Benwell Scotswood Area Action Plan
Development Plan Document
Part of the Local Development Framework
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## Section One: Setting the scene

1. **Introduction**
   - Introduction: 4
   - Planning policy context: 4
   - Sustainability appraisal and appropriate assessment: 5
   - Links to other strategies: 5
   - Regeneration Strategy: 6
   - The Sustainable Community Strategy: 7
   - Housing Strategy: 7
   - Public and private sector investment programmes: 8

2. **Characteristics, key challenges and opportunity**
   - Characteristics: 10
   - Key challenges: 10
   - The opportunity: 11

3. **Aims, vision and objectives**
   - Aims: 13
   - Vision: 14
   - Objectives: 14

4. **Strategic policies**
   - Spatial strategy for Benwell, Scotswood and West Road: 16
   - Delivering sustainable development: 17

## Section Two: Addressing key challenges

5. **Securing housing market change**
   - Promoting housing choice: 19
   - Promoting an affordable, balanced ‘housing ladder’: 20
   - Providing homes for all lifestyles: 21

6. **Education and employment**
   - Schools as key drivers for transformation: 26
   - Economic growth: 27
### Shops and services

- Developing a network of shops and services
- Making a qualitative improvement in convenience shopping
- Providing the social infrastructure for sustainable communities

### Environment and culture

- Balanced open space provision
- Sites of Local Conservation Interest and Nature Conservation Importance
- Utilisation and improvements to waterways
- Protecting and enhancing culture and heritage
- Developing culture and heritage

### Accessibility and connectivity

- Creating a strong street hierarchy
- Transforming public transport
- Making walking and cycling easier
- A new Tyne river crossing

### Section three: Delivery and implementation of regeneration

#### Key sites

- Scotswood Development Area
- Former Westgate Community College site
- District Heart
- Newcastle General Hospital site
- Benwell Dene

#### Delivering regeneration

- Developer contributions
- Delivering regeneration at the local level
- Funding and delivery of objectives

#### Monitoring and Review

- Monitoring and delivery framework

### Maps and figures

- Map 1: Proposals map
- Map 2: Housing land allocations map
- Map 3: Employment map
- Map 4: Open space map
- Map 5: Accessibility and connectivity strategy map
- Map 6: Street hierarchy map
- Map 7: Cycling network map
- Fig 1: Housing site schedule
- Fig 2: Monitoring and delivery framework
<table>
<thead>
<tr>
<th>Appendices</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appendix 1: List of core documents</td>
<td>80</td>
</tr>
<tr>
<td>Appendix 2: General conformity of Plan policies with other policies and</td>
<td>89</td>
</tr>
<tr>
<td>evidence base</td>
<td></td>
</tr>
<tr>
<td>Appendix 3: Alignment of Plan vision and objectives with other strategies</td>
<td>99</td>
</tr>
<tr>
<td>Appendix 4: Amended Unitary Development Plan (UDP) policies</td>
<td>111</td>
</tr>
<tr>
<td>Appendix 5: Proposals map, allocations and designations</td>
<td>113</td>
</tr>
<tr>
<td>Appendix 6: Neighbourhood approaches</td>
<td>118</td>
</tr>
<tr>
<td>Appendix 7: Glossary of terms</td>
<td>130</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>List of policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic policy SP1: Spatial strategy</td>
</tr>
<tr>
<td>Strategic policy SP2: Delivering sustainable development</td>
</tr>
<tr>
<td>Policy H1: Housing provision and distribution</td>
</tr>
<tr>
<td>Policy H2: Achieving tenure choice and diversity</td>
</tr>
<tr>
<td>Policy H3: Choice of housing types</td>
</tr>
<tr>
<td>Policy EE1: School provision</td>
</tr>
<tr>
<td>Policy EE2: Economic growth</td>
</tr>
<tr>
<td>Policy EE3: Mixed use development</td>
</tr>
<tr>
<td>Policy EE4: Securing training and employment opportunities</td>
</tr>
<tr>
<td>Policy SS1: Hierarchy of shopping centres</td>
</tr>
<tr>
<td>Policy SS2: New retail development</td>
</tr>
<tr>
<td>Policy SS3: Convenience store</td>
</tr>
<tr>
<td>Policy SS4: Location and distribution of community facilities</td>
</tr>
<tr>
<td>Policy EC1: Achieve a balanced approach to open space</td>
</tr>
<tr>
<td>Policy EC2: Local Nature Conservation sites</td>
</tr>
<tr>
<td>Policy EC3: Utilising waterways for open spaces</td>
</tr>
<tr>
<td>Policy EC4: Protecting and enhancing culture and heritage</td>
</tr>
<tr>
<td>Policy EC5: Developing culture and heritage</td>
</tr>
<tr>
<td>Policy AC1: The street hierarchy</td>
</tr>
<tr>
<td>Policy AC2: Public transport</td>
</tr>
<tr>
<td>Policy AC3: Walking and cycling (recreational routes)</td>
</tr>
<tr>
<td>Policy AC4: Paradise bridge</td>
</tr>
<tr>
<td>Policy KS1: Scotswood Development Area</td>
</tr>
<tr>
<td>Policy KS2: Former Westgate Community College site</td>
</tr>
<tr>
<td>Policy KS3: District Heart</td>
</tr>
<tr>
<td>Policy KS4: Newcastle General Hospital site</td>
</tr>
<tr>
<td>Policy KS5: Reopening Benwell Dene</td>
</tr>
<tr>
<td>Policy D1: Developer contributions</td>
</tr>
</tbody>
</table>
1 Introduction

Introduction

1.1 The Benwell Scotswood Area Action Plan, (hereafter referred to as the Plan) will form part of the Local Development Framework (LDF) which brings together the statutory planning policies and proposals for Newcastle. The LDF is being prepared under the Planning and Compulsory Purchase Act 2004; the LDF together with the Regional Spatial Strategy will form the Development Plan for the city. Saved Unitary Development Plan Policies (UDP) will be superseded on completion of the LDF. At the heart of the LDF is the Core Strategy, due for adoption in 2011 or 2012. This document will set out the city wide vision, objectives and policy framework for development in Newcastle to 2024. Until the Core Strategy is adopted, the Plan works within the framework provided by saved UDP policies and Regional Spatial Strategy (RSS).

1.2 The Plan will cover the period 2009 to 2024 and beyond and will focus upon the delivery of regeneration in the Benwell, Scotswood and West Road neighbourhoods. The Plan will not only set out the policy framework against which planning applications will be assessed, but will be the spatial plan that acts as the key delivery vehicle for the regeneration of the plan area. It will help deliver and coordinate public and private sector investment.

1.3 This Plan was submitted to the Government for an independent examination in August 2008. The Plan had been developed through a series of stages, involving the establishment of a large evidence base and extensive public consultation. Details of consultations and our responses can be found published alongside this Plan in the Statement of Compliance; details of the evidence base can be found on the Council’s website, www.newcastle.gov.uk/ldf or obtained from Newcastle City Council (NCC). Appendix 1 contains a list of these supporting documents and related references.

1.4 The Plan has been prepared in accordance with the LDF Local Development Scheme and has been prepared in compliance with the LDF Statement of Community Involvement. It is accompanied by a Sustainability Appraisal Report, which considers the environment, social and economic impacts of the proposals, and the factors and options that helped to refine the proposals in this document, and an Appropriate Screening Opinion.

Planning policy context

1.5 The Plan must be in accordance with national, regional and local planning policies. These include Planning Policy Guidance Notes (PPG), Planning Policy Statements (PPS) and saved UDP policies. The Plan as part of the LDF must be in general conformity with the RSS.
1.6 The RSS was published in July 2008 very shortly before submission. The Plan contributes to the RSS aims in Policy 1 of:

- 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

1.7 At the time of submission this Plan was being progressed in parallel with the LDF Core Strategy. However, the Core Strategy was withdrawn in December 2008 and will not now be re-submitted until perhaps 2010 or 2011. References to the Core Strategy have therefore been removed from this Plan A document in the evidence base, reference BS 12-03 BSAAP – Note on the relationship of the Plan to UDP aims, saved UDP policies and RSS policies (also referred to in Appendix 2) shows in table form the general conformity of the Plan policies with the saved UDP policies and policies in Regional Spatial Strategy.

**Sustainability appraisal and appropriate assessment**

1.8 The Plan seeks to meet the principles of sustainable development whereby economic growth is achieved alongside social inclusiveness and environmental responsibility. The Plan has been subject to a sustainability appraisal through which its proposals have been tested against a set of sustainability objectives at each stage of its preparation. In addition to this, screening for a Habitats Appropriate Assessment has also been carried out on the Plan as required under European Directive 92/43/ EEC (The Habitats Directive).

**Links to other strategies**

1.9 In terms of the city wide context, this Plan helps to deliver the vision developed through NCC’s Regeneration Strategy and more recently the Sustainable Community Strategy. These two documents outline a long-term vision for the kind of city we want to create as well as setting out a range of exciting initiatives that will be delivered in partnership across Newcastle to deliver that vision. Our place shaping vision for Newcastle is that:

“In 2021, Newcastle will be a vibrant and sustainable city with a diverse, growing population that is healthy and thrives in a strong, dynamic economy. Our public spaces will have been transformed, building on the city’s distinctive and unique character. Residents will enjoy equal chances in employment, education, housing and health.”

1.10 Delivering this vision means making improvements in a number of areas: transport; health and wellbeing; education and skills; housing and strong communities. These
improvements will not just be about ‘bricks and mortar’ – they will require changes to the way we do things and the development of innovative, new approaches to service delivery. The scale of transformation that we envisage will require new and exciting buildings as well as changes to the way we currently use land, roads and public spaces in the city. That is where this document has a vital role to play in helping to deliver our place shaping agenda for Newcastle. The policies set out in the Plan will help to support the delivery of the ‘spatial’ parts of our long-term vision for the city.

1.11 Benwell, Scotswood and the West Road is an area full of potential to undergo regeneration and achieve the vision. The evidence base – comprising consultations with local communities and stakeholders and a Plan Parameters Report - demonstrates that the area is rich in heritage and that its people have a passionate pride in their community and a desire for change for the better. The area, by virtue of its extensive cleared development areas and investment opportunities, has the potential to play a leading role in improving quality of life and sustainable growth in the city. As such, the Plan is a fundamental part of a range of policies and strategies that will direct this regeneration.

Regeneration Strategy

1.12 As stated, NCC’s Regeneration Strategy currently outlines the long-term vision for the City. Developed in close engagement with partners, the Strategy used the most up to date analysis of the challenges we face as well as a realistic appraisal of the strengths that we can use to take Newcastle forward. It significantly updated the city’s Community Strategy – The Newcastle Plan 2004-07 and provided the basis for the development of the new Sustainable Community Strategy (SCS) which was published in April 2008.

1.13 The Plan contributes to the following core values and principles set out in the Regeneration Strategy at page 5:

- achieve a step change in the local economy, focusing on economic growth to drive the regeneration of the city;
- pursue truly sustainable development, minimising the use of non-renewable resources;
- ensure that all residents enjoy equality of opportunity by providing them with the skills and resources to make choices and participate fully in society;
- welcome and nurture local distinctiveness and creativity;
- place community benefit at the heart of everything we do to ensure we promote inclusive, cohesive and safe communities so that the change process is owned by the people who will be most affected by it;
- prioritise our investment plans to achieve the outcomes of this strategy.
The Sustainable Community Strategy

1.14 The Newcastle Partnership published the Sustainable Community Strategy for Newcastle in April 2008, replacing the Community Strategy of 2004. The vision and objectives set out in this Plan are broadly consistent with the Sustainable Community Strategy. The Strategy’s main themes are as follows:

- Strengthening the economy;
- Improving wellbeing, health and independence;
- Managing environmental impact;
- Creating and sustaining quality places to live;
- Creating safe, inclusive, cohesive and empowered communities; and,
- Improving outcomes for children and young people.

Appendix 3 (revised) gives a summary in table form of the alignment of the Plan’s vision and objectives with the Regeneration Strategy, Sustainable Community Strategy and other local strategies.

Housing Strategy

1.15 NCC’s Housing Strategy: Homes for a Sustainable Future sets out NCC’s long-term vision for housing up to and beyond 2021. It recognises the important role that housing can make towards creating cohesive, sustainable communities and its contribution to the overall regeneration of the city. As such, the Housing Strategy is entirely compatible with the policies set out in the Plan.

1.16 The Housing Strategy is structured around eight key priorities:

- Offering the homes that people want
- Delivering more affordable homes
- Addressing students housing needs
- Delivering high quality homes
- Delivering sustainable neighbourhoods
- Homes for older people and people with disabilities
- Homes for an increasingly diverse population
- Homes for vulnerable people and people with support needs
The proposals set out in the Plan are vital to the successful delivery of these priorities and to ensuring that the housing offer in Newcastle reflects the long-term ambition to create vibrant and attractive places to live.

1.17 The second Local Transport Plan (LTP2) for Tyne and Wear (2006 – 2011), along with the West Newcastle Transport Framework (WNTF), provides a strategic response to the spatial and transport patterns in Tyne and Wear and contributes to the delivery of NCC's strategy. The aim of the LTP 2's strategy is to support and enhance the drive for regeneration and greater economic prosperity by:

- Improving accessibility through better road, public transport and pedestrian and cycle networks
- Improving road safety through better design and pedestrian and cycle networks
- Reducing congestion through appropriate highway design and use designation, improved public transport provision, and reduced the reliance on private vehicles
- Improving air quality through greater use of sustainable modes. The LTP2 emphasises the importance of walking and cycling.
- Improving the quality of life
- Improving public transport

Regeneration of Benwell, Scotswood and the West Road provides great opportunity for innovation in the provision and management of transport by remodelling the local urban fabric. NCC will be working very closely with transport providers to ensure that 21st century standards of service are achieved.

Public and private sector investment programmes

1.18 A number of key public sector investment programmes are working in West Newcastle and in support of this Plan. These are:

- Housing Market Renewal Pathfinders – Bridging NewcastleGateshead (BNG)
- Growth Point – Bridging NewcastleGateshead
- The Decent Homes Programme – Your Homes Newcastle
- Building Schools for the Future – Newcastle City Council and Aura
- LIFT Co - Primary Care Trust
- National Affordable Homes Programme - Homes and Communities Agency
• Social Housing Investment Programme – Homes and Communities Agency
  Public Private Partnerships

• Priority Sites

• Proposed Scotswood Urban Regeneration Vehicle (URV)

• Local Housing Company.

1.19 Bridging Newcastle Gateshead (BNG) is one of nine Housing Market Renewal
Pathfinders (HMR) set up by the government to tackle the problems caused by low
demand housing. The Plan area remains a priority for Bridging
Newcastle Gateshead in their 2008-11 Programme, following five years of
investment and support in neighbourhoods across the Plan area. BNG has
approved or allocated funding for continued land assembly in Scotswood, planning
and delivery of the Scotswood Development Area (SDA), property improvements in
the High Cross Renewal Area and two Neighbourhood Management schemes in
Benwell and Scotswood.

1.20 The development of SDA and Newcastle General Hospital will improve investment
prospects, generate value, and increase private sector confidence. Public funding
and the adoption of the Plan will help deal with the barriers to private sector
investment, such as poor quality environment and negative market perceptions.
Later sections identify how the Plan will be delivered and monitored. In particular,
the table in Chapter 12 shows who will be involved, how the policies are to be
delivered and how we will measure success.
2 Characteristics, key challenges and opportunity

Characteristics

2.1 The neighbourhoods which make up Benwell, Scotswood and the West Road are located approximately 3.5 km from the western edge of the city centre and form part of an area known as West Newcastle. The Plan area is bounded by the river Tyne to the south, the A1 to the west, West Road (A186) to the north and Bentinck Road to the east. There are approximately 6,900 properties in the area, though a number of these properties are currently vacant, awaiting demolition or both, there are consequently approximately 6,000-6,500 occupied properties. Recent clearance programmes carried out by NCC, assisted by BNG, have been extensive, establishing the potential for dramatic change in the area. Benwell, Scotswood and the West Road contain a diverse range of neighbourhoods both in terms of urban character and socio-economic profile.

2.2 West Newcastle has seen development from Roman times onwards. The area contains extensive archaeological remains from the time of the Roman occupation and the line of Hadrian’s Wall is still reflected in modern street patterns. However, much of the Plan area has been influenced more by the mass industrialization in the 19th century and the area was previously associated with heavy industry and armament production. Economic restructuring in the past 30 years has led to the decline and closure of traditional industries and the associated residential role of the area. The reliance on these industries has left a legacy of decline, deprivation, de-population and high unemployment which successive regeneration initiatives in the 1980’s and 90’s have not reversed. Between 1971 and 2001, the population of the ‘core’ West End declined by a third, from 41,000 to 28,000. Today the West End is home to a diverse community comprising a wide range of social ethnic groups. The detailed challenges and opportunities for change in the Plan area are set out in the Parameters Report.

Key challenges

2.3 The challenge for the Plan and complementary strategies and programmes is to tackle the root causes of this decline through a long term, comprehensive regeneration programme which addresses not only physical impediments but also economic and social barriers where possible. On the 2004 Index of Deprivation the wards of Benwell and Scotswood fall within the 10% of most deprived areas in England for all seven domains: crime, education, skills and training deprivation, employment deprivation, barriers to housing and services, income deprivation and living environment deprivation. The main key challenges for the regeneration of the area will be to tackle the:

- Continued population decline and fragmented communities
- Limited economic activity and incomes
- Low skills levels and low levels of educational attainment
- Poor external image and perceptions of the area
- Limited north south connections
- Inadequate road networks and deficient public transport systems
- Poor accessibility to employment sites
- Fear of crime
- Limited housing choice, poor quality housing, low owner occupation levels
- Limited range and quality of shops and services, and leakage of expenditure out of the area
- The abundant but poor quality and under used green space
- Poor health indicators and inequalities linked to deprivation
- Lack of long lasting successful transformation of the area
- Historical legacy of former land uses including coal mining

The opportunity

2.4 Benwell, Scotswood and the West Road occupies a strategic location which is currently under utilised. There is a strong commitment from stakeholders to ensure the vitality and viability of the area is transformed, enabling the area to become a location of choice for many people and businesses and create sustainable communities. The Plan will aid this process through its spatial and land use proposals which, through implementation, will contribute to creating attractive residential environments that retain existing communities and attract new ones. The Plan will also assist in making the most of historic and cultural assets such as the Hadrian’s Wall World Heritage site.

2.5 BNG has a strategic remit to transform the housing market in the Benwell, Scotswood and the West Road area. The BNG strategy recognises that to achieve this involves a comprehensive approach which tackles housing issues in conjunction with access to employment, transport and services set within a high quality environment. A range of initiatives are proposed and this Plan offers the opportunity to comprehensively co-ordinate the regeneration of the area.

2.6 Areas within the Plan area where there are problems with the existing housing stock, low demand and empty properties have been designated as housing renewal areas. NCC, YHN and others are taking coordinated action to improve the quality of private and public sector housing. Providing decent homes in a safe and attractive environment is important for the health and well-being of communities. Poor housing can create a vicious circle of decline that can lead to areas getting a
bad reputation and thus an unpopular place to live. This in turn leads to a breakdown in communities. Decent homes are a key element of any thriving, sustainable community and will also ensure these areas benefit and are not left behind as the area regenerates.

2.7 A proposed exposition in the Scotswood Development Area (SDA) will act as a catalyst for wider regeneration and will be the key to transforming the area. SDA provides an excellent opportunity to test and strengthen the housing market in the area in the short term. It has the potential to have a knock-on effect on the surrounding area, creating a new sense of place and challenging how the locality is perceived. Innovative design elements can help to influence and drive up market confidence. The SDA must be connected to the surrounding neighbourhoods to help deliver wider regeneration benefits.

2.8 An Excelsior Academy opened in September 2008. This offers the potential to raise the skills levels of the existing population and ensure the Plan area is more attractive to families. The Excelsior Academy will help drive economic transformation of the area, providing a range of education and training opportunities of high standards to local people. Benwell, Scotswood and the West Road will become an outstanding example of what successful regeneration feels like, with a City Academy and popular and affordable homes as well as a vibrant community life.

2.9 For the area to prosper it is essential to attract more investment from businesses. The development of business accommodation and the need to retain and expand existing businesses is a priority and will provide job opportunities. The Whitehouse Enterprise Centre (originally built as an abattoir), which is in the ownership of NCC, has come to the end of its life. Although it currently provides business accommodation, industrial units and business centre, the building is outdated, in poor condition and the costs of refurbishment far exceed the costs of replacement. Private and public sector investment has been secured for the redevelopment of the site to provide over 10,000 sq metres of commercial accommodation. In addition to business development within the Plan area, residents will benefit from job opportunities in the City Centre to the east and Newburn Riverside employment area to the west, both of which are in close proximity to the area.

2.10 These factors combined mean that Benwell, Scotswood and the West Road is capable of attracting and supporting a growing, diverse population, and creating mixed inclusive communities. In so doing the Plan must address the present underlying problems associated with Benwell, Scotswood and the West Road such as poor housing choice, high unemployment, ill-health and health inequalities, poor environment and inadequate community infrastructure. These issues have, in part, led to substantial population loss and lack of success in regeneration over the last 30 years.

2.11 The vision and preferred strategy for Benwell, Scotswood and the West Road, outlined in the next chapter, has been developed in response to these findings and in consultation with key stakeholders and members of the community at all stages of the plan preparation. The vision reflects the planning and economic policy objectives set out at a national, regional and local level and the aspirations of BENG.
3 Aims, vision and objectives

Aims

3.1 Through the plan making process the following has been derived as the overarching aim for the area:

To have substantially and noticeably transformed the image and experience of living, working and visiting Benwell, Scotswood and the West Road by 2024.

3.2 The area will be transformed as a result of regeneration opportunities, meeting the following more specific aims:

- By 2024 Benwell, Scotswood and the West Road will be a series of distinctive and attractive neighbourhoods with different residential offers and identities, able to meet the needs and aspirations of communities in a sustainable manner.

- By 2024 Benwell, Scotswood and the West Road neighbourhoods will complement and reinforce each other creating an area of mixed and inclusive communities. Good quality, basic amenities and services will be within walking access of everyone.

- By 2024 Benwell, Scotswood and the West Road will be internationally known for its exemplary design and community renewal. Heritage, cultural, and environmental assets, including the line of Hadrian’s Wall, will have been enhanced and developed to create a sense of place.

- By 2024 Benwell, Scotswood and the West Road, which lies in close proximity to the city centre, will have a sustainable transport network which facilitates access to education and employment opportunities.

3.3 The planned increase in population and prosperity will assist in delivering a more mixed and balanced community and will be better able to support improved local shops and other commercial services and facilities, helping to create a sustainable community. For these strategic goals to be achieved, this Plan aims to enable Benwell, Scotswood and the West Road to play a distinctive role and function within the region, city and West Newcastle. Benwell, Scotswood and the West Road will provide a contemporary, distinctive residential district of Newcastle within close proximity of the city centre and a strategic highway network that attracts people back to the city. It will be a sustainable family-oriented district of the city, form a city centre ‘grow-on’ area and provide a new residential extension to the West End of Newcastle that revives the Tyneside ‘north bank’. To achieve this, proposals need to be of a transformational quality and realise the quality standards set elsewhere in the city.
Vision

3.4 In order to achieve the strategic aims the vision for the plan can be summarised as:

A family friendly area that will successfully compete with other parts of the city and region, which is characterised by distinctive neighbourhoods and sustainable communities that are built to last and will support economic growth

Objectives

3.5 The strategic aims and vision for the Plan are underpinned by the following objectives which have been developed in response to the current issues and realities of the area. They have been identified and agreed in consultation with stakeholders including residents and community representatives.

◆ Creating a good image for the area
  To develop a powerful ‘brand’ and quality of life ‘package’ that matches the expectations of people who want to stay in or will be attracted to the area.

◆ Attracting new and diverse people, particularly families
  To diversify the demographic and socio-economic base of the area through retaining existing and attracting new residents to the area, particularly families.

◆ Benefiting from city economic growth
  To transform local people’s capacity to benefit from city and regional economic growth through improved education opportunities and provision of local employment opportunities.

◆ Schools as key drivers of transformation
  To facilitate schools and other education providers to be key drivers of transformation of the area, through giving appropriate priority to the development of new and improved facilities.

◆ Delivering a wider choice of housing
  To deliver a greater diversity of housing type, tenure and affordability levels, through interventions in the housing market.

◆ Providing a good, accessible range of shops and services
  To co-locate shops and services at attractive, convenient and accessible locations, through the provision of new retail and to regenerate existing district neighbourhood centres.

◆ Health and wellbeing
  To contribute to improvements in health and wellbeing of the community.
◆ **Starting with the parks**  
To provide a network of well designed open spaces which create a sense of place, provides identity to neighbourhoods and supports natural environments.

◆ **Making the most of historic, landscape and cultural assets**  
To conserve and make the most of the areas historic, landscape and cultural assets as key distinguishing features, through protecting enhancing and developing these assets.

◆ **Building on its strategic location and addressing accessibility**  
To address the physical barriers to connecting people to jobs and services within and outside of the area. Particularly addressing local accessibility and strategic connectivity by sustainable forms of transport and enhancing connections to and from employment locations.

◆ **Creating safe and secure environments**  
To establish safe and secure, sustainable and inclusive neighbourhoods, through the mix and design of development and management of neighbourhoods.

◆ **Future-proofing development**  
To reduce carbon emissions and activities that contribute to climate change, through encouraging the use of renewable energy on-site and the use of more sustainable methods of construction.

◆ **Getting it right**  
To ensure that proposals are realistic and deliverable with widespread support.
4 Strategic policies

4.1 The aim, vision and objectives underpin the whole Plan and have gained widespread stakeholder support through the consultation process. The following policies provide the strategic approach to deliver the vision and objectives. Strategic policy SP1 gives an overall picture of how development will be guided to deliver the vision and objectives of the plan and Strategic policy SP2 relates to how sustainable development will be delivered. Refer to Map 1 for the Proposals Map

Spatial strategy for Benwell, Scotswood and West Road

Strategic policy SP1: Spatial strategy

The main spatial elements of the strategy for Benwell, Scotswood and the West Road over the plan period are as follows:

- Existing residential areas, commercial areas and strategic open spaces will be maintained and new development will be of a quality design with particular emphasis given to Gateway locations and the public realm.

- In allocating and phasing housing, the highest priority will be for a new neighbourhood in Scotswood, designed to increase the choice of quality housing for families, improved health and wellbeing, better education provision and environmental responsibility.

- Scotswood Road Corridor will be retained for employment land and provide economic development opportunities of regional and citywide significance as well as local employment opportunities.

- Local enterprise will be encouraged through allocation of mixed use sites at the District Heart and Neighbourhood Centres.

- Land is allocated to facilitate the development of new schools as key drivers of regeneration.

- Adelaide Terrace will be developed as the District Heart for the West End providing a range of quality shopping, public services and a growing local economy through allocation of land for mixed use developments.

- Convenience shopping will be supported at the General Hospital site and as part of the Scotswood new neighbourhood.

- Benwell Dene will be developed as a quality park of citywide significance and, together with Hadrian’s Way and Denton Dene, will be a key component of a family friendly environment.

- Public transport will be given priority on West Road, Benwell Lane and Armstrong Road and high quality services developed to increase accessibility to the city centre and sub regional employment centres.
Delivering sustainable development

Strategic policy SP2: Delivering sustainable developments

The main criteria for delivering sustainable communities in Benwell and Scotswood over the plan period are as follows:

- Deliver development of an appropriate type, form, scale, mix, density and the right layout relative to the neighbourhood centre and support amenities in the neighbourhood for people’s day to day lives.

- Ensuring that new development minimises the use of resources (including land) and promotes the effective and sustainable use of resources (including land and infrastructure) and addresses legacy issues arising from former and historical land uses, including coal mining.

- Safeguard and capitalise on the local environment, including the need to deliver effective and sustainable use of resources.

- Promoting thriving mixed use centres and fully accessible neighbourhoods served by good public transport, walking and cycling, as well as linking them to adjoining communities and the city as a whole.

- Contribute to promoting a positive sense of place and identity, recognising the wealth of historic assets in the area.

- Contribute to creating a well connected, safe, accessible and healthy local environment with well designed public and green spaces.

- Supporting and enhancing the quality of public services and amenity provision to meet the needs of all the community, including provision of education and training opportunities, health care, community facilities, leisure and recreation.

- Neighbourhood and public realm management

4.2 The neighbourhoods of Benwell, Scotswood and the West Road have suffered from continuous decline for the last 30 years and successive regeneration initiatives have had mixed results. Despite such area decline, significant advances have occurred and the long term commitment of stakeholders such as BNG NCC, YHN and the voluntary sector has helped to tackle unsustainable housing and encourage effective neighbourhood management.
4.3 Improvements need to be undertaken as part of a targeted regeneration growth strategy to break the pattern of decline. Population decline has eroded the basis of existing neighbourhoods making them unsustainable. Four different growth options were considered within the Preferred Options Report which identified the impacts of these options for the Plan area. These options were based on the opinions and views of local stakeholders and residents.

4.4 The consultation showed strong support for the Preferred Option C Transformation (family+). This envisages a preferred population target for Benwell, Scotswood and the West Road over the plan period 2004-2024 in the order of 17,500 - 18,000 people (an increase of approximately 4,000 people or between 25% and 30% of the current population of 13,759, the equivalent of regaining that lost between 1981 and 2001).

4.5 To achieve growth over the plan period, development will be targeted specifically at housing suitable for families as a matter of priority with a particular emphasis within the Scotswood neighbourhoods. SDA is the largest site in the Plan area in a prominent location. This site needs to be developed first, in order to generate critical mass and create market confidence in the area. This will bring about a step change in the performance of the market. This will help to improve investment prospects and encourage redevelopment of smaller sites.
5  Securing housing market change

5.1 The aftermath of a fragile, and in some parts, failed housing market in Scotswood, Benwell and the West Road presents a number of challenges if the area is to achieve long term sustainability. The Plan recognises there is no case, at this point, for significant further demolition of the remaining housing stock, over and above the housing clearance which has already been agreed with the communities. Any further interventions will be informed by the English Heritage guidance on low demand housing. This is because the social housing sector is now much more stable primarily due to past clearance and interventions by YHN and other Registered Social Landlords (RSL). However the current housing tenure balance in the Plan area is not sustainable in the longer term, with 41% of stock in the social rented sector, and only 34% owner occupation. This compares with a city average of approximately 55% owner occupation. Whilst the social and private rented sectors will continue to meet the needs of many households, in the long term the demand for these tenures will continue to shrink as more and more households are projected to aspire to, and seek owner occupation.

5.2 Recent history of the area shows that meeting these challenges will require a comprehensive approach which puts new and improved housing at the core of the renaissance of Benwell, Scotswood and the West Road. Creating more mixed communities is central to the vision. The area has a number of opportunities and assets which the Plan can exploit. Population and household growth and the continued economic expansion of Newcastle as the regional centre provide the potential to improve the fortunes of existing residents and attract new people to the area. In practical terms, Benwell, Scotswood and the West Road have large areas of land with capacity for approximately 2,500 new homes (partly as a result of the housing clearance programme). The trend of out-migration has slowed down and stabilised, with more people choosing to live in and remain in the area. However, the market still remains fragile.

5.3 The Housing Strategy for Newcastle seeks to support the economic growth of the city, improve housing choice and affordability, and improve the quality of neighbourhoods. Key outcome targets to be achieved across the city by 2024 include:

- An increase in the rate of owner-occupation to 63%
- The provision of 15,000 new homes of which 6,000 will be affordable
- The development of 7,500 new family homes with 3 or more bedrooms
- The provision of additional social housing in line with need and demand
- The development of new ways of improving access to housing including supporting interventions that help people progress through the housing market and find a home that meets their needs

This Plan specifies the provision of 2,184 newbuild homes to be delivered within Benwell, Scotswood and the West Road over the life of the Plan period. The
housing policies will directly link, and contribute to, the overall housing priorities and outcomes for the city. The Plan recognises the specific characteristics and imbalance of the housing market in the area and the need to integrate a diverse set of neighbourhoods and communities.

**Promoting housing choice**

**Policy H1: Housing provision and distribution**

- The provision of 2,184 (gross) additional homes will be allocated over the Plan period, taking account of existing planning permissions. Provision will be expected to be phased over the Plan period as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Homes</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009-2011</td>
<td>37</td>
</tr>
<tr>
<td>2011-2016</td>
<td>625</td>
</tr>
<tr>
<td>2016-2021</td>
<td>85</td>
</tr>
<tr>
<td>2021-2024</td>
<td>677</td>
</tr>
<tr>
<td>2009-2024</td>
<td>2,184</td>
</tr>
</tbody>
</table>

- Provision will be distributed across the sites identified in the Housing Site Schedule and Proposals Map.

- Development of the Grange Road site will be subject to the existing sports facilities on the site being (a) retained or (b) relocated to new sites that would serve the local community or (c) shown to be surplus to requirements.

Refer to Map 2 for Housing land allocations map

5.4 To create a critical mass and engender market confidence, to deliver image transformation and attract families to the area; proposals in highly visible areas such as the SDA will be an important early part of the process of image transformation. These sites will help change the performance of the market and will improve investment prospects and generate value from which to encourage redevelopment of smaller less attractive infill opportunities. Priority given to the development of larger sites will also play a dramatic role in dealing with the barriers to private sector investment, such as poor quality environment and negative market perceptions.

5.5 Benwell, Scotswood and the West Road present a brownfield land development opportunity which, if developed efficiently and linked to transport solutions, will enable more sustainable development patterns. The Council’s current target for the proportion of new housing, including conversions on previously developed land, is 80%. The development in the Plan area will exceed this, with the majority of development on previously developed land. New developments will be expected to be in line with the RSS, which indicates average densities of between 30 and 50 dwellings per hectare, with a minimum in any one scheme no lower than the national indicative density of 30 ha, set out in PPS3Housing. Higher density development will be encouraged within the District Heart, Neighbourhood Centres, and along the West Road Corridor.
Promoting an affordable, balanced ‘housing ladder’

Policy H2: Achieving tenure choice and diversity

Sustainable housing markets will be achieved by:

- Sites comprising of fifteen dwellings or more; 25% of the proposed housing will be subsidised affordable, including a minimum of 10% for rent

- Developments that do not differentiate between affordable and open market homes in terms of location, appearance and design, including materials and specification

- Encouraging homeownership in neighbourhoods where rented housing dominates to ensure a diverse tenure mix

5.6 The presence of a stable housing market is a key element of sustainable and mixed communities. The area should be a place where people choose to live. This means creating choice and creating a supply of a good mix of housing types and tenures to encourage the creation of mixed income communities that avoid the segregation and stigmatising of those on the lowest incomes and enable people to be able to buy into the area whatever their lifestyle and stage in life. The Plan area has experienced significant housing market weakness over an extended period, so a balance needs to be achieved between transformation, addressing affordable housing and other needs, and improving overall sustainability. This requires a policy approach which addresses imbalances in tenure and type as well as creating neighbourhoods of choice.

5.7 Policy H2 will increase the level of owner occupation from the current baseline to nearer the city average. The policy will also provide a proportion of new social rented housing in new build developments, to contribute to the formation of mixed communities as part of an overall approach to increasing affordable housing. Affordable housing is an important factor in helping to provide greater choice (both for existing residents and incoming residents) and a more stable housing market. The delivery of new affordable housing will help retain future generations within the Plan area, and will provide an opportunity to secure asset based wealth. A greater choice of affordable homes will improve the residential offer of the Plan area and will add to the area’s attractiveness in the wider housing market.

5.8 The current housing tenure balance in the Plan area is not sustainable in the longer term and does not foster the diversity of communities required for inclusive societies. The private rented sector has been growing at the expense of owner-occupation with some of this sector characterised by poor management and maintenance. In order to achieve a more sustainable balance of housing tenures and types, there is a need to retain the option to undertake redevelopment as part of the overall strategy. Any intervention will need to reflect need, demand and the aim of creating mixed communities across the Plan area.
5.9 There is a shortage of affordable housing in the Plan area and the new build housing capacity provides an opportunity to provide a broader range of affordable housing options such as shared ownership. NCC will continue to encourage the direct provision of affordable housing by registered social landlords. This will help to increase the range of housing options for low-income. There is a need to provide a proportion of new social housing in new build developments, as part of an overall approach to meeting the demand for good quality social rented accommodation within Benwell, Scotswood and the West Road. Whilst the social and private rented sectors will continue to meet the needs of many households, in the long term the demand for these tenures must be balanced with owner occupation to ensure stable, inclusive communities.

Providing homes for all lifestyles

Policy H3: Choice of housing types

Within new developments:

- There will be a range of property sizes and types minimising the proportion of smaller properties and apartments;
- Of fifteen dwellings or more 75% of accommodation will be at least three bedrooms at a minimum of 90 square metres of habitable floor area;
- In developments comprising 25 units or more, or on sites larger than 1 hectare in size flatted accommodation shall comprise no more than 1 in every 5 units.

5.10 The predominance of smaller homes has contributed to the lack of opportunities to move through the housing market within the Plan area as their requirements change. As a consequence, people looking for larger living space with greater flexibility have been left with few options within Benwell, Scotswood and the West Road. New-build developments must provide a range of property types that enable people with changing housing aspirations to continue to live within the area. Whilst the clearance programme and other investment has reduced the over supply of poor quality and low demand accommodation, there may be parts of the retained stock which don’t fit well with future demand and aspirations. Left unchecked, this increases the prospect of low demand returning in parts of the Plan area which could undermine broader sustainability.
### Housing site schedule - Site areas, targets and provisional phasing

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Size: net area for housing development (ha)</th>
<th>Indicative density: (units per ha) – see Policy H2</th>
<th>Target: minimum number of dwellings on site</th>
<th>2009 - 2011</th>
<th>2011 - 2016</th>
<th>2016 - 2021</th>
<th>2021 - 2024</th>
<th>Total 2009 - 2024</th>
<th>After 2024*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small site allowance</td>
<td>-</td>
<td>-</td>
<td>3</td>
<td>25</td>
<td>25</td>
<td>0</td>
<td>53</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>4029 Condorcum Industrial Estate (mixed use)</td>
<td>2.73</td>
<td>13</td>
<td>35</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>35</td>
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<tr>
<td>4227 Westgate Community College (south), West Road (mixed use)</td>
<td>1.70</td>
<td>24</td>
<td>40</td>
<td>0</td>
<td>0</td>
<td>40</td>
<td>0</td>
<td>40</td>
<td>0</td>
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<tr>
<td>4484 Westgate Community College (north), Grange Road</td>
<td>2.09</td>
<td>29</td>
<td>60</td>
<td>0</td>
<td>0</td>
<td>60</td>
<td>0</td>
<td>60</td>
<td>0</td>
</tr>
<tr>
<td>3119 Benwell Lower Waterworks, Axwell Park View</td>
<td>1.19</td>
<td>34</td>
<td>40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>40</td>
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<tr>
<td>3106 Scotswood Development Area (SDA)</td>
<td>43.23</td>
<td>42</td>
<td>1,400</td>
<td>0</td>
<td>600</td>
<td>600</td>
<td>360</td>
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<tr>
<td>4213 Benwell Dene Terraces</td>
<td>2.95</td>
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<td>60</td>
<td>0</td>
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<td>60</td>
<td>0</td>
</tr>
<tr>
<td>4214 Westfield Road</td>
<td>2.02</td>
<td>30</td>
<td>60</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>60</td>
<td>60</td>
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</tr>
<tr>
<td>3103 Atkinson Road, St James Crescent (mixed use)</td>
<td>0.26</td>
<td>46</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>12</td>
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</tbody>
</table>
## Benwell Scotswood Area Action Plan: Section Two

<table>
<thead>
<tr>
<th>Site Reference</th>
<th>Size: net area for housing development (ha)</th>
<th>Indicative density: (units per ha) – see Policy H2</th>
<th>Target: minimum number of dwellings on site</th>
<th>2009 - 2011</th>
<th>2011 - 2016</th>
<th>2016 - 2021</th>
<th>2021</th>
<th>Total 2009 - 2024</th>
<th>After 2024*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1604 Land west of River View Lodge, Armstrong Road</td>
<td>1.51</td>
<td>38</td>
<td>60</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>60</td>
<td>60</td>
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<tr>
<td>1518 Land at Dorcas Avenue</td>
<td>1.49</td>
<td>34</td>
<td>50</td>
<td>0</td>
<td>0</td>
<td>50</td>
<td>0</td>
<td>50</td>
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</tr>
<tr>
<td>3104 Conhope Lane (boundary of site to be defined) **</td>
<td>-</td>
<td>-</td>
<td>50</td>
<td>0</td>
<td>0</td>
<td>50</td>
<td>0</td>
<td>50</td>
<td>0</td>
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<tr>
<td>1616 Caroline Street and Maria Street (mixed use) ***</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>3025 Newcastle General Hospital Site (mixed use) ***</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>3087 Site of Benwell Social Club</td>
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<td>45</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>10</td>
<td>0</td>
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<tr>
<td>4433 St Bede’s RC Primary School, Whickham View</td>
<td>0.63</td>
<td>33</td>
<td>20</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>0</td>
<td>20</td>
<td>0</td>
</tr>
<tr>
<td>4479 Atkinson Road Primary School</td>
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<td>0</td>
<td>0</td>
<td>40</td>
<td>40</td>
<td>0</td>
</tr>
<tr>
<td>3053 Atherton Drive</td>
<td>0.75</td>
<td>40</td>
<td>30</td>
<td>34</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>34</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>61.5</strong></td>
<td><strong>31.2 (average)</strong></td>
<td><strong>1967</strong></td>
<td><strong>37</strong></td>
<td><strong>625</strong></td>
<td><strong>845</strong></td>
<td><strong>677</strong></td>
<td><strong>2184</strong></td>
<td><strong>240</strong></td>
</tr>
</tbody>
</table>
* Figure rounded to nearest 100. In addition to the above sites, there are a number of smaller infill opportunities and windfall development sites within the Plan area. These sites will additionally be considered, in the light of Development Policies and the provisions of this Plan. The development target figures set out above do not take account of the numbers of any windfall, infill or the speeding up of development. The potential phasing and delivery targets of new-build over the Plan period as illustrated in the table above are based on the available urban capacity of the Plan area and the minimum densities considered to be appropriate in design terms for each site. Monitoring of the release of sites will be reported through the Council’s Annual Monitoring Report.
6 Education and employment

6.1 In order to retain and attract people to live in Benwell, Scotswood and the West Road it is essential that there is a quality education offer and maximum opportunities afforded to people in the area to enjoy good quality education. Many of the existing primary schools in the area currently have falling rolls and significant surplus capacity. In addition some of the buildings in which they are housed are programmed for renewal either via refurbishment or rebuild as part of the Building Schools for the Future programme. Consequently alongside the Excelsior Academy, there are clear opportunities to transform the existing stock of primary schools through improvement and redevelopment. This will provide improved education opportunities and enable schools to continue their function as anchors for communities and drive forward transformation.

6.2 It is essential that there is access to employment and the needs of businesses should be accommodated and opportunities afforded to people to benefit from employment. The creation and protection of jobs in the local area, as well as providing access to employment in locations elsewhere in Newcastle, is a critical element. The priority in the early part of the Plan period should be to improve the skills of local people and their access by choice of mode of transport to existing employment opportunities in and surrounding the Plan area. The comparatively high levels of unemployment and economic inactivity, worklessness and low levels of household income in the Plan area can be improved by increasing the number and range of job opportunities that are available locally and improving access to those jobs outside the area. A key focus will be to ensure that there is increased connectivity to existing employment areas such as city centre, Metro Centre, Newcastle Great Park, Newburn Riverside, Newcastle Airport and other key employment sites via public transport.

6.3 Regional Spatial Strategy provides a policy framework for supporting a competitive economy and accommodating business needs. The preferred policy option for primary office growth will remain the city centre, with new technology through the Discovery Quarter. Outside the city centre, Newcastle Great Park will act as a major office research and manufacturing site for modern technology, information technology, digital based businesses and innovation and entrepreneurship. Newburn Riverside, immediately to the west of the area, will deliver office, general industrial and warehousing uses.

6.4 Therefore the provision of larger scale office and general business space within Benwell, Scotswood and the West Road would conflict with city wide strategic employment priorities. However existing evidence from local business organisations suggests that the area should continue to provide employment opportunities. Accordingly existing employment land designations along the Scotswood Road and Whitehouse Road will be retained. Support will be given to the development and improvement of employment spaces in the Neighbourhood and District centres to encourage these areas to act as key employment centres, particularly for service industries for Small and Medium size Enterprises (SME’s).
New small business units will be encouraged in these locations, existing employment areas and improved mixed use areas to complement and enhance the existing business offer in the area. Equally there are prospects arising from investment within and close to the Plan area including, the General Hospital site which is the Campus for Ageing Research and the Discovery Quarter.

Schools as key drivers of transformation

**Policy EE1: School provision**

- Educational opportunities will be supported by the improvement or redevelopment of primary schools in accordance with Policy SP2. Land is allocated as follows:

  a) Adjacent to Scotswood Neighbourhood Centre for a replacement site for St Bede’s RC Primary School (EE1a)

  b) The rebuilding Atkinson Road Primary School on the adjacent Site (EE1b)

  c) Excelsior Academy (EE1c)

  d) Bridgewater (EE1d)

6.5 Existing schools in the area have falling rolls and significant surplus capacity. Accordingly there is no requirement for an increase in the number of schools or spaces. The “Planning for Schools” document allows for the rationalisation and relocation of some school provision in return for more modern school facilities that present a positive image to existing and incoming families, schools are to be drivers of transformation and retain and attract families back into the area and help support residential development in Benwell, Scotswood and the West Road. A network of schools will be maintained and enhanced so that they are attractive and accessible for everyone. The policy will help improve the education opportunities in the area. It will be important to improve the quality and scope of existing educational facilities to raise school age attainment and offer the opportunity of improved adult facilities. Parents often prefer to live in areas where the local education provision is perceived to be high quality.

6.6 Policy EE1 provides the opportunity to encourage the co-location of services at attractive, convenient and accessible locations. Improving facilities for the school age population and with the potential to site other public service facilities on the same sites (e.g. health centre, community facilities, and leisure facilities) will also help to create new community hubs. Using schools as wider community facilities outside of school hours ensures resources and land are better utilised and has the potential to improve the skills base of the wider population through provision of adult education opportunities.
Economic growth

Policy EE2: Economic growth

- To support economic growth, Scotswood Road Corridor will be retained as an employment area focused on light industry, office accommodation and storage (Class B1, B8 of the Use Class Order), subject to a sequential test if necessary. Land is allocated as follows for the redevelopment of:

  a) The site of Whitehouse Enterprise Centre (EG1)
  b) Land at Violet Close & Buddle Road (EG2)
  c) Scotswood Bridge Head (EG3)
  d) City West Business Park (EG4)

6.7 Scotswood Road should be maintained as an employment corridor. The existing dual carriageway provides good access and supports this function. There is a strong sustainability argument that by creating local employment opportunities for local people, social inequalities can be addressed and the number of trips generated by employment uses can be reduced. By focusing on smaller light industrial space, managed workspace and incubator units the Plan area can establish a distinct identity for itself.

6.8 It is important that existing employment sites within the Plan area are protected and strengthened to build upon the valuable employment base which already exists. The area already has a strong defence sector presence which can be built upon, sustaining existing employment and creating the potential for new opportunities through supply chain development. The aim should be to establish and strengthen the area’s existing employment opportunities. Improving accessibility to job opportunities in the city centre, Newburn and Metro Centre is also key to improving employment opportunities; this is referred to in Policy AC2.

6.9 It is recognised that some small sites in the Scotswood Road Corridor alongside the River Tyne close to Scotswood road and rail bridges are subject to a high risk of flooding. The allocation of these sites as part of the larger employment area is being carried forward without change from the Unitary Development Plan Proposals Map. The Council carried out an assessment shortly before adoption of this Plan which showed that there were no sequentially preferable and available sites in the Plan area suitable for Use Class category B2 uses. In order to cover any change in circumstance, the Council will ensure that any proposals for development for these sites that come forward through the development control process are subject to full scrutiny including a site level sequential test and Flood risk Assessment under PPS25 Development and Flood Risk.

Refer to Map 3 for Employment map
Mixed use development

Policy EE3: Mixed use development

- Local economic growth through mixed use development will be supported in accordance with Policy SP2. Priority will be given to the provision of a range of accommodation for small to medium enterprises including ‘Creative Cultural Practitioners’ (CCP’s) accommodation. At the following locations mixed use development comprising a range of uses (Classes A1, A2, A3 and A4, B1, C1, C2, C3, D1 and D2 of the Use Classes Order) will be permitted; subject to other policies in the Plan being met:

  a) Condercum Road (see policy KS3)
  
  b) Site of former Westgate Community College, West Road (See policy KS2)
  
  c) Newcastle General Hospital, West Road (see policy KS4)
  
  d) Scotswood (Armstrong Road) Neighbourhood Centre (see policy KS1)
  
  e) Caroline and Maria Streets (Adelaide District Heart) (see policy KS3)
  
  f) Atkinson Road (Adelaide District Heart) (see policy KS3)

6.10 There are a number of sites within the Plan area that have been identified as suitable for mixed use development. A supply of business accommodation that forms part of a mixed use area will help to sustain local businesses by providing the conditions to enable ‘grow on’ space to be developed. Development will sustain local employment, and work alongside, rather than competing with, wider efforts to promote different forms of commercial and industrial development in other locations. Opportunities for mixed use development can help build on the existing strength of the area in terms of physical location and the existing business base. This can help strengthen existing centres, in particular Adelaide Terrace, and develop a distinct identity for the West End in employment terms, consistent with a sequential approach for uses which might be better located in more central locations.

6.11 Benwell, Scotswood and the West Road is in a fortunate position to be able to provide affordable flexible accommodation for the creative industries especially around Adelaide Terrace to develop a more mixed use nature of the area. This growth can and should take advantage of the cosmopolitan nature around West Road and Adelaide Terrace and connect to the SDA.
Securing training and employment opportunities

Policy EE4: Securing training and employment opportunities

Developers will be required to enter into targeted training and employment agreements, through Section 106 Agreements where appropriate and necessary, to ensure local residents are able to capitalise upon the training and employment opportunities generated by investment in the Plan area.

6.12 To help tackle the continuing high unemployment in the area, arrangements with the developers, potentially through Section 106 Agreements, will require contractors and end-users to enter into recruitment and training agreements with NCC. Employment and training opportunities will be generated through the inclusion of additional requirements from contractors through the tendering process for goods, works and services. Structured mechanisms will be put in place to maximise engagement and recruitment of unemployed/unwaged jobseekers on major capital projects, housing refurbishment and related activities within the area.

6.13 NCC has developed a range of policies, tools and projects to support an improvement in the city employment rate, with a particular emphasis on areas such as Benwell, Scotswood and the West Road which are experiencing chronic unemployment and have high numbers of individuals experiencing barriers to the labour market. To complement the planning and procurement policy, NCC will use a target setting model on large scale building projects which will quantify the numbers of training and employment opportunities that we expect to secure for local people. NCC will work with contractors to ensure that they are supported in recruiting local people with the right aptitude and basic skill levels and help them to access resources to meet ongoing skills needs. In addition to this, the use of existing projects and partnerships, such as Newcastle Futures and Shop for Jobs, will support individuals in their communities to get advice, guidance, skills training, employment support and personal development. This will link those individuals to the employment and training opportunities afforded by developments in Benwell, Scotswood and the West Road.
7 Shops and services

7.1 The provision of a good range of shops and services is a key factor in creating successful communities and vibrant neighbourhoods. In Benwell, Scotswood and the West Road the provision of retail and community facilities will play an important role in encouraging people to move into the area, particularly those within ‘family forming’ age groups. Hubs of shops and services encourage social interaction and in so doing improve the quality of life for local residents. The Plan also aims to reinforce the benefits of providing local access to convenience shopping and fresh food by encouraging healthier lifestyles and discouraging unnecessary journeys by car.

7.2 A high standard of shopping and local services will be established and maintained throughout the area, with a priority of maintaining the vitality and viability of the District Heart at Adelaide Terrace as the principal hub for community services, convenience and comparison shopping and leisure facilities. Other existing areas of shops and facilities will be reinforced, giving priority to those within the proposed retail hierarchy. Outside of these areas no additional retailing will be permitted with the exception of small scale local convenience retailing to support the sustainability of neighbourhoods and the vitality of proposed mixed use sites.

7.3 Major investment in the short to medium term to support and strengthen the provision of shops and services will help to demonstrate to existing communities that positive change is taking place within the area. As the population increases over the Plan period, further longer term opportunities are identified within the Plan. The Plan identifies the need to allow for the expansion of local shopping to regenerate or replace declining centres and create new services at the appropriate time, place and scale.

7.4 New convenience shopping development will be targeted to support the development of sustainable communities. This will provide local residents with easy, convenient access to quality convenience and fresh food provision. New retail development proposals will be expected to:

- Improve the quality of shopping provision and public services
- Incorporate the co-location of public services consistent with the hierarchy and roles of centres, thereby creating a network of community facilities
- Develop new retail provision in accordance with the retail hierarchy
Developing a network of shops and services

Policy SS1: Hierarchy of shopping centres

The scale and location of retail and service provision in the Plan area will be expected to be consistent with the proposed retail hierarchy below:

◆ District Heart

Adelaide Terrace will act as the District Heart for the West End, serving as a community hub for the neighbourhood centres of West Road, Scotswood (Armstrong Road) and Riverside Dene (formerly Cruddas Park). Principal community facilities will be focused within the District Heart, allied to district scale shopping and leisure facilities.

◆ Neighbourhood Centres

a) Scotswood (Armstrong Road) – a new neighbourhood centre is allocated within the SDA (Up to a 1,000sq m net floorspace has been approved for a convenience goods foodstore ‘satellite’ store as part of the SDA)

b) West Road – retained as a neighbourhood centre, its public realm will be enhanced and its cosmopolitan nature encouraged

Local community facilities will be expected to complement those of the District Heart within these centres, allied to neighbourhood shopping and leisure facilities.

◆ Convenience Store

Subject to the criteria in Policy SS2 being met, NCC proposes a new convenience store to serve the needs of the Plan area and West End as a whole. The Newcastle General Hospital site in the West Road Corridor has been identified as the most suitable, accessible and viable location for this purpose.

7.5 Retained UDP policies identify Adelaide Terrace as a District Centre and Armstrong Road and West Road as Neighbourhood Centres. Whickham View is also identified as a Local Centre. The Plan sees little reason to alter the location and hierarchy of the key service centres within the area. The Plan should enable a greater range and quality of shops and services to be developed as a consequence of increased demand and spending power resulting from a growing population and an improved choice of housing in the long term.

7.6 The need for new convenience shopping to support long term regeneration for West Newcastle has been identified through city wide and West End retail capacity studies. These have also considered options for the scale and distribution of new retail provision that would meet this need. Potential impacts on existing centres were also studied. A further retail background paper has assessed the findings in accordance with the sequential approach.
7.7 There is a need to improve the quality and choice of shopping to reduce the need for people to travel beyond West Newcastle, and support renewal and growth. Doing nothing, or building small stores would not claw back spending leaving the area. Building a number of smaller stores would simply compete directly with existing local facilities and weaken them, and would not deliver sustainability or regeneration. The most effective regeneration strategy is to secure one appropriately sized convenience store which could effectively retain spending within the area, in conjunction with satellite stores in existing or remodelled centres. Without this, existing and new residents who could travel would continue to shop elsewhere, and local shopping services would simply not improve. Creating a store of significant size and critical mass is important so that it can compete with similar stores elsewhere. Quality is also an important factor. The proposal is needed to help move Benwell, Scotswood and the West Road towards self sufficiency in shopping terms.

7.8 It is crucial for the Plan to be deliverable. The preferred location is the Newcastle General Hospital, where there is known developer interest. Adelaide Terrace, the previously preferred location for a new store, would require major resources for land assembly, and is not supported by evidence of its commercial viability. This option is not at present realistic. Nevertheless, Adelaide Terrace remains the most convincing location for the District Heart, even if the new convenience store is not adjoining. It has character, sufficient scale, and the potential to develop as the local high street with a range of services and an improved environment. The key focus of Adelaide Terrace will be to strengthen the convenience and comparison goods offer alongside a diversification into other non residential activities such as providing SME accommodation and community facilities. For example the new Customer Service Centre (CSC) at Adelaide Terrace, where a range of services and information from NCC and other public services can be accessed all under one roof. This will ensure that spending is retained and leakage to competing shopping locations is lessened. There will be greater activity and the re-use of vacant and underused property.

Making a qualitative improvement in convenience shopping

Policy SS2: New retail development

Newcastle General Hospital site is allocated for a new convenience food store in accordance with Policy KS4. The proposal will need to meet the following requirements:

- The quantitative and qualitative needs are fully demonstrated and the vitality and viability of existing centres within the Plan area are considered
- Architectural design that demonstrates excellence and innovation in new convenience store design, as benchmarked against European best practice
- Provides a ground floor frontage on to West Road of active uses

continued
- Relates harmoniously with adjacent buildings, particularly by way of scale, massing and materials
- Restores and incorporates in a sensitive fashion the existing listed and historic buildings
- The layout should respond to the cosmopolitan character of the surrounding West Road and maximise links to surrounding centres
- Manages travel demand in a sustainable fashion with minimal car parking and maximum provision for alternative modes of transport, taking account of the urban character of the area and its close proximity to the city centre
- Enables the realisation of Science City objectives on the remaining parts of the Newcastle General Hospital site, in line with Policy KS4
- The store is fully integrated with the existing West Road and Stanhope Street Neighbourhood Centres
- Recognition of the role of West Road as a major public transport corridor. The scheme will be required to contribute towards the improvement in the public realm, traffic management and town centre management and regeneration initiatives for West Road and Adelaide Terrace through S106 obligations

7.9 A convenience store of an appropriate size will be needed to retain the bulk of local spending within the area. The location options for achieving this have been considered in a sequential test. Consequently, an appropriate scale of development will be required to meet the qualitative need and compete with similar comparable convenience stores in the locality. However, the qualitative requirement will need to be set against the need to reduce the impact on other centres, and allow centres such as Armstrong Road to be improved. Benwell, Scotswood and the West Road currently has a low comparison goods shopping function. The Council seeks to concentrate new comparison goods floor space in the city centre to support regeneration. Any proposals for comparison shopping at this location will therefore be required to have full regard to the retail hierarchy set out in Policy SS1 of the Plan, and will be assessed in accordance with PPS6 Planning for Town Centres.

7.10 Saved UDP Policy EN1.1 and RSS Policy 8 require that development and proposals must comprise and promote good design which respects local distinctiveness and the positive qualities of the site and its surroundings. The development offers the opportunity to transform the area by delivering a building of architectural excellence, with a mix of uses, rather than single-use development plots that will ensure the integration of the site into the surrounding residential areas and the West Road. The development has the scope to complement the existing retail offer in the vicinity providing active frontages and mix of uses onto West Road whilst ensuring the listed and historic buildings are maintained and restored. This
policy together with Policy KS4 will ensure that the local urban character of the area is maintained and that a sustainable development is achieved. Measures will include: the provision of strong and direct pedestrian and cycle connections between the Town Moor and West Road; creating new east-west links; and managing travel demand with minimal car parking and maximum provision for alternative modes of transport.

Policy SS3: Convenience store

A new convenience store is allocated at Scotswood Neighbourhood Centre to regenerate the area, in line with policy KS1, as part of the SDA. The proposal will need to meet the following requirements:

- The proposed size will not exceed 1,000 square metres net of convenience goods floor space
- Architectural design that demonstrates excellence and innovation in satellite convenience store design, as benchmarked against European best practice
- Provides an active ground floor frontage onto Armstrong Road
- Relates harmoniously with adjacent buildings, particularly by way of scale, massing and materials
- Manages travel demand in a sustainable fashion with minimal car parking

7.11 Policy SS1 seeks to establish a balanced distribution of retail floor space to address retail leakage from the West End, serve local communities and stimulate regeneration within the area. The Newcastle General Hospital site is the most viable proposition within the area to address West End retail leakage, serve convenience shoppers and improve quality of shopping within Benwell, Scotswood and the West Road. The community consultation as part of the development of the Plan has indicated that existing residents see the improvement of retail provision as a priority for the area. However, unbalanced provision of a large convenience food store on the Newcastle General Hospital site may have a detrimental impact on the vitality and viability of Adelaide Terrace. The key strength of Adelaide Terrace is that it serves local shopping requirements. Policies SS1 and KS3 encourage this role. Despite this, the Plan remains a long-term strategy for regeneration. In the longer term, housing-led regeneration within the Plan area may be significant in improving the attractiveness of Adelaide Terrace to a greater range of retail operators. NCC needs to take a proactive approach in encouraging investment within Adelaide Terrace and facilitating this investment, to allow the District Heart to expand.
7.12 A step change in the quality, quantity and range of shops and services at Armstrong Road is needed. This will be done through the provision of a brand new Neighbourhood Centre as part of the SDA. A smaller format convenience store, of up to 1,000 square metres net floorspace, is proposed to anchor this centre. This should, however, be built in step with the development of housing within the neighbourhood and following proposed improvements and development at Adelaide Terrace.

Providing the social infrastructure for sustainable communities

Policy SS4: Location and distribution of community facilities

- The provision of new social infrastructure, including community, assembly, health and leisure uses (classes D1, D2 of the Use Classes Order) of an appropriate scale, will be focused at District Heart and Neighbourhood Centres, or on mixed use sites, well served by public transport routes and highly accessible to pedestrians and cyclists. The following locations have been allocated:

  a) Adelaide Terrace District Heart (Condercum Road/Maria Street/Atkinson Road) (see policy KS3)

  b) Scotswood Neighbourhood Centre (Armstrong Road/Whitehouse Road) (see policy KS1)

  c) West Road Neighbourhood Centre (and including the sites of the Newcastle General Hospital and former Westgate Community College) (see policies KS1 and KS2)

- Provision will be made for the development of quality community facilities to attract people to the area, increase usage and develop civic pride. New facilities will be expected to provide flexible activity and workspace which appropriately supports current and future needs of local communities.

- Wherever operationally practicable and complementary, community services will be co-located within the same building.

7.13 An efficient, modern range of services and social infrastructure is an essential element in creating a sustainable community in Benwell, Scotswood and the West Road. These facilities include GP surgeries, schools, community centres, NCC service centres and youth facilities. They provide the means by which people can access support services, improve their quality of life and interact with each other. Similarly in encouraging people to move back into the Plan area it will be crucial to ensure that new investment in social infrastructure occurs. In the short to medium
term, investment in the District Heart and Neighbourhood Centres will also provide the means to demonstrate to local residents that positive changes are happening. These should be the prime locations for investment in new social infrastructure and community buildings. The provision of services in one place will reduce local residents’ requirements to travel into the city centre. This decreases the number of trips into the city and increases environmental sustainability. Increasing access to community facilities will encourage more people to use services. This will increase footfall and lead to greater economic activity of shops and other commercial services in the District Heart and Neighbourhood Centres.

7.14 In addition to the general community uses, the need for a swimming pool in the area has been identified. A swimming pool would be most appropriately located within or adjacent to the District Heart. A new Customer Service Centre has been built alongside a Primary Care Trust (PCT) health centre in the District Heart.
8 Environment and culture

8.1 The provision and improvements of open space and parkland, which include play facilities for children, can help to retain existing residents as well as attracting new residents, particularly families, along with contributing to improvements in the health and well being of the population in the Plan area. Given the area’s capacity for change, Benwell, Scotswood and the West Road offers the greatest opportunity within Newcastle to provide substantial, accessible and quality open space, helping to meet the aspirations for new urban living. This in turn will strengthen its offer as a desirable residential location. There is an over provision of amenity spaces and development of some of these will support regeneration. Proper management of the remainder will ensure that open space is a positive asset which helps foster increased community safety and social interaction.

8.2 The area contains a wealth of physical and social heritage which future development in the area should respect and respond appropriately. Existing assets should be maintained and enhanced where appropriate. Heritage and culture are seen as an essential component of the regeneration process to create vibrant, diverse and desirable neighbourhoods. The opportunity exists for Benwell, Scotswood and the West Road to benefit from future cultural development. It should have cultural centres, providing infrastructure for community participation and improved links between places.

Balanced open space provision

Policy EC1: Achieve a balanced approach to open space

The following proposals will meet local open space needs:

- Parks and natural green space

To ensure decent park provision within the Plan area, Hodgkin Park will be retained. Denton Dene and Westgate Sports Centre site will be improved. These will be protected from harm or inappropriate development and improved in line with the Green Space Strategy and emerging LDF standards:

- Benwell Dene will be redefined and widened in association with investment in Hodgkin Park and the promotion of housing facing on to the Dene (see policies KS1 and KS5)

- Hodgkin Park and Benwell Dene will function as a District Park (see policies KS1 and KS5)

- A city-wide attraction will be supported in the Benwell Dene / Hodgkin Park area (see policies KS1 and KS5)

continued
d) New and improved amenity space linking Denton Dene and Hodgkin Park, and incorporating the Hadrian’s Way route will complement the SDA and will include equipped and informal play provision for children (see policies KS1 and KS5)

e) Denton Dene will continue to be conserved as an area of nature conservation, as well as offering opportunities for sport and other recreational activities, and will be improved to attract more users and to perform as a park

f) A series of smaller “doorstep” spaces will be retained or created providing amenity areas within easy reach of every home, in accordance with the Green Space Strategy and emerging LDF standards. These will be incorporated in redevelopment schemes throughout the Plan area

◆ Outdoor sports and facilities

Areas for outdoor sport and playing pitches will be retained and, where possible, their quality, accessibility and quantity increase within the plan area, in particular by:

a) Maintaining the West Gate Community College and Centre for Sport site as a District wide sport and recreation facility (see policy KS2)

b) Upgrading or providing District scale facilities at Denton Dene and West Gate Centre for Sport (see policy KS2)

c) Providing additional facilities at new or remodelled schools

d) Invest in improved children and young people’s facilities

◆ Other open space

Valued open space assets will be retained, protected and enhanced in the plan area, in particular:

a) A series of way-marked green links will link local spaces and provide residents with safe and welcoming non-vehicular routes to and through the area as shown on the proposals map. These include the following green links of Denton Dene, Benwell Dene and Hadrian’s Way (see policies KS1 and KS5)

b) Allotment gardening will be encouraged notably at Benwell Lane, South of Oakfield Gardens, Rear of Muswell Hill and Denton Dene
8.3 National, regional and local policy require the provision of open space, sport, recreation and play facilities to meet the needs of residents and those working in or visiting the city. The approach in the Plan is underpinned by an open space assessment which identified that the area contains many open space assets such as Hodgkin Park, Denton Dene, Benwell Nature Park and Scotswood Community Gardens, which will be refined and improved. However, the assessment identified and the plan addresses an imbalance of open space provision, i.e. a significant overprovision of under used, poor quality amenity green space, particularly associated with the cleared housing areas in the southern part of Benwell and Scotswood. However, other forms of open space are underprovided for and the open space assessment identified a lack of provision for outdoor sports facilities, provision for children and young people, parks and natural green space.

8.4 The preferred approach focuses on addressing this imbalance, along with a focus on improvements in terms of quality accessibility and interconnectivity of existing assets. There is strong public support for creating easier walking routes. The provision of such routes will greatly assist in sustainability terms, in creating choice in terms of commuting and accessing services and facilities, correlating with NCC’s policies on safe routes, particularly to schools. A key aspect of the Biodiversity Action Plan for Newcastle is the provision of a network of spaces and structures that allow ease of movement for wildlife and a habitat flora and fauna.

Refer to Map 4 for Open space map

Sites of Local Conservation Interest and Nature Conservation Importance

Policy EC2: Local Nature Conservation sites

◆ The following new Sites of Local Conservation Interest (SLCI) and Nature Conservation Importance (SNCI) are identified on the Proposals map:

a) Scotswood Nature Community Garden – Site of Local Conservation Interest

b) Tyne Mudflats – Site of Nature Conservation Importance

c) Paradise – Site of Nature Conservation Importance

8.5 The above sites set out in Policy EC2 have been identified within the plan area as additional Sites of Local Conservation Interest and Nature Conservation Importance to those identified in the saved UDP policies NC1.2 and NC1.3. At the time of adoption of this Plan the Council is embarking on a survey and reassessment of SNCIs (the upper level of local designations). This will help inform the setting of targets under National Indicator NI 197 ‘Improved Local Biodiversity-proportion of Local Sites where active conservation management is being achieved’ for the two SNCIs named above and the existing SNCI at Denton Dene (included in Policy EC1).
Utilisation and improvements to waterways

**Policy EC3: Utilising waterways for open space**

- Existing waterways will be protected and enhanced, most notably the Benwell Burn.

- To increase the quantity and improve the quality of natural green space, new waterways will be created and existing waterways will be enhanced, incorporating where possible:
  
  a) Appropriate landscape treatments including new woodland, marginal and aquatic planting

  b) Safe access points for interpretation and educational activities

8.6 Policy EC3 recognises the role that the existing natural water features in the Plan area can play in the drive for greater biodiversity. The policy seeks to encourage greater access to existing waterways within the plan area and, in particular, access to the Tyne River corridor. The policy will ensure the long term future of the natural watercourses within the area and seek to protect, conserve and improve, where appropriate, their quality and appearance. Watercourses will be reintroduced as part of the improvements to the open space system, incorporating them into Sustainable Drainage Systems (SUDS) where possible.

Protecting and enhancing culture and heritage

**Policy EC4: Protecting and enhancing culture and heritage**

Buildings and sites of local architectural, archaeological and historic interest will, where possible, be protected and their setting, features and character enhanced, to ensure the area benefits from its historic assets.

8.7 Benwell, Scotswood and the West Road are rich in historic assets. The level of intervention over the years, in parts, has reduced the quality of these assets. Listed buildings and scheduled ancient monuments in the Plan area are covered by national, regional and city-wide protection policies and the Plan does not seek to duplicate such policies. Plan policy EC4 seeks to act at the local level and it will help ensure that assets including those of local interest and value are, where possible, protected and enhanced through sensitive development in the future. The Council will support the re-use of buildings currently vacant or underused (as identified in Appendix 5) including Pendower Hall, Benwell Towers and Benwell Waterworks. Bringing them back into beneficial use would ensure the area benefits from its historic assets. Innovative modern designs are welcomed, as sensitive contemporary schemes and historic designs can work well together. Piece-meal changes to unlisted buildings of local importance should be avoided to ensure that historic fabric and integrity is retained.
Developing culture and heritage

Policy EC5: Developing culture and heritage

- Leisure, culture, heritage and tourism facilities which build upon West Newcastle’s historic assets. Sense of identity will be encouraged at the following locations:
  a) West Road and the line of Hadrian’s Wall
  b) District Heart
  c) Hodgkin Park
  d) Denton Dene
  e) Scotswood Development Area (SDA)
  f) Hadrian’s Way
  g) Benwell Nature Park
  h) Scotswood Community Garden

The types of proposals which will be encouraged at these locations will include:
small scale arts, cultural and performance venues; festivals; tourism, heritage and cultural interpretation; sports, music and dance facilities; and associated café/restaurant.

8.8 Access to cultural activities (including, music, sports, dance, drama, art, history, heritage, and environment) should be developed along with the promotion of festivals and encouragement of social cohesion and sense of community. Government Policy acknowledges that Creative Cultural Practitioners (CCPs) contribute to wealth creation, civic renewal and sustainable place making. The Regional Economic Strategy recognises the importance of the ‘creative class’ as a driver of economic growth. The opportunities for the development of new skills, new economic sectors and new employment opportunities will be encouraged.

8.9 The Plan area will also benefit from the cultural programme included in the SDA, which will help initiate the process of change and cultural transformation. The cultural programme will help transform the image and identity of Scotswood, creating a vibrant, diverse and culturally enriched community. It seeks to embed culture as an integral part of the regeneration process. The cultural programme will develop ways of exploring place, neighbourhood and community. It is seen as more than the provision of cultural buildings, facilities or events; it will actively involve individuals and communities in creative ways.
9 Accessibility and connectivity

9.1 Poor transport within Benwell, Scotswood and the West Road has been consistently identified at various levels as a barrier to accessing wider opportunities within both the area and wider Newcastle. The transport policies for this Plan seek to break these barriers and utilise the assets of the area to ensure inclusive access for all. The development of these policies has been informed by analysis of accessibility issues within the area. This has been drawn up in accordance with the aims and objectives of the Tyne and Wear LPT2 2006 - 2011, NCC’s regeneration strategy and West Newcastle Transport Framework (WNTF).

9.2 Movement, irrespective of mode, can essentially be viewed as the glue that binds the various elements and attractors of an area together into a more cohesive and useable whole. Benwell, Scotswood and the West Road is no exception to this and the accessibility and connectivity strategy outlined here sets out to address the key issues as they have been identified through analysis and consultation. It has also been informed by the changes brought about by regeneration.

9.3 This strategy aims to support residents and visitors as they seek to access the new developments that are anticipated to occur over the lifespan of the Plan. This strategy needs to facilitate access to the following:

- Existing and new education facilities
- The SDA, that will attract new residents and visitors to the area. These differing groups will have different movement needs and these will need to be catered for
- Public transport options that provide the levels of accessibility and connectivity so as to offer an alternative to the car for local and city wide journeys
- A new mixed use development, including a convenience store on the Newcastle General Hospital site, which will have minimal impact on the local road network and public transport services
- The existing District Heart at Adelaide Terrace which will continue and be improved so as to maintain its viability and the important district service centre function it performs
- Improved Hodgkin Park, which will need to be served by public transport
- Local services, for example GP surgeries and primary schools, which will change and impact on local travel patterns

9.4 Throughout the life cycle of the Plan, Benwell, Scotswood and the West Road will evolve and regenerate. This will offer a challenge to the transport network. Developments and activities in the area will capitalise on the proximity to the city centre and strategic road network in a sustainable fashion, through improving local accessibility and strategic connections, by (in order of priority):
- Designing walkable neighbourhoods which utilise the topography as a feature for inclusive access rather than a barrier
- Promoting opportunities for cycling
- Facilitating maximum public transport penetration, integration and north/south connections
- Making the most of the benefits of duelling Scotswood Road in minimising through-traffic through sensitive residential areas

9.5 Planning applications for significant developments will be required to be accompanied by a Transport Assessment, in line with the requirements of Government guidance at the time. Transport Assessments should set out the issues relating to a proposed development and what measures would be taken to deal with the anticipated transport impacts of the scheme and improve accessibility and safety for all modes of travel, particularly for alternatives to the car. All Transport Assessments will be required to examine the area of potential traffic impact resulting from a development and could extend beyond the boundaries of the Plan area.

Refer to Map 5 for Accessibility and connectivity strategy map
Creating a strong street hierarchy

Policy AC1: The street hierarchy

The local highway network will be designed and managed in accordance with the following route hierarchy:

- **Strategic highways:**
  The primary role of strategic highways is to cater for relatively fast moving, long distance traffic. These roads are expected to carry a large amount of traffic and be suitable for all heavy goods vehicles (HGV).

- **Main distributor roads:**
  These roads distribute predominantly medium distance traffic and bus services within the principal residential, commercial and industrial areas.

- **Secondary distributor roads:**
  Secondary distributor roads connect main distributor roads and strategic highways to smaller areas and carry lower volume of traffic than either of those categories, and fewer and lighter HGV's. Local traffic will predominate and pedestrian movement may be controlled depending upon traffic conditions.

- **Local distributor roads:**
  The role of local distributor roads is to link all areas of Benwell, Scotswood and the West Road. This approach will enable movement to and from the area via the key gateways. Vehicle speed can be reduced to 20 mph in order to encourage lower speed in areas of particular pedestrian activity. On street parking and frontage access are common place.

- **Residential streets:**
  The roads in the Plan area that are not designated as strategic highways, main distributor roads, secondary distributor roads, local distributor roads or public transport corridors, will be defined as residential streets designed for residential and minor business access. Pedestrian, cycling activity and play will be encouraged and, where viable, new and/or refurbished traffic layout, designed around “usable street” principles and “Manual for Streets”, will be undertaken.

- **Mixed-use streets:**
  A mixed-use street can be defined as an appropriate combination of multiple uses inside a single street within a neighbourhood where a variety of different living activities (live, work, shop and play) are in close proximity (walking distance) to most residents. Pedestrians and cycling activities should be enhanced and the visual and presence impacts of cars should be reduced.

continued
Public transport corridors:
Public transport use is a key element in tackling issues of employment and education accessibility. On these routes, priority should be given to expeditious movement of buses. Local traffic access should be retained along with local car parking for retail facilities, service providers, community buildings and residential properties.

The following table defines the street hierarchy

<table>
<thead>
<tr>
<th>Strategic highways</th>
<th>A1</th>
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<tbody>
<tr>
<td>Main distributor roads</td>
<td>Scotswood Road (A695)</td>
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<tr>
<td></td>
<td>Denton Road (A191)</td>
</tr>
<tr>
<td></td>
<td>West Road (portion of)</td>
</tr>
<tr>
<td>Secondary distributor roads</td>
<td>Armstrong Road/Westmorland Road</td>
</tr>
<tr>
<td></td>
<td>Benwell Lane/Adelaide Terrace/Whickham View</td>
</tr>
<tr>
<td></td>
<td>West Road</td>
</tr>
<tr>
<td></td>
<td>Condercum Road/Atkinson Road</td>
</tr>
<tr>
<td>Local distributor roads</td>
<td>Broadmead Way/ Fergusons Lane/ PeaseAvenue</td>
</tr>
<tr>
<td></td>
<td>Hodgkin Park Road</td>
</tr>
<tr>
<td></td>
<td>Whitehouse Road/Woodstock Road</td>
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<tr>
<td>Residential streets</td>
<td>All other roads</td>
</tr>
<tr>
<td>Mixed use streets</td>
<td>West Road Neighbourhood Centre</td>
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<tr>
<td></td>
<td>Adelaide Terrace/ District Heart</td>
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<tr>
<td></td>
<td>Scotswood Neighbourhood Centre</td>
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<tr>
<td>Public transport corridors</td>
<td>West Road</td>
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<td></td>
<td>Benwell Lane/Adelaide Terrace/Whickham View</td>
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<td>Armstrong Road</td>
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<td>Denton Road</td>
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<td>Scotswood Road</td>
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<td></td>
<td>Whitehouse Road</td>
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</table>

Refer to Map 6 for Street hierarchy map

9.6 The route hierarchy is consistent with that established by NCC for the city as a whole. The hierarchy of streets set out in PolicyAC1 is defined in order to maximise the efficiency of the available road network and minimise, where practical, the harm road use implies. By designating a street hierarchy, encouraging appropriate use and preserving public transport use, the Plan will assist residents and visitors as they access key facilities such as the future SDA and the Excelsior Academy. The Plan will also ensure that the road system is able to accommodate a rise in public transport requirements.
Transforming public transport

Policy AC2: Public transport

◆ Public transport corridors:

In order to preserve and build upon the public transport available in Benwell, Scotswood and the West Road, public transport corridors should be protected along the following routes:

a) West Road (section of)

b) Benwell Lane (whole route comprises Elswick Road/Adelaide Terrace/Benwell Lane/Whickham View)

c) Armstrong Road/Denton Road (whole route comprises Westmorland Road/St Johns Road/Armstrong Road)

d) Scotswood Road

e) Whitehouse Road

Provision should be made, where practical, to facilitate bus priority measures including priority at junctions and bus lanes.

Segregated bus ways will be considered as part of this provision, in order to provide a high level of public transport priority and enhance the attraction of bus services in the Plan area.

◆ Improving connectivity:

A key aim is to improve the accessibility and connectivity of the area.

◆ Adjusting the local network:

Working in partnership with bus operators, the local bus network will be expanded in order to connect new facilities, such as SDA and other developments.

◆ Providing north - south movement:

To provide for north-south movements in the Plan area, where practical ‘cross route’ corridors will be provided, to complement the existing east-west routes. Provision will be on the following roads:

a) Pease Avenue/Pendower Way

b) Delaval Road

continued
c) All local distributor routes as defined in Policy AC1

* Improving information and interchange:

New and/or improved local bus interchanges will be evaluated and implemented as necessary at the following locations:

a) Adelaide Terrace District Heart
b) Armstrong Road/Atkinson Road
c) Benwell Lane/Delaval Road.
d) Scotswood Development Area
e) Denton Road/Whickham View/Excelsior Academy

Funding for these works will be secured through local authority capital and revenue budgets, private sector contributions and other sources. A high standard of public transport information and signing for pedestrians will be provided.

* Facilitating links to the wider area:

Access to jobs, shopping, hospitals and leisure services will be provided with focus on the following sites outside the Plan area:

a) City Centre
b) Team Valley Gateshead
c) Newburn Riverside
d) Metro Centre
e) Newcastle Airport
f) Hospitals (especially Freeman and Royal Victoria Infirmary)

Improvements to access will be achieved by working in partnership with the Integrated Transport Authority and operators.

Using the provisions in the Local Transport Act 2008 a network of bus services will be provided including:

a) Commercial networks

continued
b) Socially necessary services such as hospital transport services

c) Demand Responsive Transport services

These services will provide access to jobs, shopping, hospitals and leisure services by public transport, with standard journey times of not more than 45 minutes requiring no more than 1 interchange.

9.7 Good public transport is essential to achieve lasting inclusive regeneration in Benwell, Scotswood and the West Road. It will be vital in keeping the existing population and in attracting new residents and investment into the area. Benwell, Scotswood and the West Road have a reasonable public transport offer based on east-west corridors. Giving priority to public transport vehicles will not be easy, and creating high quality facilities and suitable vehicles will be a challenge. The objectives of this policy are therefore:

- To improve the overall quality, utility and accessibility of the public transport offer in the study area for the existing and expected resident population
- To preserve and improve on the viability of public transport
- To maintain local highway movement and access
- To raise the standard of public transport infrastructure
- To provide ‘cross route’ corridors to compliment the existing east-west route provision in the study area in order to provide a degree of local north-south public transport movement
- To improve links to important facilities such as the Metro Centre and Newburn Riverside, enabling residents to access these facilities, often via city centre interchange and contribute to achieving lasting regeneration in the area.
- To access employment areas

Making walking and cycling easier

Policy AC3: walking and cycling (Recreational routes)

- A high quality network of walking and cycling routes will be retained and established in the Plan area. This network will connect principal retail, leisure, education and employment destinations with surrounding residential areas, forming a continuous network through the area.

Retained cycling routes include:

a) Denton Dene

b) Hodgkin Park

continued
c) Hadrian’s Way  
d) Scotswood Road

**Proposed cycling routes include:**

a) Armstrong Road  
b) Denton Road  
c) Whitehouse Road  
d) West Road  
e) Condercum Road  
f) Adelaide Terrace  
g) River Tyne  
h) Scotswood Bridgehead Link

- Cycleways, cycle-parking facilities and footways will be incorporated alongside all new and improved local distributor and public transport corridors.

9.8 This policy allocates new routes and identifies routes contained in UDP policies OS2.2 and T5.4. There is strong support for walking and cycling throughout national, regional and local policy. The LTP2 for 2006-2011 places specific emphasis on the promotion of both walking and cycling not only on health and air quality grounds (through modal shift from the private car) but more pertinently for Benwell, Scotswood and the West Road, for areas where car ownership levels are low. The Plan area enjoys a position that is in relative close proximity to a number of key destinations, including the city centre, offering opportunities for both cycling and walking.

**Refer to Map 7 for Cycling network map**

9.9 In terms of recreational cycle use, the implementation of continuous cycle ways and pathways as the area is regenerated will improve the amenity of the area. Walking and cycling are to be encouraged throughout the Plan area and will connect to local distributor routes and public transport corridors, where good quality links for pedestrians and cyclists will be provided wherever possible.

9.10 Links into key local destinations from surrounding residential areas will be established so that direct, continuous and high quality pedestrian environments are provided. These destinations include the District Heart, Neighbourhood Centres,
schools, employment sites and heritage sites such as Hadrian’s Way. Where the opportunities arise, these routes should traverse steep contours to provide a more manageable walking environment, rather than climbing straight up the steeper hills in the area. This will encourage more walking amongst those with mobility problems and improve the walking environment.

9.11 High standard pedestrian crossing facilities will need to be installed on all existing and future pedestrian routes. Many such crossings are already in place and others are soon to be installed. Further crossings will be secured as part of a package of works associated with new developments.

A new Tyne river crossing

Policy AC4: Paradise Bridge

The feasibility of a new Tyne crossing between Benwell and MetroCentre (as per the indicative alignment on the proposals map) will be investigated. The bridge would need to meet the following requirements:

- will be of a sustainable and environmentally neutral construction as practicable
- will have no significant adverse impact on nature and wildlife conservation interests in the area
- will not pose a hazard to navigation of the River Tyne
- will provide excellent pedestrian, cycle and public transport access
- general traffic will only be permitted to use the bridge provided traffic control measures are put in place to discourage growth in through traffic on local roads within West Newcastle

9.12 The long term aspiration of many stakeholders in Benwell, Scotswood and the West Road is to provide a new link across the Tyne to the MetroCentre and Dunston area of Gateshead that would bring a number of benefits, including:

- Improved walking and cycling links to important retail and employment sites at the MetroCentre
- Improved opportunities for fast and convenient public transport links between Benwell, Scotswood and the West Road, the MetroCentre and Gateshead
- Improved opportunities for road traffic access across the river easing the pressures on Scotswood and Redheugh Bridges in the longer term.
9.13 A new Tyne Bridge in Benwell, Scotswood and the West Road should only be considered alongside a range of traffic measures that ensure through traffic attracted to the bridge does not use the local network, but remains on the Scotswood Road. Alongside this requirement, it is recognised that a bridge only available for public transport, cycling and walking is unlikely to produce an economic case to justify the cost of construction. A formal study on the new bridge should be undertaken prior to 2015 when it is anticipated that the Second Tyne Tunnel will have been completed and in operation.

9.14 Any proposal for a bridge in this location will need to demonstrate, through an Environmental Impact Assessment (EIA) and if necessary an Appropriate Assessment under Regulation 48 of the Habitats Regulations 1994 how any potential disturbance to the river bed and the possible release of toxic/contaminated sediments will be managed and contained during construction and maintenance so as to avoid any adverse effect on the environment. The EIA must also address the environmental impacts of traffic using the bridge and ongoing maintenance.
10 Key sites

10.1 There are number of key sites in the Plan area that will drive forward a step change in the perceptions and image of Benwell, Scotswood and the West Road. These key sites will become the focus of public and private investment activity and given priority for redevelopment. Such sites allow developers to generate critical mass, and will bring about a step change in the performance of the market. This will help to improve investment prospects and generate value, from which to encourage the redevelopment and renewal of the area. Priority given to the key sites will also play a dramatic role in dealing with the barriers to private sector investment, such as poor quality environment and negative market perceptions.

Scotswood Development Area

Policy KS1: Scotswood Development Area

A Masterplan will be required for the site and include the following key principles:

- Creation of a new urban neighbourhood, which will include an international exposition as its first phase, to transform the image of Scotswood at a city and regional scale
- Delivery of all the elements of a successful neighbourhood so as achieve a step change in the social and economic opportunities for the area
- Establishment of a new benchmark in the UK for the design and delivery of volume housing
- Integration of the new development into the existing neighbourhood, in terms of physical connections, community development and benefits, open space and ecological strategy, and design which responds to its context
- Creation of a well connected neighbourhood based on a network of streets that encourages people to move around on foot, bicycle and public transport
- Delivery of an inclusive, diverse and safe public realm and landscape, that complements the quality of the buildings and meets open space needs
- The use of artists to enhance the design and character of the development as part of a cultural programme
- Creation of a range of education, shopping (SS3), cultural, employment and healthy living opportunities

continued
Benwell Scotswood Area Action Plan: Section Three

- Creation of a community where carbon reduction is a high priority and resource use (energy, water, waste and materials) is minimised
- Provision of a choice and variety of housing, which will be attractive to new residents, in particular families, and adaptable to changing household needs
- Creation of a mixed community with a choice of tenure in line with Policy H2
- Provision of a design code which enables the integrity of the design to be maintained throughout the construction of the neighbourhood and its future life
- Provision of a phasing strategy which ensures appropriate programming of social and community infrastructures for existing and new residents
- Creation of a new neighbourhood centre, in the form of a local high street and civic square, at the junction of Armstrong Road, Woodstock Road and Whitehouse Road, which comprises a mix of retail (SS3), commercial, community and residential uses
- Enhancement of Hadrian’s Way and an expanded Hodgkin Park in line with EC1
- Provision for a replacement primary school if required in line with Policy EE1a
- Enhancement of bus routes including upgrading of Armstrong Road and provision of a new route along Whitehouse Road
- Provision of a site management strategy for areas prior to development

Former Westgate Community College site

Policy KS2: Former Westgate Community College site

The Council will promote the comprehensive and co-ordinated redevelopment of the former college and the growth of Westgate Sports Centre. The development should be of a scale and architectural quality, which would support the transformation of this Gateway location into Benwell and the West Road. The site is within the Hadrian’s Wall World Heritage Site and this must be recognised, both as a constraint and as an opportunity.

- The allocation of Westgate Centre for Sport and part of the former school playing fields in accordance with Policy EC1 as a District wide sport and recreation facility

continued
The allocation of the former college site on the West Road in accordance with Policy EE3 for the following uses (subject where necessary to the sequential approach in PPS6):

a) Shops, financial and professional services, restaurants and cafés, drinking establishments. (Classes A1, A2, A3 and A4) or leisure

b) Business including offices, research (Class B1)

c) Flats, student accommodation, hotel, residential institutions including care homes, nursing homes (Classes C1, C2, C3)

d) Non-residential institutions including clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (Class D1)

e) Assembly and leisure (Class D2)

The allocation of the Grange Road site in line with Policy H1 for housing (Class C3) subject to the existing sports facilities on the site being (a) retained or (b) relocated to new sites that would serve the local community or (c) shown to be surplus to requirements

The production of a planning guidance note to ensure an appropriate form of development including, siting, scale, mix and density and appropriate treatment and interpretation of archaeological remains

District Heart

Policy KS3: District Heart

Adelaide Terrace will be maintained and reinforced as the District Heart for the Plan, acting as the community and commercial hub – “The Centre for Daily Life”. NCC will promote the comprehensive and co-ordinated improvement of the centre in order to make the Heart a mixed economy of shops, bars, restaurants, living spaces, offices and workspace that is attractive, efficient and convenient. This will be achieved by:

- The development of a local partnership approach that will provide long term vision and objectives to oversee a process of incremental change – spatial, social, cultural and economic; and ensures a linked web of management and actions

- The production of comprehensive planning guidance for the Condercum Road site as defined in Policy EE3. This guidance will ensure an appropriate form of development is achieved. Mixed use development will also be supported in line with policy EE3 at Caroline and Maria Streets and Atkinson Road

continued
A defined shopping centre that ensures opportunities for expansion and extending choice, particularly through the balanced provision and diversification of the retail offer where identified, the provision of front line public services, financial services, community uses and workspace to enhance the vitality and viability of the centre.

Promotion of environmental improvements, such as traffic management schemes, public transport interchange and waiting facilities, improvements for pedestrians, cycle parking, landscaping, improvements to street frontages and the provision of facilities to support the Heart

Traditional shop fronts to be retained and enhanced, where appropriate. New shop fronts, or alteration of shop fronts, should be of a design and in materials which are appropriate to the character of the building and its surroundings

Promotion of restaurants, cafes and bars to ensure a night time economy in appropriate locations

Promotion of new street activities such as outdoor cafes, festivals and public art that celebrate and promote the diversity of the area

Promotion of accommodation to attract the CCP’s to act as a catalyst and encourage other cultural and commercial uses into the Heart

Working with health service providers to identify needs and promote development to meet those needs within the Centre

Newcastle General Hospital site

Policy KS4: Newcastle General Hospital site

NCC will support the site’s redevelopment as a health and research campus. NCC will require a comprehensive and co-ordinated approach to redevelopment. The site has been allocated in policy EE3 for the following uses (subject where necessary to the sequential approach in PPS6):

- Business including offices, research (Class B1)
- Shops, financial and professional services, restaurants and cafés, drinking establishments. (Classes A1, A2, A3 and A4)
- Flats, houses, student accommodation, hotel, residential institutions including care homes, nursing homes (Classes C1, C2, C3)
- Non-residential institutions including clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (Class D1)
The site is also allocated in Policy SS3 to accommodate a convenience store.

The mixed use development will support and bring forward the realisation of a health and research campus.

The redevelopment of this site for a mixture of destination uses will need to ensure that the development will contribute to the wider regeneration of the area. This can be achieved by the following:

- The development of an effective partnership approach, with the wider West Road regeneration, that will provide long term vision and objectives to oversee the process of change; spatial, social, cultural and economic and ensures a linked web of actions

- Contribution towards the improvement in the public realm, traffic management and town centre management and regeneration initiatives for West Road, Stanhope Street and Adelaide Terrace through Section 106 obligations.

- Contributions to public art through Section 106 contributions and the use of artists to enhance the design and character of the development through amongst other things lighting, signage, street furniture and streetscape, to ensure the development is distinctive and helps create a place for the Plan area

- The provision of training

The production of comprehensive planning guidance for the site that addresses the following key principles:

- Provision of a phasing strategy

- Architectural design that demonstrates excellence and innovation in design integrating horizontal and vertical mix of uses

- Active ground floor frontage on to West Road and key pedestrian/cycle and vehicle links into and through the site

- Ensures strong and direct pedestrian and cycle links between Arthur’s Hill and Wingrove and Nuns Moor to West Road

- Harmoniously relates to adjacent buildings, particularly by way of scale, massing and materials

continued
Hodgkin Park will be extended westwards and enhanced to ensure that it provides a valuable green space resource to the residents of the Plan area.

Benwell Dene, including Hodgkin Park will be redefined as a series of linked open spaces from Benwell Village to Hadrian’s Way creating a strategic linear open space. This will be achieved by:

- Improving physical access to and through the Dene linking Benwell Village to Hadrian’s Way
- Improving gateway and focal features
- Providing a series of linked open planting areas to enhance the ecological habitat
- Improving interpretation information on the Dene and Hodgkin Park
- Improving management and maintenance, tackling safety and sustainability issues (with residential development facing and overlooking the Dene) and improved lighting
- Increasing opportunities for community engagement and involvement
- Increasing opportunities for activities including active recreation, formal and informal sport, organised walks, talks and community events
- Providing facilities particularly for children, young people, older people and those with disabilities
- Consideration of a cultural or leisure attraction to underpin the improved role and function of the park and Benwell Dene as a district facility

- Restores and incorporates in a sensitive fashion the existing listed and local list buildings/structures
- Manages travel demand in a sustainable fashion with maximum provision for alternative modes of transport, taking account of the urban character of the area and its close proximity to the city centre
- Retention and enhancement of landscape features
- Recognition of proximity to the line of Hadrian’s Wall
11 Delivering regeneration

11.1 The Plan has provided clarity of vision and objectives understood, owned and supported locally. They also take account of the strategies and plans of other programmes. It is essential that the plan is socially, physically and economically deliverable as well as flexible enough to incorporate future changes that are inevitable over the 15 year of life of the Plan. NCC will deliver the vision and will work in partnership with the private sector and public sector partners to achieve the regeneration of the Plan area. This will include establishment of Public Private Partnerships (PPP’s) and effective use of NCC land. This delivery will also strive to reduce carbon emissions and activities that contribute to climate change, through encouraging the use of renewable energy on site and the use of more sustainable methods of construction.

Developer contributions

Policy D1: Developer contributions

Developer contributions through S106 planning obligations will be sought where appropriate by NCC as part of a wider package of funding and investment by all partners in the Plan area. In particular, developers will be expected to contribute towards:

- The provision of affordable housing
- The provision of sport and youth facilities
- Securing local employment and training opportunities
- Enhanced public realm, public art, historic interpretation and community safety measures, and/or management and maintenance thereof
- Town centre management initiatives of local service centres
- Traffic management measures
- Proposed open space improvement (location, quality, accessibility) to meet local deficiencies, including the provision of children’s play equipment, and/or management and maintenance thereof
- Improved public transport connections with key employment and service centres (including revenue support for services), improved public transport information and discounted fares and passes for local residents
- Provision for walking and cycling

continued
Where appropriate, developer contributions arising from developments within the Plan area will be pooled for the purpose of securing these benefits for the communities of Benwell, Scotswood and the West Road.

11.2 NCC will be seeking planning obligations from developers and landowners to fund the infrastructure, services and public facilities that will be needed to cope with the additional demands brought on by new development and mitigate any harmful effects. The planning obligations will be sought to cover the full cost of the infrastructure projects or works or a contribution towards the cost relative to the nature and scale of the impact. For smaller development schemes or for larger public infrastructure or projects, pooled developer contributions will be sought. These would be in proportion to the nature and scale of their development.

Delivering regeneration at the local level

11.3 In order to support the delivery of the wider vision of the Plan area to become a family-friendly district of the city that offers distinctive sustainable neighbourhoods, specific neighbourhood approaches have been developed. These approaches consider the future role of these neighbourhoods and the necessary intervention required to help deliver that role. The particular neighbourhoods have been identified through community and stakeholder consultation, the socio-economic conditions of the area and urban design analysis and via sources including the Newcastle Neighbourhood Information Service’s Vitality Index. The neighbourhood approaches are set out in appendix 6 and are broken down into the following neighbourhoods:

- South Benwell
- Benwell Village, Deneside
- Scotswood and Denton Burn
- Scotswood
- Cosmopolitan core

Funding and delivery of objectives

11.4 A table in Chapter 12 includes a summary of how the Plan objectives will be delivered and funded.
12 Monitoring and review

12.1 Review and monitoring is an important aspect of evidence based policymaking and it is a key factor of the “plan, monitor and manage” approach to the new planning system. The Plan will be reviewed as a whole no later than 2016, including studies of both the underlying need and demand for specific land uses (including housing and retail) and the supply of sites to meet such needs and demands. Amongst many other things, this will allow NCC and its partners to realign proposals for the Plan area and their latest funding priorities.

12.2 An important aspect of the new system is the flexibility to update components of the LDF and respond quickly to changing priorities in the area. NCC will monitor the implementation of the Plan and performance against the targets set out below. Monitoring will play a critical part in identifying any review of the Plan that might be required. It will enable early action to be taken to overcome any barriers to deliver the Plan’s objectives proposals and policies.

12.3 The Planning and Compulsory Purchase Act 2004 requires local planning authorities to produce an Annual Monitoring Report (AMR) every year and this will be the main mechanism for assessing the Plan’s performance and effects. It must be based on the period 1 April to 31 March annually and be submitted to the Secretary of State no later than the end of the following December. AMRs are required to assess the implementation of the LDF Local Development Scheme and the extent to which policies in local development documents are being successfully implemented. NCC will measure the performance of this Plan against the targets, set out in the Monitoring and Delivery Framework which follows at the end of this Chapter.

12.4 The policies contained within Chapters 5 to 11 flow from the Plan’s vision and objectives. For each policy the Monitoring and Delivery Framework says who will be involved in its delivery, how each one will be delivered, what the Council is looking to achieve through the policy and a target or targets based closely on the policy. The new targets are (where if at all possible) specific, measurable, achievable, realistic and time bound - SMART. The Framework also identifies which Local Area Agreement priority objectives and related National Indicator targets each policy will help meet.
## 12.1 Monitoring and delivery framework

<table>
<thead>
<tr>
<th>Policies</th>
<th>Who will be involved?</th>
<th>How will it be delivered?</th>
<th>What are we looking at?</th>
<th>What is the target?</th>
<th>Which Local Area Agreement priority objectives and related National Indicator targets will this help?</th>
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<tr>
<td>SP1 Spatial Strategy</td>
<td>• The Council&lt;br&gt;• Developers&lt;br&gt;• Landowners&lt;br&gt;• Proposed Scotswood URV&lt;br&gt;• Your Homes Newcastle&lt;br&gt;• Registered Social Landlords&lt;br&gt;• Homes and Communities Agency&lt;br&gt;• Community and Voluntary Sector</td>
<td>Providing coordination to ensure investment and commitment of a wide range of partners including developers.</td>
<td>This policy sets the overall approach with the detailed actions set out in later policies. SP1 identifies 9 points which relate to specific policies as follows:&lt;br&gt;1. All policies&lt;br&gt;2. Policy H1&lt;br&gt;3. Policy EE2&lt;br&gt;4. Policy EE3&lt;br&gt;5. Policy EE1&lt;br&gt;6. Policies SS1, SS4, EE3&lt;br&gt;7. Policy SS2&lt;br&gt;8. Policy EC1&lt;br&gt;9. Policy AC2.</td>
<td>This policy sets the overall approach with the detailed actions set out in the identified policies - see column 4 on 'What are we looking at?'</td>
<td>This policy sets the overall approach with the detailed actions set out in the identified policies - see column 4 on 'What are we looking at?'.</td>
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<tr>
<td>SP2 Delivering Sustainable Development</td>
<td>• The Council&lt;br&gt;• Developers&lt;br&gt;• Landowners&lt;br&gt;• Proposed Scotswood URV</td>
<td>Providing coordination to ensure investment and commitment of a wide range of partners including developers.</td>
<td>This policy sets the overall approach to delivering sustainable communities, with</td>
<td>This policy sets the overall approach. This is a qualitative policy and will contribute to the delivery of the Sustainable Community</td>
<td>This policy sets the overall approach. This is a qualitative policy and will contribute to the delivery of the SCS vision in the long term</td>
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<td>Policies</td>
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<tr>
<td>H1</td>
<td>The Council&lt;br&gt;Developers&lt;br&gt;Registered Social Landlords&lt;br&gt;Your Homes Newcastle&lt;br&gt;Proposed Scotswood URV&lt;br&gt;Bridging NewcastleGateshead&lt;br&gt;Homes and Communities Agency</td>
<td>The proposed Scotswood URV supported by Bridging NewcastleGateshead and the Homes and Communities Agency will deliver two thirds of the housing by bringing forward the Scotswood Development Area. Scotswood URV will also have the option to bring forward additional city owned sites.</td>
<td>Number of completed new housing.</td>
<td>Delivery of:&lt;br&gt;- 37 homes 2009-11&lt;br&gt;- 625 homes 2011-16&lt;br&gt;- 845 homes 2016-21&lt;br&gt;- 677 homes 2021-24.</td>
<td>Offering the homes that people want.&lt;br&gt;NI 154 Net additional homes provided.</td>
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<td>Policies</td>
<td>Who will be involved?</td>
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| H2 Achieving Tenure Choice and Diversity | • The Council  
• Developers  
• Registered Social Landlords  
• Your Homes Newcastle  
• Proposed Scotswood URV  
• Bridging NewcastleGateshead  
• Homes and Communities Agency | The proposed Scotswood URV supported by Bridging NewcastleGateshead and the Homes and Communities Agency will deliver two thirds of the housing by bringing forward the Scotswood Development Area. Scotswood URV will also have the option to bring forward additional city owned sites. | Completed new housing by affordability and tenure. | Delivery of:  
• 9 subsidised affordable homes between 2009-11 of which a minimum of 4 shall be for rent  
• 156 subsidised affordable homes between 2011-16 of which a minimum of 63 shall be for rent  
• 211 subsidised affordable homes between 2016-21 of which a minimum of 85 shall be for rent.  
• 169 subsidised affordable homes between 2021-24 of which a minimum of 68 shall be for rent.  
Achievement of:  
• 42% of dwellings owner occupied by 2011  
• 48% of dwellings owner occupied by 2016  
• 52% of dwellings owner occupied by 2021  
• 55% of dwellings owner occupied by 2024. | Delivering affordable homes.  
NI 155 Number of affordable homes delivered. |
| H3 Choice of Housing Types | • The Council  
• Developers  
• Registered Social Landlords | The proposed Scotswood URV supported by Bridging | Completed new housing by size. | Delivery of:  
• 28 3-bedroom houses between 2009-11  
• 469 3-bedroom house | Offering the homes that people want.  
NI 154 Net additional |
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<th>Who will be involved?</th>
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| EE1 School Provision | - The Council  
- DCSF  
- BSF Partnering Consortium  
- Catholic Diocese  
- Community and Voluntary Sector | Primary Strategy for Change - the Council’s capital funding programme for primary schools - identifies a provisional programme that sets the targets for this table. This is kept under continuous review. | Number of replacement schools constructed. | Agree by 2015 whether the Catholic Diocese wish to build a replacement school, for St Bede’s, by 2018.  
Replacement/refurbished for Atkinson Road School by 2017.  
Replacement or refurbished Bridgewater School by 2019. | All children and young people achieve their potential in education.  
NI 73 Achievement at level 4 or above in both English and Maths at Key Stage 2.  
NI 93 Progression by 2 levels in English between Key Stage 1 and Key Stage 2.  
NI 94 Progression by 2 levels in Maths between Key Stage 1 and Key Stage 2.  
NI 74 Achievement at level |
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<tr>
<th>Policies</th>
<th>Who will be involved?</th>
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<th>What are we looking at?</th>
<th>What is the target?</th>
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<td>5 or above in both English and Maths at Key Stage 3.</td>
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<td>NI 83 Achievement at level 5 or above in Science at Key Stage 3.</td>
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<td>NI 95 Progression by 2 levels in English between Key Stage 2 and Key Stage 3.</td>
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<td></td>
<td>NI 96 Progression by 2 levels in Maths between Key Stage 2 and Key Stage 3.</td>
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<td>NI 75 Achievement of 5 or more A*- C grades at GCSE or equivalent including English and Maths.</td>
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<td>NI 97 Progression by 2 levels in English between Key Stage 3 and Key Stage 4.</td>
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<td></td>
<td></td>
<td>NI 98 Progression by 2 levels in Maths between Key Stage 3 and Key Stage 4.</td>
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<td>NI 87 Secondary school persistent absence rate.</td>
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<td>NI 99 Looked after children reaching level 4 in English at Key Stage 2 68.</td>
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<td>NI 100 Looked after</td>
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<tr>
<td>EE2 Economic Growth</td>
<td>The Council, Developers, Proposed Scotswood URV, Priority Sites, Community and Voluntary Sector</td>
<td>The Council has entered into partnership with a developer to bring forward a range of business accommodation in the West End of the City including the Whitehouse Enterprise Centre. This will make a significant contribution to business retention and growth.</td>
<td>Redevelopment of allocated land.</td>
<td>Development of Whitehouse Enterprise Centre site by 2016. Land at Violet Close and Biddle Road and Scotswood Bridge Head subject to further consideration. Timetable to be agreed by 2015 and development complete by 2024.</td>
</tr>
<tr>
<td>EE3 Mixed Use Development</td>
<td>The Council, Developers, Proposed Scotswood URV, Priority Sites, Community and Voluntary Sector</td>
<td>The proposed Scotswood URV supported by Bridging NewcastleGateshead and the Homes and Communities Agency will deliver.</td>
<td>Redevelopment of allocated land.</td>
<td>Development of: Condercum Road by 2021 Site of former Westgate Community College, West Road by 2016 Armstrong Road (Scotswood)</td>
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<td>Policies</td>
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<td>EE4 Secure Training and Employment Opportunities</td>
<td>• The Council&lt;br&gt;• Developers&lt;br&gt;• Proposed Scotswood URV&lt;br&gt;• Community and Voluntary Sector</td>
<td>The proposed Scotswood URV supported by Bridging Newcastle Gateshead and the Homes and Communities Agency will deliver training. Training will also be secured via planning application procedure and development agreements.</td>
<td>Agreements for training and employment linked to development schemes</td>
<td>Completion of Training and Employment Management Plans for the following by 2016:&lt;br&gt;• Scotswood Development Area&lt;br&gt;• Newcastle General Hospital site&lt;br&gt;• Whitehouse Enterprise Centre site.</td>
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</tbody>
</table>
| SS1 Hierarchy of Shopping Centres | • The Council  
• Developers  
• Proposed Scotswood URV  
• Community and Voluntary Sector | The Plan through repopulation commercial development and infrastructure support will reinforce the hierarchy through related actions and policies. | Biannual vitality and viability health checks of the retail centres. | By 2016, there should be:  
• No further reduction in vacancy rates for the identified shopping centres  
• No decrease in the % of A1 uses within these centres. | Does not apply.                                                                                     |
| SS2 New Retail Development | • Landowner  
• Developers | A development group comprising Newcastle Hospitals Trust, Newcastle University and a retail developer will bring forward a convenience store at the Newcastle General Hospital site. | Amount of completed retail development. | Delivery of a new convenience goods store by 2016. | Increasing the total number of businesses.  
NI 171 VAT registration rate. |
| SS3 Convenience Store | • The Council  
• Proposed Scotswood URV | The Proposed Scotswood URV supported by Bridging Newcastle Gateshead and the Homes and Communities Agency will deliver | Amount of completed retail development. | Delivery of a new convenience goods store (1,000 sq m net floor space) by 2016. | Increasing the total number of businesses.  
NI 171 VAT registration rate. |
<table>
<thead>
<tr>
<th>What is the target?</th>
<th>Delivery of: Maria Street by 2016 Scotwood Neighbourhood Centre (Armstrong Road/Whitehouse Road)</th>
<th>Delivery of: Development of community facilities at NH site commenced by 2016.</th>
</tr>
</thead>
<tbody>
<tr>
<td>What are we looking at?</td>
<td>Redevelopment of allocated land.</td>
<td>Redevelopment of allocated land.</td>
</tr>
<tr>
<td>How will it be delivered?</td>
<td>The Primary Care Trust, via LIFCO, will provide a new District Health Centre in the District Heart. The proposed Scotwood URV is supported by Newcastle Gateshead Bridges and the Homes and Communities Agency.</td>
<td>The Council Development of Community Facilities.</td>
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<tr>
<td>Policies</td>
<td>SS4</td>
<td>SS4</td>
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<tr>
<td>Policies</td>
<td>Who will be involved?</td>
<td>How will it be delivered?</td>
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<tr>
<td>EC1</td>
<td>The Council</td>
<td>Health and Research Facility at the NGH.</td>
</tr>
<tr>
<td>Achieve a Balanced Approach to Open Space</td>
<td>Developers</td>
<td>The Proposed Scotswood URV supported by Bridging NewcastleGateshead and the Homes and Communities Agency will deliver an extended Hodgkin Park and improved Hadrian’s Way. Sports facility improvements at West Gate Community College will be secured via S106 contributions through the former school’s redevelopment.</td>
</tr>
<tr>
<td>Policies</td>
<td>Who will be involved?</td>
<td>How will it be delivered?</td>
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</tr>
<tr>
<td>EC2</td>
<td>The Council, Natural England, Wildlife Trust, Local Sites Partnership, Community and Voluntary Sector</td>
<td>Sites of Nature Conservation Importance (SNCIs) will be protected and enhanced through the planning process and owners will be tasked with their protection. The Scotswood Community Garden, a voluntary organisation, will support Scotswood Nature Community Garden.</td>
</tr>
<tr>
<td>EC3</td>
<td>The Council, Community and Voluntary Sector, Natural England, Environment Agency, Port of Tyne</td>
<td>Landowners and developers will be encouraged to protect and enhance waterways.</td>
</tr>
<tr>
<td>Policies</td>
<td>Who will be involved?</td>
<td>How will it be delivered?</td>
</tr>
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</tr>
<tr>
<td>EC4</td>
<td>The Council, English Heritage, Landowners and developers will be encouraged to protect and enhance buildings of local architectural interest.</td>
<td>The number of heritage assets, statutorily designated or otherwise, which have been removed from risk by appropriate repair and/or reuse.</td>
</tr>
<tr>
<td>EC5</td>
<td>The Council, Developers, Proposed Scotswood URV, Community and Voluntary Sector, The proposed Scotswood URV supported by Bridging Newcastle Gateshead and the Homes and Communities Agency will bring forward a cultural programme that</td>
<td>Creation of space for CCPs.</td>
</tr>
<tr>
<td>Policies</td>
<td>Who will be involved?</td>
<td>How will it be delivered?</td>
</tr>
<tr>
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<td>---------------------------</td>
</tr>
<tr>
<td>AC1 The Street Hierarchy</td>
<td>The Council • NEXUS • Bus operators • Highways Agency • Sustrans</td>
<td>The Council and its partners will design and manage the street hierarchy in line with the Plan.</td>
</tr>
<tr>
<td>AC2 Public Transport</td>
<td>The Council • NEXUS • Bus operators • Highways Agency • Sustrans</td>
<td>The Council will bring forward improvements to public transport in the Plan area through the Local Transport Plan Annual Programme of funding, along the West Road specifically through a Major Scheme bid. The proposed Scotswood URV supported by Bridging NewcastleGateshead</td>
</tr>
<tr>
<td>Policies</td>
<td>Who will be involved?</td>
<td>How will it be delivered?</td>
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<td>------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| AC3 Walking and Cycling (recreational routes) | - The Council  
- NEXUS  
- Bus operators  
- Highways Agency  
- Sustrans | The Council will bring forward improvements to walking and cycling links through LTP block funding and otherwise. The | More attractive and continuous walking and cycling networks linking the Plan area to wider networks. | Improved cycling infrastructure by 2016 on:  
- Hadrian’s Way  
- Denton Dene  
- Hodgkin Park. | Reducing CO₂ emissions  
Managing traffic congestion in traffic sensitive areas in a sustainable way.  
Tackling health inequalities.  
NI 186 Per capita CO₂ emissions in the LA area. |
<table>
<thead>
<tr>
<th>Policies</th>
<th>Who will be involved?</th>
<th>How will it be delivered?</th>
<th>What are we looking at?</th>
<th>What is the target?</th>
<th>Which Local Area Agreement priority objectives and related National Indicator targets will this help?</th>
</tr>
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</table>
| AC3 Walking and Cycling (recreational routes) | • The Council  
• NEXUS  
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<th>What is the target?</th>
<th>Which Local Area Agreement priority objectives and related National Indicator targets will this help?</th>
</tr>
</thead>
<tbody>
<tr>
<td>AC4 Paradise Bridge</td>
<td>The Council, NEXUS, Bus operators, Highways Agency, Sustrans</td>
<td>proposed Scotstown URV supported by Bridging Newcastle Gateshead and the Homes and Communities Agency will bring forward walking and cycling improvements within the SDA.</td>
<td>Feasibility study complete.</td>
<td>Feasibility study complete by 2015.</td>
<td>NI 167 Congestion – average journey time per mile during the morning peak. NI 120 All-age all cause mortality rate.</td>
</tr>
</tbody>
</table>

Key Sites policies KS1 to KS5 have not been included in this table. They provide coordination at a local level to specific sites to ensure investment and commitment of a wide range of partners including developers. Therefore their monitoring will be captured through the policies outlined above.
<table>
<thead>
<tr>
<th>Policies</th>
<th>Who will be involved?</th>
<th>How will it be delivered?</th>
<th>What are we looking at?</th>
<th>What is the target?</th>
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<tbody>
<tr>
<td>Heart KS4</td>
<td></td>
<td></td>
<td></td>
<td>Which Local Area Agreement priority objectives and related National Indicator targets will this help?</td>
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<tr>
<td>Newcastle General Hospital site</td>
<td></td>
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<tr>
<td>KS5</td>
<td></td>
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<tr>
<td>Reopening Benwell Dene</td>
<td></td>
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<tr>
<td>D1 Developer Contributions</td>
<td>The Council</td>
<td>The Council will secure S106 agreements as part of the planning application process.</td>
<td>Number and scope of S106 agreements.</td>
<td>Target to be devised through the Planning Obligations Supplementary Planning Document. Does not apply.</td>
</tr>
</tbody>
</table>
Benwell Scotswood Area Action Plan:

- Benwell Scotswood and the West Road
- Existing Walking & Cycling Route AAP AC3 UDP OS2.1, 2.2, 2.3
- Proposed Walking & Cycling Route AAP AC3 UDP OS2.1, 2.2, 2.3

The UDP designations identified in blue are not proposals in the Plan and are for information only. To ensure a comprehensive picture of land uses in the Plan area.
Appendices November 2009

Contents

<table>
<thead>
<tr>
<th>Appendix</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appendix 1:</td>
<td>List of core documents</td>
<td>80</td>
</tr>
<tr>
<td>Appendix 2:</td>
<td>General conformity of plan policies with relevant policies in submission draft core strategy and saved UDP policies and links to key evidence base documents</td>
<td>89</td>
</tr>
<tr>
<td>Appendix 3:</td>
<td>Alignment of vision/objectives with other strategies</td>
<td>99</td>
</tr>
<tr>
<td>Appendix 4:</td>
<td>Amended UDP policies</td>
<td>111</td>
</tr>
<tr>
<td>Appendix 5:</td>
<td>Proposals map allocations and designations</td>
<td>113</td>
</tr>
<tr>
<td>Appendix 6:</td>
<td>Neighbourhood approaches: delivering regeneration at the local level</td>
<td>118</td>
</tr>
<tr>
<td>Appendix 7:</td>
<td>Glossary of terms</td>
<td>130</td>
</tr>
</tbody>
</table>
## Appendix 1: List of Core Documents

<table>
<thead>
<tr>
<th>Ref</th>
<th>Title</th>
<th>Publisher</th>
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<td>00-01</td>
<td>Benwell Scotswood Area Action Plan</td>
<td>NCC</td>
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<td>00-02</td>
<td>Benwell Scotswood Area Action Plan Appendices</td>
<td>NCC</td>
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<tr>
<td>00-03</td>
<td>Changing Places: Benwell Scotswood Area Action Plan Summary</td>
<td>NCC</td>
<td></td>
<td>August, 2008</td>
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<tr>
<td>00-04</td>
<td>Draft sustainability appraisal report</td>
<td>NCC</td>
<td>EDAW/ACECOM</td>
<td>December 2007</td>
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<tr>
<td>00-05</td>
<td>Statement of compliance</td>
<td>NCC</td>
<td></td>
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<tr>
<td>00-06</td>
<td>Habitat regulations assessment screening opinion</td>
<td>NCC</td>
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<tr>
<td>00-07</td>
<td>Self assessment of soundness</td>
<td>NCC</td>
<td></td>
<td>August, 2008</td>
</tr>
<tr>
<td>00-08</td>
<td>Amendments matrix</td>
<td>NCC</td>
<td></td>
<td>August, 2008</td>
</tr>
<tr>
<td>00-09</td>
<td>Equalities statement</td>
<td>NCC</td>
<td></td>
<td>August, 2008</td>
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<tr>
<td>00-10</td>
<td>DPD matters and statement on availability of document</td>
<td>NCC</td>
<td></td>
<td>August, 2008</td>
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<tr>
<td>01-01</td>
<td>Benwell &amp; Scotswood AAP: Preferred Options Report</td>
<td>NCC</td>
<td>EDAW</td>
<td>November, 2006</td>
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<tr>
<td>01-02</td>
<td>Benwell &amp; Scotswood AAP: Preferred Options Questionnaire</td>
<td>NCC</td>
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<td>November, 2006</td>
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<td>Ref</td>
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<td>NCC</td>
<td></td>
<td>November, 2006</td>
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<td>Sustainability Appraisal Preferred Options Report</td>
<td>NCC</td>
<td>EDAW</td>
<td>September 2006</td>
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<td>01-05</td>
<td>Revised Sustainability Appraisal Scoping Report</td>
<td>NCC</td>
<td>EDAW</td>
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<td>Benwell &amp; Scotswood AAP: Final Parameters Report</td>
<td>NCC</td>
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<td>May, 2006</td>
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<td>Unitary Development Plan for Newcastle upon Tyne</td>
<td>NCC</td>
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<td>January 1998</td>
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<tr>
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<td>Proposals Map (as published with the Unitary Development Plan)</td>
<td>NCC</td>
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<td>January 1998</td>
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<td>01-09</td>
<td>Saved Policies (relating to the Unitary Development Plan)</td>
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<td>Newcastle upon Tyne, Core Strategy Submission Draft</td>
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<td>Statement of Community Involvement</td>
<td>NCC</td>
<td></td>
<td>September 2006</td>
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<td>01-12</td>
<td>SPD on Archaeology and Development</td>
<td>NCC</td>
<td></td>
<td>December, 2006</td>
</tr>
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<td>01-13</td>
<td>Going for Growth, 2001</td>
<td>NCC</td>
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<td>01-15</td>
<td>RSS – RPG1: Regional Planning Guidance for the North East to 2016</td>
<td>NEA</td>
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<td>RSS – Regional Spatial Strategy for the North-East – Submission Draft</td>
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<td>GO-NE</td>
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<td>July, 2008</td>
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<td>Newcastle in 2021 – A Regeneration Strategy for Newcastle</td>
<td>NCC</td>
<td></td>
<td>November 2006</td>
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<td></td>
<td>November, 2007</td>
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<td>Safe Newcastle Strategy 2005-2008</td>
<td>SNP</td>
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<td>01-23</td>
<td>Sustainable Community Strategy and Local Area Agreement</td>
<td>Newcastle Partnership</td>
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<td>2008</td>
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<td>01-24</td>
<td>Regeneration Plan West End</td>
<td>NCC</td>
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<td>July, 2001</td>
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<td>01-25</td>
<td>A Revised Approach to the Regeneration of the West End</td>
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<td>January, 2005</td>
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<tr>
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<td>Local Development Scheme (LDS) – Second Version</td>
<td>NCC</td>
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<td>April, 2007</td>
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<td>Local Development Scheme (LDS) – First Version</td>
<td>NCC</td>
<td></td>
<td>February, 2005</td>
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<tr>
<td>01-28</td>
<td>City Wide Strategic Utilities Study</td>
<td>NCC</td>
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<td>January, 2007</td>
</tr>
<tr>
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<td>NCC</td>
<td></td>
<td>2006</td>
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<tr>
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<td>NCC</td>
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<td>2006</td>
</tr>
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<tr>
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<td>NCC</td>
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<td>February, 2006</td>
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<td>Benwell &amp; Scotswood AAP: Stakeholder Workshop</td>
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<td>July, 2006</td>
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<tr>
<td>02-06</td>
<td>Benwell Scotswood Steering Group reports</td>
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<td>November/March, 2005-2008</td>
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<tr>
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<td>P&amp;TSC LDF: Benwell Scotswood AAP Preferred Options Report &amp; Sustainability Appraisal</td>
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<td></td>
<td>September 2006</td>
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<td>Benwell &amp; Scotswood Partnership Board</td>
<td>NCC</td>
<td></td>
<td>March, 2007</td>
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<tr>
<td>02-09</td>
<td>Ward Reports</td>
<td>NCC</td>
<td></td>
<td>September 2005 – February 2008</td>
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<tr>
<td>02-10</td>
<td>Conservation Committee Reports</td>
<td>NCC</td>
<td></td>
<td>April, 2004</td>
</tr>
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<td>02-11</td>
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<td></td>
<td>February, 2006</td>
</tr>
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<td>Housing Market Change in Benwell Scotswood</td>
<td>NCC</td>
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<td>A Housing Regeneration EXPO for Newcastle upon Tyne - The Strategic Case</td>
<td>Ryders HKS</td>
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<td>EXPO Housing Market Research Final Paper</td>
<td>Housing Vision</td>
<td>Richard Turkington &amp; Alison Gilbertson</td>
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<td>November, 2006</td>
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<td>03-07</td>
<td>The Changing Place our Vision</td>
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<td></td>
<td>October, 2007</td>
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<td>Nathaniel Lichfield and Partners</td>
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<td>BNG</td>
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<td>February, 2005</td>
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<td>03-10</td>
<td>Modelling future Housing Markets</td>
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<td>Work Here, Like to Live Here?</td>
<td>BNG</td>
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<td>Draft Housing Land Supply (Note, Schedule and three maps)</td>
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<td>03-13</td>
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<td>Fordham Research Ltd</td>
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### 04 Education and employment

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**08 Delivery**

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**Key:**

- **BNG** Bridging Newcastle Gateshead
- **GO-NE** Government Office North East
- **NCC** Newcastle City Council
- **ONE** One NorthEast
- **ONW** One North West
- **T&T** Turner and Townsend
- **TWLTP** Tyne and Wear Local Transport Partnership
- **NWT** Northumberland Wildlife Trust
- **ODPM** Office of the Deputy Prime Minister
- **SNP** Safe Newcastle Partnership
- **LSP** Local Strategic Partnership
- **NEA** North East Regional Assembly
Appendix 2

General conformity of plan policies with relevant policies in submission draft core strategy and saved UDP policies, and links to key evidence base documents

The following matrix was correct when prepared at the time of submission. Due to the withdrawal of the Core Strategy in December 2008, however, references to the Core Strategy are no longer relevant. The Appendix has in effect been superseded by a document in the evidence base reference BS 12-03, BSAAP – Note on the relationship of the Plan to UDP aims, saved UDP policies and RSS policies, dated December 2008.
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Statement of Compliance, April 2008  
Sustainable Communities: Building for the Future  
Market Renewal Pathfinder Scrutiny Report, February 2004  
NE1 Want to Live Here?, June 2004  
Final Parameters Report, May 2006  
Report from Stakeholder Workshop, February 2006  
Report from Stakeholder Workshop, July 2006  
Report from “One Big Week” Consultation, April/May 2006  
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Survey of Housing Need and Demand in Newcastle, April 2008  
Modelling Future housing Markets, January 2008  
Work Here? Like to Live here?, December 2007 |
| Policy | Achieving tenure choice and diversity | CS3, CS4, CS5, H1.3 | Final Parameters Report, May 2006  
Report from Stakeholder Workshop, February 2006  
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<td>Policy AC1: The Street Hierarchy</td>
<td>CS19</td>
<td>T2.1, T6, T7</td>
</tr>
</tbody>
</table>
| Policy AC2: Public transport | CS19, CS20, CS21 | T1.6, T.6, T7.1, T7.2 | Final Parameters Report, May 2006  
Report from Stakeholder Workshop, February 2006  
Report from Stakeholder Workshop, July 2006  
Report from “One Big Week” Consultation, April/May 2006  
Sustainability Appraisal Scoping Report, June 2007  
Sustainability Appraisal Preferred Options Report, September 2007  
Statement of Compliance, April 2008  
Tyne and Wear Local Transport Plan 2006-2011  
West Newcastle Transport Framework, March 2008  
Newcastle West End Transport Framework, July 2006  
Revised West Newcastle Transport Framework, March 2008 |
|-----------------------------|------------------|---------------------|------------------------------------------------------------------------------------|
| Policy AC3: Walking and Cycling | CS19, CS20, CS21 | T5.2, T5.3, T5.4 | Regeneration Plan West End, July 2001  
Final Parameters Report, May 2006  
Report from Stakeholder Workshop, February 2006  
Report from Stakeholder Workshop, July 2006  
Report from “One Big Week” Consultation, April/May 2006  
Sustainability Appraisal Scoping Report, June 2007  
Sustainability Appraisal Preferred Options Report, September 2007  
Statement of Compliance, April 2008  
Tyne and Wear Local Transport Plan 2006-2011  
Newcastle West End Transport Framework, July 2006  
Revised West Newcastle Transport Framework, March 2008 |
| Policy AC4: Paradise Bridge | CS19 | Newcastle West End Transport Framework, July 2006  
Revised West Newcastle Transport Framework, March 2008  
Riverscape – the river – a place to be 2001  
Regeneration Plan West End, July 2001  
Final Parameters Report, May 2006  
Report from Stakeholder Workshop, February 2006  
Report from Stakeholder Workshop, July 2006  
Report from “One Big Week” Consultation, April/May 2006  
Sustainability Appraisal Scoping Report, June 2007  
Sustainability Appraisal Preferred Options Report, September 2007  
Statement of Compliance, April 2008  
Newcastle West End Transport Framework, July 2006  
Revised West Newcastle Transport Framework, March 2008  
Tyne and Wear Local Transport Plan 2006-2011 |
Appendix 3

Alignment of Benwell Scotswood vision and objectives across NCC strategies

Links between the Benwell Scotswood Area Action Plan, the Regeneration Strategy and the Core Strategy

The following matrix was based on documents current when the Plan was being taken through approval to submission in 2008. However, it has now been overtaken by events, notably the publication of the Sustainable Community Strategy for Newcastle in April 2008 and the withdrawal of the Core Strategy in December 2008. You can refer to the Sustainable Community Strategy in the Plan’s evidence base, reference BS 01-23.
Links between the Benwell Scotswood Area Action Plan, the Regeneration Strategy and the Core Strategy

<table>
<thead>
<tr>
<th>Vision</th>
<th>Regeneration Strategy Vision</th>
<th>Core Strategy Vision</th>
</tr>
</thead>
<tbody>
<tr>
<td>A family friendly area that will successfully compete with other parts of the City and Region, which is characterised by distinctive neighbourhoods and sustainable communities that are built to last and support economic growth</td>
<td>Newcastle City Council is working with partners to create a vibrant, inclusive, safe, sustainable and modern European city. To achieve this vision we aim to build on the existing heritage and cultural strength of Newcastle, making the most of the sense of identity and civic pride of our people. We will also aim to build and support safe and clean neighbourhoods and communities, while managing the environment effectively and sustainably. Finally, Newcastle aims to improve the quality of life for all people and communities, helping everyone to play a role in the sustainable growth and prosperity of the region.</td>
<td>In 2021 Newcastle will be a vibrant and sustainable city with a diverse, growing population that is healthy and thrives in a strong, dynamic economy. Our public spaces and built environment will have been transformed in line with the city’s distinctive and unique character. Residents will enjoy equal chances in employment, education, housing and health.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Regeneration Strategy Aspirations</th>
<th>Draft Core Strategy Aims</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creating a good image for the area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>To develop a powerful “brand” and quality of life: “package” that matches the expectations of people who want to stay in or will be attracted to the area</td>
<td>Attract people and investment to the city with a quality of life and quality of work seen as inseparable by all who live in Newcastle</td>
<td>To achieve sustainable growth</td>
</tr>
<tr>
<td></td>
<td>Aiming for a growing population – attracting a diverse mix of people to work and live</td>
<td>To provide a competitive and sustainable local economy</td>
</tr>
<tr>
<td></td>
<td>Image matters</td>
<td>To promote sustainable communities and the well being of residents</td>
</tr>
<tr>
<td>Attracting new and diverse</td>
<td></td>
<td>To promote and enhance local distinctiveness and natural and built environments</td>
</tr>
<tr>
<td>people, particularly families</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------</td>
<td>------------------------------------------</td>
<td></td>
</tr>
</tbody>
</table>
| To diversify the demographic and socio-economic base of the area through retaining existing and attracting new residents to the area, particularly families. | • Attracting a diverse mix of people to work and live.  
• Neighbourhoods should be friendly and welcoming, making use of formal and informal networks and groups which ensure people feel part of their community.  
• To provide decent and affordable housing for all residents.  
• To promote sustainable communities and the well being of residents.  
• To provide quality through good design and well resourced management.  
• To promote and enhance local distinctiveness and natural and built environments. |

<table>
<thead>
<tr>
<th>Benefiting from city economic growth</th>
<th></th>
</tr>
</thead>
</table>
| To transform local people’s capacity to benefit from city and regional economic growth through improved education opportunities and provision of local employment opportunities | The council will actively seek to strengthen characteristics vital to the city’s success, including a skilled workforce and prominent higher education institutions.  
To transform education and skills in Newcastle, our strategic objectives are to:  
• Ensure that every learner is ready and able to learn, by tackling the full range of barriers that might prevent them from doing so, at all ages.  
• Meet the city’s skills demand by co-operating with and supporting Newcastle’s educational and training partners, thereby increasing the economic and social wellbeing of our residents.  
• To achieve sustainable growth  
• To promote the vitality and viability of the City Centre (and provide good access to services for all)  
• To ensure that physical and social infrastructure is in place to support regeneration  
• To provide a high level of accessibility for all whilst moving towards less environmentally damaging forms of travel. |

<table>
<thead>
<tr>
<th>Schools as key drivers of transformation</th>
<th></th>
</tr>
</thead>
</table>
| To facilitate schools and other education providers to be key drivers of transformation of the area, through giving appropriate priority to the development of new and improved facilities | To transform education and skills in Newcastle, our strategic objectives are to:  
• Ensure that every learner is ready and able to learn, by tackling the full range of barriers that might prevent them from doing so, at all ages.  
• Ensure that every community has a good local school which is their school of choice, providing  
• To achieve sustainable growth  
• To provide quality through design and well resourced management  
• To ensure that physical and social infrastructure is in place to support regeneration. |
<table>
<thead>
<tr>
<th>Delivering a wider choice of housing</th>
<th>Providing a good, accessible range of shops and services</th>
<th>Health and wellbeing</th>
</tr>
</thead>
<tbody>
<tr>
<td>To deliver a greater diversity of housing type, tenure and affordability levels, through interventions in the housing market.</td>
<td>Neighbourhoods should be well connected, with good transport services and communications linking people to jobs, schools, health and other services in their area as well as elsewhere in the city. To address deprivation and its causes, particularly trying to reach the people who are most excluded from services and opportunities.</td>
<td></td>
</tr>
<tr>
<td>Neighbourhoods should be characterised by a mix of quality housing – mixed tenure: social and owner occupied housing, with a range of choice suited to the needs of different households.</td>
<td>To promote a competitive and sustainable local economy. To promote the vitality and viability of the City Centre (and provide good access to services for all). To ensure that physical and social infrastructure is in place to support regeneration.</td>
<td></td>
</tr>
<tr>
<td>To provide decent and affordable housing for all. To provide quality through good design and well resourced management.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>high educational attainment levels and good facilities. The Excelsior Academy Newcastle West will open in Scotswood in 2008 with a focus on technology and enterprise training. This will help change the image of the area, address low educational achievement and increase the skills and job opportunities for local young people.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighbourhoods should be friendly and welcoming, making use of formal and informal networks and groups which ensure people feel part of their community. This is vital to well-being and feeling at ease. To improve the health and well-being of all residents whilst reducing health inequalities within the city.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighbourhoods should be well-designed and built featuring a quality public realm — the built environment, open spaces, streets, public buildings and facilities. Protective of heritage, protecting and enhancing distinctive characteristics and celebrating heritage. Image matters — negative images of people and places can seriously undermine regeneration efforts.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighbourhoods should be protective of heritage, protecting and enhancing distinctive characteristics and celebrating heritage.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Starting with the parks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Making the most of historic, landscape and cultural assets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building on its strategic location and addressing issues pertinent to the local area</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

To promote sustainable communities and the well-being of residents |

To achieve sustainable growth |

To combat the causes of and address the impacts of climate change |

To promote and enhance local distinctiveness and natural and built environments |

To promote and enhance local distinctiveness and natural and built environments |

To promote and enhance local distinctiveness and natural and built environments |
## Accessibility

<table>
<thead>
<tr>
<th>To address the physical barriers to connecting people to jobs and services within and outside of the area. Particularly addressing local accessibility and strategic connectivity by sustainable forms of transport and enhancing connections to and from employment locations.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase public transport patronage and reduce use of cars across the city thereby contributing to the council’s sustainability action plan, air quality and climate change objectives.</td>
</tr>
<tr>
<td>Improve public transport between areas of deprivation, employment locations and key services including food shopping, education and health facilities.</td>
</tr>
<tr>
<td>Neighbourhoods should be well connected with good transport services and communications linking to jobs, schools, health and other services in their area as well as elsewhere in the city.</td>
</tr>
<tr>
<td>To promote the vitality and viability of the City Centre (and provide good access to services for all)</td>
</tr>
<tr>
<td>To provide a high level of accessibility for all whilst moving towards less environmentally damaging forms of travel.</td>
</tr>
<tr>
<td>To combat the causes of and address the impacts of climate change.</td>
</tr>
<tr>
<td>To ensure that physical and social infrastructure is in place to support regeneration.</td>
</tr>
</tbody>
</table>

## Creating Safe and Secure Environments

<table>
<thead>
<tr>
<th>To establish safe and secure, sustainable and inclusive neighbourhoods, through the mix and design of development and management of neighbourhoods.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote safer communities and develop more cohesive and diverse communities.</td>
</tr>
<tr>
<td>Neighbourhoods should be safe and perceived as such, with effective partnership between agencies and the public.</td>
</tr>
<tr>
<td>To achieve sustainable growth</td>
</tr>
<tr>
<td>To promote a competitive and sustainable local economy</td>
</tr>
<tr>
<td>To promote sustainable communities and the well being of residents</td>
</tr>
<tr>
<td>To provide quality through good design and well resourced management</td>
</tr>
<tr>
<td>To promote and enhance local distinctiveness and natural and built environments</td>
</tr>
</tbody>
</table>

## Future Proofing Development

<table>
<thead>
<tr>
<th>To reduce carbon emissions and activities that contribute to climate change, through encouraging the use of renewable energy on-site and the use of more sustainable methods of construction, in line with</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase public transport patronage and reduce use of cars across the city thereby contributing to the council’s sustainability action plan, air quality and climate change objectives.</td>
</tr>
<tr>
<td>To combat the causes of and address the impacts of climate change.</td>
</tr>
<tr>
<td>To provide a high level of accessibility for all whilst moving towards less environmentally damaging forms of travel.</td>
</tr>
</tbody>
</table>
Benwell Scotswood Area Action Plan: Appendix 3

Links between the Benwell Scotswood Area Action Plan and the wider base of strategies influencing Benwell Scotswood

List of Abbreviations

EVS – Newcastle City Council Equality Value Statement
HS – Housing Strategy
LAA – Local Area Agreement 2007-2010
RSS – Submission Draft RSS June 2005
SCI – Statement of Community Involvement

<table>
<thead>
<tr>
<th>Vision</th>
<th>Newcastle Plan (Community Strategy)</th>
<th>Other Strategies</th>
</tr>
</thead>
<tbody>
<tr>
<td>A family friendly area that will successfully compete with other parts of the City and Region, which is characterised by distinctive neighbourhoods and sustainable communities that are built to last and will support economic growth</td>
<td>The Newcastle Plan will make Newcastle a better place for everyone who lives, works and visits here. By combining bold ideas about where the city is going with an understanding that small changes mean a lot to people too, it will make this a successful city that can be enjoyed by all.</td>
<td>‘The North East will be a region where present and future generations have a high quality of life. It will be vibrant, self reliant, ambitious and outward looking region featuring a dynamic economy, a healthy environment and a distinctive culture. Everyone will have the opportunity to realise their full potential.’ (RSS)</td>
</tr>
</tbody>
</table>

BSAAP Draft Objectives
### Objective 1: Creating a good image for the area

| To develop a powerful "brand and quality of life ‘package’ that matches the expectations of people who want to stay in or will be attracted to the area. | • Putting in place long term changes that will improve life, not just for us, but for future generations.  
• Help unite and strengthen the city’s communities.  
• Encouraging people to stay; if the region offers them economic stability, good quality housing and living environments that meet their aspirations and a good quality of life (RSS).  
• Creating and enhancing attractive neighbourhoods and fostering a sense of place by locally determined and delivered services (LAA).  
• Develop over the next three years neighbourhoods that are clean, green and safe, where local residents have a good sense of place and pride (LAA). |

### Objective 2: Attracting new and diverse people, particularly families

| To diversify the demographic and socio-economic base of the area through retaining existing and attracting new residents to the area, particularly families. | • Helping a diverse mix of people build strong relationships.  
• Helping unite and strengthen the city’s communities.  
• Giving power to communities – to encourage them to enjoy living and working together.  
• Creating neighbourhoods which have a range of attractive choices.  
• Need to retain and attract more young people of childbearing and working age to the region (RSS).  
• Creating and enhancing attractive neighbourhoods and fostering a sense of place by locally determined and delivered services (LAA).  
• Offer a mix of attractive choices to newly forming households and people moving into the city (LAA). |

### Objective 3: Benefiting from city economic growth

| To transform local people’s capacity to benefit from city and regional economic growth through improved education opportunities and provision of local employment opportunities. | • Creating more high quality learning opportunities.  
• Use creative and innovative ideas to grow businesses and jobs.  
• Link learning to employment opportunities and advice and guidance.  
• Ensure local people are trained to fill local jobs.  
• ‘Managing Structural Economic Change’ – the transition of the economy from the industrial heritage of coal mining, shipbuilding, chemicals and steel production to a more broadly based economy (RSS).  
• Improving links with business (RSS).  
• The Stronger Economy theme focuses on getting more people into employment, stimulating business start-ups, improving learning and skills and achieving sustainable |
<table>
<thead>
<tr>
<th>Objective 4: Schools as key drivers of transformation</th>
<th>economic growth in the city (LAA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To facilitate schools and other education providers to be key drivers of transformation of the area, through giving appropriate priority to the development of new and improved facilities</td>
<td>• Creating more high quality learning opportunities</td>
</tr>
<tr>
<td></td>
<td>• Provide learning opportunities in suitable places and/or near where people live</td>
</tr>
<tr>
<td></td>
<td>• Linking with universities and colleges – harnessing international networks, research, technology and learning capacity of the region’s universities and colleges (RSS)</td>
</tr>
<tr>
<td></td>
<td>• Providing new schools across the city, with the highest quality facilities (LAA)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 5: Delivering a wider choice of housing</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>To deliver a greater diversity of housing type, tenure and affordability levels, through interventions in the housing market</td>
<td>• Meet the housing needs of all the city’s diverse communities</td>
</tr>
<tr>
<td></td>
<td>• Build and improve homes to give people a better range of housing choice</td>
</tr>
<tr>
<td></td>
<td>• Plan for groups with different housing needs</td>
</tr>
<tr>
<td></td>
<td>• Making sure there is enough affordable housing in the city</td>
</tr>
<tr>
<td></td>
<td>• Expand on limited housing choice in the city offering more houses than flats and more homes for families (HIS)</td>
</tr>
<tr>
<td></td>
<td>• Provide more homes for people on average incomes, low cost homes to own and to rent (HS)</td>
</tr>
<tr>
<td></td>
<td>• To ensure everyone has the opportunity of living in a decent and affordable home (RSS)</td>
</tr>
<tr>
<td></td>
<td>• Providing a good choice of homes for a growing population and increasing the supply of affordable homes (LAA)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 6: Providing a good, accessible range of shops and services</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>To co-locate shops and services at attractive, convenient and accessible locations, including through the provision of new retail and to regenerate existing</td>
<td>• Prove the highest quality services</td>
</tr>
<tr>
<td></td>
<td>• Creating a range of services available for the whole community on school sites</td>
</tr>
<tr>
<td></td>
<td>• Providing the opportunity to easily access locally provided jobs, facilities and services (RSS)</td>
</tr>
<tr>
<td></td>
<td>• Ensure access to employment, learning, health facilities and services for all sections of society (RSS)</td>
</tr>
<tr>
<td></td>
<td>• Range of shops, jobs and facilities available (RSS)</td>
</tr>
<tr>
<td></td>
<td>• Better accessibility to everyday activities and services,</td>
</tr>
<tr>
<td>Objective 7: Health and wellbeing</td>
<td></td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-----------------------------------------------------------</td>
</tr>
</tbody>
</table>
| To contribute to improvements in health and wellbeing of the community | • Improving the city’s overall health  
• Reducing the gaps between the experiences of people with the worst health in Newcastle and those with the best  
• Supporting, enabling and protecting people to help them fulfil their potential  
• Everyone who needs them can have access to high-quality health and social care services  
• Support disadvantaged people and communities suffering from health inequalities | • The provision of health, sport and leisure facilities in new communities and the improvements of housing quality would contribute to a better and healthier quality of life and reduce illness that contributes to worklessness (RSS)  
• To improve health and well-being while reducing inequalities in health (RSS)  
• Improving health across the city (LAA)  
• Enhancing the wellbeing and happiness of Newcastle’s people (LAA) |

<table>
<thead>
<tr>
<th>Objective 8: Starting with the parks</th>
<th></th>
</tr>
</thead>
</table>
| To provide a network of well designed open spaces which create a sense of place, provides identity to neighbourhoods and supports natural environments | • Work on an open spaces plan to make it easier for people to move around  
• Improve the quality of pedestrian routes | • Open spaces, woodlands, wildlife habitats, parks and other natural areas will play a key role in the region’s competitiveness and economic strength (RSS) |

<table>
<thead>
<tr>
<th>Objective 9: Making the most of historic and landscape assets</th>
<th></th>
</tr>
</thead>
</table>
| To conserve and make the most of the areas historic, landscape and environmental assets as a key distinguishing feature, through restoring the historic features | • Learn more about our heritage, care for it and use it better  
• Help more people and communities get involved in neighbourhood cultural activities  
• Promote exciting historic and heritage attractions | • To protect and enhance the region’s cultural heritage and diversity (RSS)  
• Celebrating and respecting the City’s unique historical assets (RSS)  
• Seeking to conserve and enhance historic buildings, areas and landscapes (RSS) |
<table>
<thead>
<tr>
<th>Objective 10: Building on its strategic location and addressing accessibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>To address the physical barriers to connecting people to jobs and services within and outside of the area. Particularly addressing local accessibility and strategic connectivity by sustainable forms of transport and enhancing connections to and from employment locations.</td>
</tr>
<tr>
<td>- Making the city and its facilities easier to get to</td>
</tr>
<tr>
<td>- Develop a safe, reliable, integrated, accessible, public transport system</td>
</tr>
<tr>
<td>- Improving Accessibility – development should be focussed in the conurbations to maximise access to facilities and jobs by non-car modes and by improved public transport services and infrastructure (RSS)</td>
</tr>
<tr>
<td>- Changing Travel Behaviour – Land use and transport policy should be integrated to reduce the need to travel and focus development in locations easily accessible (RSS)</td>
</tr>
<tr>
<td>- Consideration will need to be given to demand management measures, public transport infrastructure and the promotion of non-car passenger and freight transport (RSS)</td>
</tr>
<tr>
<td>- Tackle the problems of congestion, poor accessibility to jobs and services, and the environmental and health consequences of high levels of car use (LAA)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 11: Creating safe and secure environments</th>
</tr>
</thead>
<tbody>
<tr>
<td>To establish safe and secure, sustainable and inclusive neighbourhoods, through the mix and design of development and management of neighbourhoods</td>
</tr>
<tr>
<td>- Create a safer Newcastle by working with partners and communities to come up with local solutions to local community safety concerns.</td>
</tr>
<tr>
<td>- Expand the neighbourhood warden scheme</td>
</tr>
<tr>
<td>- Reducing crime and the fear of crime; offering safe, healthy, high quality living environments (RSS)</td>
</tr>
<tr>
<td>- Development to secure crime prevention and community safety by design (RSS)</td>
</tr>
<tr>
<td>- Children and young people should be safe and protected from harm within their families, communities and the city as a whole (LAA)</td>
</tr>
<tr>
<td>- Ensuring a city centre that is safe, clean and vibrant (LAA)</td>
</tr>
<tr>
<td>- Develop over the next three years neighbourhoods that are clean, green and safe, where local residents have a good sense of place and pride (LAA)</td>
</tr>
<tr>
<td>Objective 12: Future proofing development</td>
</tr>
<tr>
<td>------------------------------------------</td>
</tr>
<tr>
<td>To reduce carbon emissions and activities that contribute to climate change, through encouraging the use of renewable energy on-site and the use of more sustainable methods of construction, in line with Core Strategy</td>
</tr>
<tr>
<td>- Our Green Spacers Action Plan focuses on better community involvement, access, environment, design, opportunities, facilities, activities, management and protection</td>
</tr>
<tr>
<td>- Develop ward improvement plans with local communities</td>
</tr>
<tr>
<td>- Help people to manage their own environments</td>
</tr>
<tr>
<td>- Tackling the Impacts of and Adapting to Climate Change – preventative action is needed to reduce greenhouse gas emissions and adapt to the likely impacts of climate change. Preventative measures require increased efficiency of energy and resource use and a shift to more renewable energy production (RES)</td>
</tr>
<tr>
<td>- Improving our own environmental performance will make a contribution to tackling worldwide environmental problems, particularly climate change (LAA)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective 13: Getting it right</th>
</tr>
</thead>
<tbody>
<tr>
<td>To ensure that proposals are realistic and deliverable with widespread support</td>
</tr>
<tr>
<td>- Putting in place long term changes that will improve life, not just for us but for future generations</td>
</tr>
<tr>
<td>- Community involvement – all members of communities should be involved to ensure that their views are heard to inform the preparation and development of all plans, strategies and programmes (RES)</td>
</tr>
<tr>
<td>- Involve citizens when decisions are made about how services are run, to make sure that everyone’s needs are considered (EVS)</td>
</tr>
<tr>
<td>- Community participation in decisions will be in line with the Council’s Statement of Community Involvement (SCI)</td>
</tr>
</tbody>
</table>
## Appendix 4

### Amended policies

A number of saved UDP policies include a list of sites to which they apply. When adopted the Plan will, for certain policies, amend the list of sites affected. The Plan does not delete or otherwise amend saved UDP policies other than amending the list of sites. When saved UDP policies are superseded in due course, by other Development Plan Documents, it will be made clear how this affects this Plan.

<table>
<thead>
<tr>
<th>Site</th>
<th>Previous UDP allocation/designation</th>
<th>New AAP allocation/designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atkinson Road Primary School Land to East of South of Benwell Road</td>
<td>OS1.6 Open Space (BE03)</td>
<td>EE1b School Provision</td>
</tr>
<tr>
<td>Pendower Hall Special School</td>
<td>OS1.6 Educational Establishment with Open Space (BE14)</td>
<td>Boundary Change</td>
</tr>
<tr>
<td>West Gate Community Centre</td>
<td>OS1.6 Educational Establishment with Open Space (FE13)</td>
<td>KS2 Former West Gate Community College site EE3 Mixed Use Development H1 Housing Provision</td>
</tr>
<tr>
<td>Whitehouse Road West (Whitehouse Enterprise Centre)</td>
<td>ED3.1 Industrial Sites</td>
<td>EE2 Economic Growth</td>
</tr>
<tr>
<td>Scotswood Bridge Head (Fowberry Road)</td>
<td>ED1.1 Economic Development</td>
<td>EE2 Economic Growth Removal of B2 use</td>
</tr>
<tr>
<td>Condercum Road Industrial Estate</td>
<td>ED3.1 Industrial Sites</td>
<td>EE3 Mixed Use Development KS3 District Heart</td>
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<td>OS1.6 Open space for Outdoor Sport (SC10)</td>
<td>EC2a Site of Local Nature Conservation (added)</td>
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<td>Benwell Water works/ Axwell Park View</td>
<td>OS1.6 Open Space (SC12)</td>
<td>H1 Housing Provision</td>
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<td>EC2b Local Nature Conservation Sites. Site added to ensure protection UDP policy NC1.1</td>
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<td>NC1.2</td>
<td>EC2c Local Nature Conservation Site. Site added to ensure protection UDP policy NC1.1</td>
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<td>OS2.2 Recreational Routes</td>
<td>AC3 Walking and Cycling (Recreational Routes)</td>
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<td>OS1.6 Open Space (SC15)</td>
<td>H1 Housing Provision and Distribution. KS1 Scotswood Development Area</td>
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<td>Cranbrook Road</td>
<td>OS1.6 Open Space (SC03)</td>
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<td>H1 Housing Provision and Distribution. KS1 Scotswood Development Area</td>
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<td>Rear of Oakfield Gardens</td>
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<td>H1 Housing Provision (precise boundary to be defined with community)</td>
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<td>Amelia Walk</td>
<td>OS1.6 Open Space (part of) (BE05)</td>
<td>EE2d Economic Growth</td>
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Appendix 5

Proposals map allocations and designations

The Proposals map included in the draft Benwell Scotswood Area Action Plan covers all allocations and designations for the Plan area, comprising:

- New allocations proposed in and referenced under the Plan
- Existing allocations carried forward from saved UDP policies and the current Proposals map

All sites and features listed here are shown on the Area Action Plan Proposals map, with the exception of buildings on the ‘Local List’. These are given here for background information only and are not formal allocations or designations.

Open space (under AAP Policy EC1 but dependent on UDP Policies EN3.2 and OS1.6)

BE 08 : Hodgkin Park
FE 13 : West Gate Community College
SC 06/14: Denton Dene
BE 15 : Benwell Nature Park
BE 05 : Amelia Walk
SC 10 : John Marley Playing Field
SC 11 : Denton Dene Allotments
EL 01 : Oakfield Gardens
BE 02 : Armstrong Road/Pipetrack Lane
EL 07 : Rear of Oakfields Gardens
BE 16 : Churchyard, Bishops Road
SC 07 : Rear of Muswell Hill Allotments
SC 13 : Scotswood Sports Centre
SC 02 : Whitfield Road
BE 01 : Land to the South of Benwell Nature Park
BE 03 : Land to East of South Benwell Road
EL 02 : East of Canning Street School
BS 17 : Jenison Avenue
BS 29 : Scotswood Road
BE 17 : West of Newcastle Business Park
Listed buildings (dependent on UDP Policy C2)

Former Whickham View Schools, Muscott Grove
Piers, Walls and Gates west of former Whickham View Schools – Muscott Grove
Piers, Walls and Gates east of former Whickham View Schools – Muscott Grove
Wellburn House - Benwell Lane
The Mitre Public House (formally listed as Benwell Towers) – Benwell Lane
Former Lodge to Benwell Towers – Benwell Lane
Gate Piers to the Mitre Public House – Benwell Lane
Pendower Teacher’s Centre – West Road
Pendower Former Open-Air School – West Road
Stable range and linking wall to north of Pendower Teacher’s Centre – West Road
Drinking Fountain east of Church of St James – Condercum Road
No 416A (Newcastle General Hospital Young People’s Unit) and dwarf walls in front – Westgate Road
Piers and Walls in front of No 416A Westgate Road
Royal Victoria School for the Blind – Benwell Dene – Benwell Lane
Lodge to Victoria School for the Blind – Benwell Lane
Temple of Antenociticus (Formally listed as Roman Temple) – Broomridge Avenue
Church of St James – Benwell Lane
Grainger Tomb about 15 metres west of Church of St James – Benwell Lane
Lodge to Benwell Waterworks – Axwell Park View
West Gateway, Walls and Gates of St Nicholas’ Cemetery – Wingrove Avenue
Benwell Waterworks Chimney – Axwell Park View
Mather Tomb in St John’s Cemetery – Elswick Road

Local List

Please see Supplementary Planning Document (SPD) Local List of Buildings, Structures, Parks, Gardens and Open Spaces of Special Local Architectural or Historic Interest available from www.newcastle.gov.uk/core.nsf/a/ldf_locallist. These are included for background information only and are not formal allocations or designations, therefore do not appear on the Plan Proposals Map.

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<td>ID35</td>
<td>Benwell Nature Park, Atkinson Road, Benwell</td>
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<td>ID41</td>
<td>Front Buildings, Newcastle General Hospital, Westgate Rd</td>
<td>Medical</td>
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<td>ID203</td>
<td>Scotswood Natural Community Garden, Whickham View</td>
<td>Park or Garden</td>
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<td>ID226</td>
<td>St Joseph’s Church, Armstrong Road</td>
<td>Religious</td>
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Site or Area of Archaeological Interest (dependent on UDP Policies C4 and 4.1)

(20) Benwell Cemetery  
(22) Scotswood Railway Bridge  
(35) Benwell Pumping Station  
(49) Benwell - Roman Area

Sites of Local Conservation Interest (under AAP Policy EC2 but dependent on UDP Policy NC1.3)

EC2a Scotswood Nature Community Garden  
(3) Benwell Nature Park

Sites of Nature Conservation Importance (under AAP Policy EC2 but dependent on UDP Policy NC1.2)

EC2b Tyne Mud Flats  
EC2c Paradise  
(5) Denton Dene

Economic growth (under AAP Policy EE2 and independent of UDP policies)

EG1 Site of Whitehouse Enterprise Centre  
EG2 Land at Violet Close & Buddle Road  
EG3 Scotswood Bridge Head  
EG4 City West Business Park

Gateway locations (under AAP Policy SP1 and independent of UDP policies)

Scotswood Bridge Head  
Paradise Bridge Head  
West Road (west)  
West Road (east)

Industrial sites (dependent on UDP Policy UDP ED3.1)

(28) Scotswood Road Industrial Estate  
(29) Scotswood Road West  
(38) Whitehouse Road East  
(39) Whickham View
Housing sites (under AAP Policy H1 and independent of UDP policies)

(4484) Westgate Community College site, Grange Road
(3119) Benwell Lower Waterworks, Axwell Park View
(3106) Scotswood Development Area (SDA)
(4213) Benwell Dene Terraces
(4214) Westfield Road
(1604) Land west of Riverview Lodge, Armstrong Road
(1518) Land at Dorcas Avenue
(3087) Site of Benwell Social Club
(4433) St Bede’s RC Primary School, Whickham View
(4479) Atkinson Road Primary School
(3053) Atherton Drive

Mixed use development (under AAP Policy EE3 and independent of UDP policies)

(4029/1611) Condercum Road
(4227) Former Westgate College, West Road
(3025) Newcastle General Hospital Site (NGH)
(3106) Scotswood Neighbourhood Centre
(1616) Caroline and Maria Streets
(3103) Atkinson Road, St James Crescent

Shopping centres (under AAP Policy SS1, SS2, SS3 and SS4 and independent of UDP policies)

New Scotswood Armstrong Road (Neighbourhood Centre)
West Road (Neighbourhood Centre)
Adelaide Terrace (District Heart)
Whickham View (Local Convenience Centre)

Paradise Bridge (under AAP Policy AC4 and independent of UDP policies)

Paradise Bridge

Wildlife corridor (dependent on UDP Policies NC1.5 and 1.6)

(13) West Road – Benwell Tower – Hodgkin Park – River Tyne
(14) Denton Dene
Educational establishments (under AAP Policy EE1 but dependent on UDP Policy OS1.6)

EE1a Replacement St Bede’s Primary School Scotswood
EE1b Atkinson Road Primary School
EE1c Excelsior Academy
EE1d Bridgewater
BE14 Pendower Hall Special School
EL05 Canning Street School
EL06 Oakfield College
SC08 Broadway Primary and Junior School

Cycle/walking (Recreational routes) (under AAP Policy AC3 but dependent on UDP Policies OS 2.1, 2.2 and 2.3)

Existing cycling routes

Denton Dene
Hodgkin Park
Hadrian’s Way
Scotswood Road

Proposed cycling routes

Armstrong Road
Denton Road
Whitehouse Road
West Road
Condercum Road
Adelaide Terrace
River Tyne
Scotswood Bridgehead Link

Greenlinks (under AAP Policy EC1 and independent of UDP policies)

Denton Dene
Hadrian’s Way
Benwell Dene
Appendix 6

Neighbourhood approaches: Delivering regeneration at the local level

In order to support the wider vision of the Plan area to become a family-friendly district of the city that offers distinctive sustainable neighbourhoods, specific neighbourhood approaches have been developed. These approaches consider the future role of these neighbourhoods and the necessary intervention required to help deliver that role. The particular neighbourhoods have been identified through community and stakeholder consultation, the socio-economic conditions of the area and urban design analysis and via sources including the Newcastle Neighbourhood Information Service’s Vitality Index.
South Benwell

South Benwell, located to the south east of the Plan area is characterised by the following features:

- Significant levels of previous clearance, leaving isolated pockets of housing stock on steeply sloping sites
- High levels of 1970s council stock currently undergoing refurbishment through Decent Homes Standard. High Cross Area, the only remaining block of Victorian stock, built as workerhousing by Lord Armstrong
- Benwell Nature Park, a strong environmental resource which focuses on the creation of natural habitats
- Some medium sized sites but little potential for major new development
- Severe deprivation in comparison to the rest of the City and even within the Plan area, particularly in terms of housing, unemployment, income and health

Rationale

Parts of South Benwell have been identified by as a Neighbourhood Improvement Area where interventions will be concentrated on improvements to the existing housing stock. While the current housing market is weak within the area, a number of existing neighbourhood assets exist through which intervention will help to stimulate moderate residential growth and in turn raise the image and profile of the neighbourhood. This will help the vitality of Adelaide Terrace as the district centre and will develop stronger north/south links.

Enhancement of Benwell Nature Park will form a strong centrepiece to a new sustainable community and will link to the wider green space network.

Enhancements to public routes, including signing, lighting and paving improvements will encourage greater walking and cycling.

Spatial strategy and interventions

- Existing housing stock will be refurbished where necessary and new infill housing development will lead to improved environmental performance
- Benwell Nature Park will be extended and enhanced as an ecological resource
- Infill housing development will be encouraged which will in turn help to meet the increasingly diverse housing needs.

continued
Design guidelines

- Excellent pedestrian links to key destinations such as Hodgkin Park, Benwell Nature Park and the River Tyne will be incorporated into developments.

- Public realm improvements will be concentrated along Atkinson Road and Armstrong Road.

- Advanced standards of sustainable construction will be used in the building of new homes and the refurbishment of existing homes. Carbon neutral developments and zero energy schemes will be investigated.
Benwell Village - Deneside

This neighbourhood includes Benwell Village, Pendower and parts of South Benwell and is centrally located within the Plan area. The following characteristics apply to this neighbourhood:

- Historic Benwell Village centred on the area of Ferguson’s Lane, Benwell Lane and the junction with Gretna Road
- A medieval settlement area to the south of Hadrian’s Wall which is still evident in its less formal street pattern
- Contains a number of larger buildings which were originally country residences of the wealthy middle classes
- Strong architectural character and leafy setting contribute greatly to overall feel of the area
- Historic Benwell Dene still visible in parts with leafy walks however much of it is obscured
- Very mixed in terms of current housing both in age and type
- Planned clearance to the south will provide large development sites
- Less severe socio-economic condition compared to South Benwell particularly with regard to crime, education, health, unemployment and income

Rationale

Past interventions have led to significant land assembly within the southern part of Deneside and therefore significant capacity for change exists. In addition area such as Pendower offer a more stable residential environment and the stock will be enhanced through the Decent Homes Programme. The Plan builds upon these proposals but rather than simply replace cleared housing stock with similar provision, the residential role of the area is reconsidered. Neighbourhood capacity and assets are sufficient to support a broader residential offer which focuses on quality to transform accommodation both for families and smaller households. The enhancement of Benwell Dene and associated Hodgkin Park will promote a family-friendly secure residential environment.

Spatial strategy and interventions

- The heritage of this area will be brought to the fore through sensitive refurbishment of high quality historic building stock such as Benwell Towers
- Benwell Village and Dene will be developed as an area of housing choice which can accommodate larger family homes and apartments

continued
◆ The enhanced use of Benwell Dene will encourage natural habitat and resources
◆ Open space on Pendower will be redeveloped to accommodate older residents and families

**Design guidelines**

◆ Benwell Dene will be opened up to deliver a residential environment that is full of character and builds on the strong history and heritage of the area
◆ Higher density development will be located fronting onto key routes such as Benwell Lane, Armstrong Road and Axwell Park on a scale and character sensitive to its setting; family housing should front onto open space
◆ Excellent pedestrian links to key destinations such as Benwell Dene and Hodgkin Park as well as emerging developments will be developed.
Scotswood and Denton Burn

This neighbourhood runs from Benwell Village out to Denton Dene in the west and is located to the north west of the Plan area. The following characteristics apply:-

- Housing primarily made up of inter and immediate post-war stock
- Predominantly ‘family’ houses with 2-3 bedrooms and front and rear gardens arranged in short terraces and semi-detached units of relatively low density
- Relatively large proportion of private housing
- Generally stable in housing market terms and has only experienced clearance on the extreme southern fringes
- Denton Dene contains a number of playing fields and walking routes, as well as allotment areas
- There are a number of schools and colleges within easy reach
- There is limited scope for development beyond that already planned
- The northern part of the neighbourhood reflects healthier socio-economic conditions for a range of factors including housing, employment, crime, income and health compared to the rest of the Plan area

Rationale

Interventions have led to the clearance of unsustainable housing to the southern fringe of the area between Yewcroft Avenue and Woodstock Road. This area will benefit from the Excelsior Academy which is due to open in September 2008. This will act as the focus for the neighbourhood and the wider area, improving educational achievement and standards. It will offer a good range of educational choices as well as locally accessible community facilities.

The enhancement of Denton Dene adjacent to the school as a recreational resource will help to serve the future requirements of existing residents as well as the needs of the wider West End.

Spatial strategy and interventions

- The strong family focus to the neighbourhood will be enhanced and sustained, ensuring it continues as an attractive residential environment in the long term
- The housing stock and residential environment will be incrementally upgraded
- A strong education offer will be developed through the Excelsior Academy

continued
- Denton Dene will be enhanced in the longer term as a park focusing on a recreation and natural habitat resource
- Play facilities for children and young people will be significantly improved

**Design guidelines**

- The overall quality of the street environment will be improved.
Scotswood

This neighbourhood runs along Scotswood Road in the south of the Plan area. It represents the largest redevelopment opportunity and will drive the area’s transformation. The following characteristics currently apply:-

- The area has experienced the most severe levels of housing clearance in recent years
- Fragmented and isolated from the rest of the Plan area
- Only pockets of housing remain
- Sloped streets frame views of the River Tyne and have a strong sense of connection with the topography and history of the area
- Small local centre remains but due to lack of population it struggles
- Substantial capacity for major growth
- The area has suffered from severe population decline and housing clearance therefore socio-economic indicators are more distorted compared to other neighbourhoods

Rationale

The Plan identifies the importance of encouraging in-movers to the area to help stabilise the population. The SDA seeks to promote new housing opportunities and choices that help retain and attract a diversity of residents, especially families. It will provide new high quality housing with a mixture of housing types, in terms of style, size and affordability to create a truly mixed community in all areas of development. There will also be an emphasis on creating a flexible range of intermediate ownership options to enable those households experiencing affordability issues to access the housing ladder. Together with the provision of social rented housing, the driving principle is to ensure integration and spatial distribution of different house types and tenures. Scotswood, given its capacity for change, its prominent location and its ability to link with and influence other neighbourhoods is of strategic importance not only to Benwell, Scotswood and the West Road but in terms of meeting the housing priorities of the City as a whole. Neighbourhood led regeneration within the Plan area will be of a scale which requires additional community facilities and services, retail provision and open space requirements.

Spatial strategy and interventions

- The proposed development will take a comprehensive approach and provide a range of uses, including residential, retail community facilities and open space, within a new ‘walk-able’ neighbourhood

continued
SDA delivering flexible long-life dwellings will be developed, catalysing regeneration and raising standards of design throughout the Plan area.

New development proposals will meet a range of housing requirements in particular housing of 3 or more bedrooms designed for families.

Improvements to existing housing stock should be supported, helping meet the requirements of smaller households.

**Design guidelines**

- All development will be guided by the need to improve the image of the area.
- Flexibility in terms of the design, massing and scale of residential development is required to meet varying housing requirements.
- Pedestrian and vehicle links will be established to existing neighbourhoods and key destinations to the north and east.
- There should be strong and attractive frontages along Armstrong Road and Woodstock Road.
- The neighbourhood should support the open space framework for the wider Plan area.
West Road and North Benwell - Cosmopolitan core

The neighbourhood includes West Road to the north and Adelaide Terrace to the south. The following characteristics apply:

- It forms the closest area of the West Newcastle to the city centre
- It contains a strong and diverse local community
- North Benwell is the most ‘intact’ area of the Plan area with its historic building stock linking to the area’s industrial past
- Dramatic relationship to topography with steep north/south streets
- Primarily private housing around a linear shopping street that is a principal route to the city centre from the West and follows the line of Hadrian’s Wall
- There are also larger developments such as Westgate Community College site and Newcastle General Hospital site which will transform the area
- The diverse mix of shops and services at Adelaide Terrace and the West Road make this an active part of the West End
- The West Road will become a public transport corridor
- There is limited scope for major physical change
- Adelaide Terrace - the District Heart for the West Newcastle area - lies immediately to the south

Rationale

North Benwell has been identified as an area of property improvement and neighbourhood management. The North Benwell area is dominated by smaller terraced stock, predominantly consisting of Tyneside flats. Many families require larger dwellings but at the same time wish to remain in the area and there may be opportunities for combining or extending terraced accommodation to meet the local need. The neighbourhood is in close proximity to the city centre and University with existing and planned quality public transport provision.

The neighbourhood contains a mix of retail, commercial and recreational uses which should be encouraged and improved. The existing local centre on the West Road already serves its wide and diverse community as a food and leisure destination. Changes to frontline service delivery provide the opportunity to strengthen the overall offer of Adelaide Terrace as a district centre, increasing its role in the lives of residents and providing a focus for community activity.

continued
Spatial strategy and interventions

◆ Adelaide Terrace will be developed as the centre of daily life in West Newcastle
◆ The West Road will be developed as a Cosmopolitan Centre for Newcastle
◆ The diverse cultural identity of West Newcastle will be reinforced through the development proposals and the mix and nature of activities
◆ The area’s role as a city fringe mixed use location will be developed
◆ North Benwell and the West Road will be developed as a diverse, cosmopolitan area that continues to attract incoming populations along with students and young professionals
◆ Innovative ways to increase the size and quality of the current stock to accommodate families will be examined

Design guidelines

◆ Major development proposals should be targeted toward improving the image of key routes and gateways such as the West Road through quality design
◆ Buildings should front onto streets or other public spaces that are designed to attract activity and use
◆ Improvements on the physical quality of public realm within centres should be encouraged and development proposals should enhance existing heritage assets.
Appendix 7

Glossary of terms

Active frontage
A building frontage that responds positively to the street and particularly at the ground floor promotes uses, entrances, and windows that generate activity and promote safety on the street.

Adoption
The final approval of a Development Plan Document or a Supplementary Planning Document by the Council, at which stage it becomes fully operational with legal status.

Affordable housing
The central government definition in PPS3 Housing says that this is housing which is provided to households whose needs are not met by the market. It can include social rented and intermediate housing. The Council has an evolving approach to providing affordable housing with its own more specific definition in relation to cost and income. This was defined in the Housing Strategy in 2006 and will be developed in a Supplementary Planning Document on affordable housing.

ALMO
An arms length management organisation (ALMO) is a company set up by a local authority to manage and improve all or part of its housing stock. It is owned by the local authority and operates under the terms of a management agreement between the authority and the ALMO. It is managed by a board of directors which includes tenants, local authority nominees and independent members. Your Homes Newcastle is the ALMO set up by the City Council in 2004 to manage all of its housing stock.

Amenity
A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Annual Monitoring Report (AMR)
Part of the Local Development Framework, the AMR assesses the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being implemented. It is produced in December for the preceding financial year.

Area Action Plan (AAP)
A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change. There are three planned for Newcastle including this Plan.

Benwell Neighbourhood Management Initiative (BNMI)
Consists of the Neighbourhood Management Team, Community Project and Neighbourhood Wardens. The aim of the Initiative is to co-ordinate all of the services in the...
area to look at how they can better deliver the services into the area, through working closer together.

**Bridging Newcastle Gateshead (BNG)**
BNG is one of the nine Housing Market Renewal Pathfinders set up by the government to tackle the problems caused by low demand housing.

**Biodiversity**
The whole variety of life on earth. It includes all species of plants and animals, their genetic variation and the ecosystems of which they are a part.

**Brownfield land**
See Previously developed land.

**Building Schools for the Future (BSF)**
The biggest single government investment in improving school buildings for over 50 years. The aim is to rebuild or renew every secondary school in England over a 10–15 year period.

**Climate change**
Long-term changes in temperature, precipitation, wind and other aspects of the Earth’s climate. Often regarded as a result of human activity, fossil fuel consumption and emission of carbon compounds.

**Community Engagement and Involvement Strategy**
Will develop a council wide approach to community engagement and involvement in all services the council provides.

**Community facilities**
Education, health and social facilities such as schools, libraries, health centres, hospitals, churches, post offices, public houses and local shops. Essential facilities are those which residents require access to on a daily or weekly basis.

**Community Strategy**
From the early 2000s central government required all local authority areas to prepare a Community Strategy through its Local Strategic Partnership. Local Development documents must have regard to the current Community Strategy, being replaced by the Sustainable Community Strategy.

**Comparison shopping**
Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.

**Convenience shopping**
Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

**Core Strategy**
A Development Plan Document that sets out the long-term spatial vision for the Local Planning Authority area, the spatial objectives and strategic policies to deliver that vision, having regard to the Community Strategy.
**Council**

The Local Authority, in this case Newcastle City Council.

**Creative Cultural Practitioners (CCPs)**

Specialists whose origin in individual creativity, skill and talent has the potential for wealth and job creation through the generation and exploitation of intellectual property.

**Density**

The term density is used to describe the scale of development on a site. In terms of housing it describes the existing or proposed number of dwellings per hectare.

**Development**

Development is defined under the 1990 Town and Country Planning Act as “the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land.” Most forms of development require planning permission.

**Development Plan**

As set out in Section 38(6) of the Act. This will consist of Regional Spatial Strategies and Development Plan Documents contained within a Local Development Framework. It will also contain any 'Saved Plans', such as the UDP.

**Development Plan Document (DPD)**

High level documents within the Local Development Framework that together with Regional Spatial Strategy form the Development Plan for an area. A Core Strategy DPD and a Land Allocations DPD must be produced and others such as Area Action Plans are optional. The full list with a timetable is given in the Local Development Scheme.

**Disability Discrimination Act (DDA)**

A UK parliamentary act which makes it unlawful to discriminate against people in respect of their disabilities in relation to employment, the provision of goods and services, education and transport. In this context it relates to the requirement for public spaces and buildings to be accessible.

**District centres**

A retail and commercial centre, usually with associated public services, that serves a district catchment area.

**‘Doorstep’ spaces**

Green space within 5 minutes walk from the home.

**English Partnerships (EP)**

The national regeneration agency for England, performing a similar role on a national level that Regional Development Agencies fulfil on a regional level. It is responsible for land acquisition and assembly and major development projects, alone or in joint partnership.

**Equalities Impact Needs Assessment (EINA)**

All City Council sections and Directorates are now required to specify how their service objectives will help equality and diversity targets.
Evidence base
The information gathered to support the preparation of development documents. It includes quantitative (numerical values) and qualitative (feelings and opinions) data.

Examination
The process by which a Planning Inspector examines a DPD and any representations and then issues a binding report. The examination usually includes a public session about six months after submission.

‘Gateway’ location
Sites which denote a point of arrival. Gateways are an essential component of creating a legible urban environment.

Greenfield site
Land (or a defined site) usually farmland, that has not previously been developed.

Habitats Appropriate Assessment
An assessment carried out in order to determine whether the Area Action Plan would significantly affect the integrity of any European Site in terms of its nature conservation.

Housing Renewal Areas
A statutory declaration given following assessment of an area where interventions would be a combination of investment in sustainable housing and the environment, neighbourhood management and clearance and redevelopment.

Housing Market Renewal (HMR)
A central government programme to restore sustainable communities to those parts of the North where demand for housing is relatively weak and which have seen significant decline in population, dereliction, poor services and poor social conditions as a result. See also Bridging NewcastleGateshead.

Housing stock
The total amount of housing within a plan area, but this may be divided into components such as private housing stock or rented housing stock.

Housing Strategy
A Housing Strategy is a non-statutory document prepared by a local authority that sets out its housing objectives and establishes priorities for action by a range of service providers. Newcastle City Council approved a new Housing Strategy in November 2006.

Implementation
Carrying out the proposed actions to required standards that are set out in the plan.

Index of Deprivation 2004
Commissioned by the Department for Communities and Local Government, provides a measure of the levels and patterns of social and economic deprivation across the country. Deprivation is measured using data from seven themes including income, employment, health and disability, education skills and training, housing and services, environment, and crime indicators.
Infrastructure
The basic facilities, services and installations needed for the functioning of a community. It normally includes transport, communications, water and power.

Local Development Document (LDD)
The collective term in the Planning & Compulsory Purchase Act for Development Plan Documents and Supplementary Planning Documents that sit within a Local Development Framework.

Local Development Framework (LDF)
The name for the ‘folder’ of Local Development Documents required under the Act. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme, Annual Monitoring Reports and the Proposals Map.

Local Development Scheme (LDS)
Part of the LDF. Sets out a 3 year programme for preparing Local Development Documents. The first LDS for Newcastle came into effect in March 2005.

Local Housing Company (LHC)
A Local Authority promoted housing development and management organisation, possibly with wider regeneration objectives, likely to be established in partnership ownership between a local authority with other public and/or private sector organisation.

Local Planning Authority
The Local Authority (or Council) that is empowered by law to exercise planning functions. Often the local borough or district council. In this case Newcastle City Council.

Local Strategic Partnership (LSP) – called the Newcastle Partnership
An LSP brings together, at a local level, a range of public private, community and voluntary sector groups. The Newcastle Partnership is responsible for producing and delivering Newcastle’s Local Area Agreement and Sustainable Community Strategy.

Local Transport Plan (LTP2)
A local plan for transport prepared by local authorities which includes a bid to Central Government for funding to help provide local transport projects.

Monitoring and review
The process of measuring (in terms of quantity and quality) the changes in conditions and trends, impact of policies and performance of the plan against its objectives and targets.

Neighbourhood Improvement Area (NIA)
It is a non statutory designation which Newcastle has adopted, where assessment of an area has shown the best course of action to be investment in and improvement of housing stock and the local environment.

Neighbourhood Renewal
This is the process of narrowing the gaps between the most deprived areas in the city and the rest of the country in education, jobs, crime, health and housing. To help achieve this the City receives extra funding - Neighbourhood Renewal Funding - from Central.
Government. It is the responsibility of the local strategic partnership to make decisions on how the neighbourhood renewal fund is spent.

**Newcastle Futures**
Is the central element for the delivery of Newcastle Partnership’s thematic approach for Worklessness and well-being in Newcastle. This brings together Newcastle City Council, Job Centre Plus, Learning and Skills Council, The Primary Care Trust, Business Link, NVCS and North East Chamber of Commerce. Delivery includes: a strategic co-ordination function offering help and support to partners that are helping individuals progress towards work, a team of customer coordinators who deliver a case management service and are based in the community alongside voluntary and community partners, a flexible fund to pay for training and incidental expenses that can overcome barriers that prevent people getting into work, post employment support for a period of 6 months to ensure individuals are given extra support to overcome any problems that may arise in the first few months of employment.

**Newcastle Plan**

**Non-renewable resource**
A natural resource that cannot be re-made, re-grown or regenerated on a scale comparative to its consumption. Fossil fuels (such as coal, petroleum and natural gas) and nuclear power are non-renewable resources, as they do not naturally re-form at a rate that makes the way we use them sustainable.

**Open space**
All space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation. They can also act as a visual amenity and a haven for wildlife.

**Owner occupation**
Accommodation which is either owned outright, being bought with a mortgage or being bought as part of a shared ownership/equity scheme.

**Planning and Compulsory Purchase Act 2004**
Government legislation bringing a new approach to development planning, control, compulsory purchase and procedure.

**Planning condition**
A written condition on a planning permission that restricts the development in some way to achieve a stated purpose.

**Planning policy**
A guiding principle that has statutory weight. It sets out a required process or procedure for decisions, actions etc.

**Planning Policy Guidance Note (PPG)**
Document issued by the Government setting out government advice on planning issues. PPGs are now being replaced by PPSs.
Planning Policy Statement (PPS)
Documents issued by the Government setting out government policy on planning issues. PPSs are replacing PPGs.

Planning Obligation (and/or Section 106 Agreement)
A legal undertaking given to a developer who is seeking planning permission for a development. It can be used to regulate or restrict the use of land, require the carrying out of specific actions or require payments to be made to the planning authority.

Preferred Options Report
Produced as part of the preparation of Development Plan Documents, and is issued for formal public participation as required by Regulation 26 of PPS12 – Local Development Frameworks.

Previously developed land (or Brownfield land)
Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. Annex C of PPG3 Housing has a detailed definition.

Primary Care Trust (PCT)
Part of the NHS responsible for the planning and securing of health services and improving the health of a local population.

Private Public Partnerships (PPP's)
Public-Private Partnerships bring public and private sectors together in long term partnership for mutual benefit.

Regional Spatial Strategy (RSS)
Sets out the region’s policies in relation to the development and use of land. It forms part of the development plan for Newcastle. Current RSS was published as Revised Regional Spatial Strategy in July 2008.

Registered Social Landlord
Registered Social Landlords are independent housing organisations registered with the Housing Corporation under the Housing Act 1996.

Renewable resource
A resource which occurs naturally and repeatedly in the environment, for example from the sun, wind or water

Saved policies
Policies from the Unitary Development Plan that are saved until replaced by policies in the Local Development Framework.

Scotswood Development Area (SDA)
An area of Scotswood that has been subject to significant change resulting in up to 65 hectares of development area. The area is now a priority and opportunity for environmental, social and economic regeneration.
Science City
A development in Newcastle City Centre’s Discovery Quarter to house leading edge scientific research, teaching and business facilities.

Section 106 Agreement
See Planning Obligation.

Sequential approach
Criteria based approach for the selection of development sites focused on bringing forward certain sorts of sites first (e.g. previously developed land or land not subjected to flood risk).

Shared equity
Where the occupant purchases part of a dwelling and rents the remainder, usually from a housing association. It is similar to shared ownership, however in a shared equity property the housing association or developer generally retains an interest in the property.

Shared ownership
Where the occupant purchases part of a dwelling and rents the remainder, usually from a housing association, but the occupant has the ability to “staircase” or increase their interest in the property until they own it outright.

Shop for Jobs
Is a vocational training project that provides high quality opportunities for those who possess barriers to work to access training and find sustainable employment in the retail and customer service industries. It is a multi-agency partnership that includes key public sector organisations such as Jobcentreplus, ONE, Business Link, Connexions, UXL Newcastle (work Based Learning Network), New Deal for Communities, Jigsaw Training, Newcastle College, Education Business Partnership as well as many major sector partners including Capital Shopping Centres, Marks and Spencer and John Lewis.

Site of Local Conservation Interest (SLCI)
A SLCI is a site designated by the Council through its Development Plan as of value to the local community but not reaching the stricter criteria for designation as a SNCI.

Site of Nature Conservation Importance (SNCI)
A SNCI is a site with significant value to wildlife as judged by strict criteria agreed between Northumberland Wildlife Trust and the Councils. Designated by the Trust but confirmed through the Development Plan.

Small to Medium Enterprise (SME)
An independent business managed by its owner or part owners and having a small market share either by number of employees or turnover.

Social Rented Housing
Rented housing owned and managed by the local authority (or its arms length management organisation) or a registered social landlord.
Stakeholders
Every person and organisation that has a stake in a project - that is, who feels that they are committed to, can contribute to, or will gain from the project.

Statement of Community Involvement (SCI)
Set out the standards which the Council intend to achieve in relation to involving the community in the preparation, alteration and continuing review of all Local Development Documents and in development control decisions, and also how the local planning authority intends to achieve those standards. The Statement of Community Involvement is not a Development Plan Document but will be subject to independent examination.

Strategic Environmental Assessment (SEA)
The process of weighing up all the policies in a development plan for its global, national and local environmental implications. Done to comply with EU Directive 2001/42/EC. For a Development Plan Document it is normally done as part of a Sustainability Appraisal.

Supplementary Planning Document (SPD)
Provides extra information in support of the policies in Development Plan Documents (or the UDP for the time being). An SPD is part of the Local Development Framework but does not form part of the Development Plan and is not subject to independent examination. A full list, with timetable, is contained within the Local Development Scheme.

Sustainability Appraisal (SA)
Tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors). This is required by the Planning and Compulsory Purchase Act to be undertaken for all Development Plan Documents and Supplementary Planning Documents.

Sustainable Community
Sustainable communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

Sustainable Development
A widely-used and accepted international definition of sustainable development is: ‘development which meets the needs of the present without compromising the ability of future generations to meet their own needs’.

Sustainable Drainage Systems (SUDS)
A range of techniques used to control and store surface water run-off as close to its origin as possible before it enters a watercourse or sewer. Usually used to avoid any increase in flood risk due to new development.

Sustrans
A charity dedicated to promoting sustainable transport.

Target setting model
This is used to determine the number of trainees/jobseekers that should be engaged within any individual contract. The model looks at the length and value of contract and estimates
the number of site operatives required so that a specific number of trainees/jobseekers can be specified as a minimum contract requirement.

**Unitary Development Plan (UDP)**
Old-style development plan prepared by unitary Metropolitan Districts such as Newcastle. The policies from these plans will continue to operate for some time until Local Development Frameworks are in place – see saved policies. Newcastle’s UDP was adopted in 1998.

**Scotswood Urban Regeneration Vehicle (SURV)**
An independent Public Private Partnership focussing on the long term regenerative development of the Scotswood Development Area.

**Viability**
The ability of an individual business to continue trading or the ability of a centre as a whole to attract investment, not only to maintain the fabric, but also to allow for improvement and adaptation to changing needs.

**Vitality**
The ‘quality of life’ features of an area such as levels of crime, education, health, housing, income, employment and local environment that vary between neighbourhoods.

**West Newcastle Transport Framework**
A document that provides a transport framework for the Newcastle West End. The West End is defined as an area bounded by the City Centre to the east, West Road to the north, the A1 Newcastle Western Bypass to the west and the River Tyne to the south.

**Your Homes Newcastle (YHN)**
The arms length management organisation (ALMO) that manages the council housing stock for the Council.
If you need this information in another format or language please phone a member of the Planning Policy team on 0191 21 6707 or email planningpolicy@newcastle.gov.uk
Further information is also available at
www.newcastle.gov.uk/planning

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