address congestion, environmental and safety issues.

- 49.4. Major transport studies should be undertaken for the A1 through County Durham and the A19/A66/A174 in the Tees Valley to consider multi-modal solutions to the problems of increasing congestion levels. The performance and safety of the A1 North of Newcastle should continue to be monitored and a Regional Network Report approach should be adopted for all strategic highways.

POLICY 50: REGIONAL PUBLIC TRANSPORT PROVISION

Strategies, plans and programmes should develop public transport provision that encourages a rebalancing of the transport system in favour of more sustainable modes. Local Transport Plans and other strategies, plans and programmes should support that action, which will focus on measures that:

- a. ensure that new development and redevelopment is located and designed to promote and encourage walking, cycling and public transport provision;
- b. support the integration of public transport services across modes, and improved journey time reliability and affordability;
- c. promote the continued development of real time information and Traveline, the regional public transport information service;
- d. develop common Region-wide ticketing across all public transport modes, including through-ticketing;
- e. introduce common bus fares standards, particularly discounted fares for children and older people;
- f. within the Tyne & Wear conurbation, encourage and support the revitalisation of the Metro system;
- g. consider the development of a rail-based metro system for the Tees Valley City-Region
- h. encourage the use and development of Bus Quality Partnerships and where appropriate, Bus Quality Contracts in liaison with operators;
- i. encourage and investigate the application of innovative public transport solutions to reduce social exclusion in urban and rural areas;
- j. promote and encourage new and improved public transport services, particularly to Key Employment Locations and other employment areas, retail, sports, leisure, tourism and other community facilities, currently poorly served by public transport; and

- k. provide adequate levels of revenue to maintain and enhance, where appropriate, the quality of bus, rail, coach and the Tyne & Wear Metro services;
- l. investigate the potential for new and expanded Park & Ride facilities to contribute to reducing congestion and to encourage greater public transport use.

Particular priority should be focused upon the development of a high quality, high frequency and integrated bus based network for each city-region. This would include the development of ticketing/smartcard mechanisms, real-time information and innovative marketing.

POLICY 51: STRATEGIC PUBLIC TRANSPORT HUBS

- 52.1. Strategies, plans and programmes should support the development of a 'Core and Feeder' public transport system focused on a network of key interchanges. Local Transport Plans and other strategies, plans and programmes should support the development of the interchanges:
- 52.2. Strategic Public Transport Hubs of Middlesbrough, Darlington, Sunderland, Durham City and Newcastle, particularly around railway stations, should:
 - a. be the focus for higher density land uses and/or mixed land uses that require a high level of accessibility, subject to the environmental capacity of the area to accommodate that development;
 - b. be prioritised for the development of high quality interchange facilities and service integration between all modes of transport and increase the level of cycling and walking to these hubs; and
 - c. be the focus of improved service frequency and journey time reliability along the 'Core Corridors' linking these hubs.
- 52.3. Particular priorities for sub-regional and local hubs in the Main Settlements, Regeneration Towns, the main Rural Service Centres, metro stations and district level interchanges that act as hubs for their surrounding areas are to:
 - a. focus higher density land uses and/or mixed land uses that require a high level of accessibility. The scale of development should reflect the role and function of each hub;
 - b. enhance service connections and journey time reliability to the Strategic Public Transport Hubs;

- c. improve public transport service provision around surrounding areas, to develop better integrated 'feeder' service networks; and
- d. increase the level of cycling and walking accessibility to these hubs.

POLICY 52: STRATEGIC FRAMEWORK FOR DEMAND MANAGEMENT

The Regional Planning Body in conjunction with other authorities and the Highways Agency shall develop a strategic framework for demand management that will:

- a. identify locations where congestion, air pollution or other environmental and social problems related to car traffic are currently, or likely to become, an issue;
- b. reflect and respond to Government initiatives on demand management and road pricing;
- c. cover both the strategic and local transport networks;
- d. identify locations, with an emphasis on city-regions, where appropriate demand management measures should be pursued;
- e. ensure that inter-location competition issues are given appropriate consideration;
- f. ensure that accessibility and the provision of travel options are given appropriate consideration;
- g. ensure that a comprehensive approach is taken to include the provision of public transport alternatives;
- h. identify the full range of demand management measures, including parking policies, that should be considered for implementation through programmes, LTPs and LDFs; and
- i. influence the Region's investment and management priorities.

The framework will also identify contributions that business and other sectors can make to implementing demand management measures.

POLICY 53: DEMAND MANAGEMENT MEASURES

- 53.1. Local Transport Plans and other strategies, plans and programmes should develop integrated demand management measures to address congestion, environmental and safety issues, which include the contribution of:

- a. bus lanes and other highway reallocation and management measures;
 - b. park and ride;
 - c. car sharing schemes/car clubs;
 - d. parking standards;
 - e. ‘softer’ transport policy measures including personalised travel planning, travel awareness campaigns and tele-working, teleconferencing;
 - f. workplace parking levies; and
 - g. road user charging.
- 53.2. Priorities will be the Tyne & Wear and Tees Valley conurbations where the most acute congestion problems exist, and should be targeted at discouraging short distance journeys by private motorised modes of transport.
- 53.3. The nature of pricing solutions should fully consider both the impact of related policy measures to improve public transport and the contribution of parking policy and travel plans.
- 53.4. Local Transport Plans and Local Development Frameworks should ensure that under-performance in any one of the measures set out is accounted for by a compensatory increase in other measures.
- 53.5. Measures should take into account future traffic forecasts, which should include assessments of trip reductions as a result of changes in working practices and increasing local service provision, and e-services that will reduce the need to travel and demand for movement.

POLICY 54: PARKING AND TRAVEL PLANS

- 54.1. The Regional Planning Body in consultation with local authorities will prepare statements on parking standards for each city-region and for the rural areas.
- 54.2. To complement these statements, Local Transport Plans and other strategies, plans and programmes, and planning proposals should:
- a. seek to minimise parking provision for non-residential developments, linked to coordinated proposals for public transport and accessibility improvements and demand management;

- b. apply guidance set out in national planning policy on residential parking standards, reflecting local circumstances;
 - c. ensure travel plans are prepared for all major development proposals that will generate significant additional journeys which should seek to maximise travel by public transport, cycling, walking and car sharing. At the Key Employment Locations and Brownfield Mixed-Use Locations consideration should be given to developing a coordinated approach for the whole site, including overall levels of parking provision; and
 - d. indicate the nature and extent of contributions that will be necessary to improve transport infrastructure and services as part of development in particular areas or sites.
- 54.3. To complement these statements Local Transport Plans and other strategies, plans and programmes should also:
- a. set maximum parking standards for non-residential land uses in line with the standards set out in the statements for city-regions and for the rural areas, seeking to reduce provision below these levels in locations with good public transport access, particularly in the Strategic Public Transport Hubs and to a lesser extent in the sub-regional and local hubs;
 - b. develop management strategies in each Interchange hub for the appropriate level of total parking stock that is consistent with the above; and
 - c. ensure that the pricing of new parking provision does not undermine local parking regimes.

POLICY 55: ACCESSIBILITY WITHIN AND BETWEEN THE CITY-REGIONS

- 55.1. Local Transport Plans and other strategies, plans and programmes should seek to improve access, particularly by public transport, between:
- a. the Tyne & Wear and Tees Valley City-Regions; and
 - b. the conurbations and Regeneration Towns and Rural Service Centres within the city-regions.
- 55.2. Local Transport Plans and other strategies, plans and programmes should also support a package of measures to improve accessibility within and between the Tyne & Wear and Tees Valley City-Regions, including:
- a. demand management measures including road space reprioritisation to modes other than the private car, particularly on the main arterial routes;

- b. prioritising high quality public transport measures that improve the frequency, journey time and reliability of services, including the revitalisation of the Metro. In the short term particular priority should be focused upon the development of a high quality, high frequency and integrated bus based network. High quality rapid transit solutions should be investigated as options for longer term improvements;
 - c. the longer term role of demand management, including pricing measures to restrain private car use;
 - d. public transport access improvements to Key Employment Locations and Regional Brownfield Mixed-Use Locations particularly from the more deprived areas ; and
 - e. intervention on the A1 and A19 strategic highway networks to tackle major congestion hotspots, including Newcastle/Gateshead/Western Bypass, junctions along the A19 and the New Tyne Crossing.
- 55.3. Public Transport improvements should focus on introducing measures to improve the frequency, journey time and journey time reliability of existing public transport services particularly to and between the Strategic Public Transport Hubs. Improving interchange facilities, access and safety enhancements to these hubs should also be prioritised.

POLICY 56: ACCESSIBILITY IN RURAL AREAS

Local Transport Plans and other strategies, plans and programmes should:

- a. develop core networks of public transport links focused on key hubs, and in particular on the rural service centres, with frequent services from these centres to the Conurbations and Main Settlements within the two city-regions;
- b. develop feeder public transport services from surrounding rural areas to the Rural Service Centres, ensuring integration with core network services;
- c. in more remote rural areas, seek to develop innovative demand responsive public transport, rather than rely on more traditional forms of public transport; and
- d. support the introduction and concept of Community Rail Development, such as the Esk Valley pilot, to offer vital services for passengers and freight enabling them to improve accessibility and contribute towards a modal shift away from private motor vehicles particularly for commuting.

POLICY 57: SUSTAINABLE FREIGHT DISTRIBUTION

Local Transport Plans and other strategies, plans and programmes should:

- a. prioritise strategic freight movements, alongside strategic passenger movement on the Regional Transport Corridors;
- b. support rail loading gauge enhancements to Teesport and the Port of Tyne, particularly from the East Coast Main Line;
- c. support and encourage the sustainable development of Teesport;
- d. safeguard existing rail freight lines, for enhanced use by freight and, possibly, passenger services, for example the Ashington, Blyth, Tyne Line, and particularly where this would address capacity issues on the East Coast Main Line;
- e. protect the Leamside Line from development in order to assist its possible reinstatement for freight services and improved public transport accessibility in the longer term;
- f. promote the efficient local delivery of freight by reallocating road space to freight uses, where appropriate, particularly in the conurbations;
- g. prioritise the development of new services and multi-modal freight interchange capacity at existing operational facilities, including rail-connected ports;
- h. protect land at the former goods yard at Tweedmouth, that may be required as part of the ECML improvements;
- i. encourage local authorities to enter into Freight Quality Partnerships with freight operators to improve the management, and reduce the impacts, of freight movements; and
- j. support provision of HGV driver rest facilities in close proximity to the trunk road network.